Pierce County, Washington

Comprehensive Plan

Honor the Past  Look Ahead

Ordinance Number: 2015-40
As Amended by
Ordinance Numbers: 2016-34s
2017-23
2018-39s
2019-15s
Effective Date: August 1, 2019
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Community Plan Areas

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<td>Transportation System Management</td>
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<td>UGA</td>
<td>Urban Growth Area</td>
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<td>USP</td>
<td>Unified Sewer Plan</td>
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<td>V/S</td>
<td>Volume/Service</td>
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<td>VHT</td>
<td>Vehicle hours traveled</td>
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<tr>
<td>VMT</td>
<td>Vehicle miles traveled</td>
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<td>Abbreviation</td>
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<tr>
<td>NMTP</td>
<td>Nonmotorized Transportation Plan</td>
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<tr>
<td>NPDES</td>
<td>National Pollutant Discharge Elimination System</td>
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<td>NWP</td>
<td>Northwest Pipeline Corporation</td>
</tr>
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<td>OFM</td>
<td>Office of Financial Management</td>
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<tr>
<td>WAC</td>
<td>Washington Administrative Code</td>
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<tr>
<td>WRIA</td>
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# Introduction

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The Pierce County Comprehensive Plan is an adopted policy document that guides County decisions related to growth and development in unincorporated Pierce County. The plan outlines existing conditions and a future vision for the County’s unincorporated areas. It contains goals and policies that are meant to direct growth and development in a way that will help the County achieve this vision.

The goal of the Comprehensive Plan is to honor the past and look ahead.

The Big Idea

Pierce County adopts this Comprehensive Plan to guide all subsequent plans and decisions. The policies reflect the following key values chosen by the citizens of Pierce County:

- Protect the Character of Our Rural Lands
- Promote Open Space and Parks
- Preserve the Natural Environment
- Maintain Our Livable Neighborhoods
- Connect Motorized and Nonmotorized Transportation Routes
- Promote a Diverse, Healthy, and Sustainable Economy
- Require Infrastructure and Services Concurrent with the Actual Need
- Preserve Our History
- Public Safety

_The Big Idea_ is the foundation of the Comprehensive Plan. Remember these key values when reading and interpreting the policies.
**UPDATING THE PLAN**

The Comprehensive Plan update began in early 2013 with internal review of the existing Pierce County Comprehensive Plan document and associated plans, including the eleven associated community plans. Team members from all applicable departments, including Planning and Land Services, many divisions within Public Works and Utilities, Parks and Recreation, Community Connections, and the Tacoma Pierce County Health Department were involved in reviewing and editing the contents of the existing plan. This team was also responsible for identifying gaps between the existing plan and the requirements of the state’s Growth Management Act and the Puget Sound Regional Council’s policy document, Vision 2040. Once the document was updated and gaps were identified, the team outlined a public participation plan that began in early 2014.

**PUBLIC INVOLVEMENT**

In February 2014, Long Range Planning staff began a series of study sessions to inform the County’s representative bodies, including County Council, Planning Commission, and all Land Use Advisory Committees (LUACs) about the update. Throughout 2014, staff kept engaged with the LUACs in subsequent meetings to present and receive recommendations on proposed edits to their respective community plans.

Team members worked together in April 2014 to develop an open house format that included all topics in the Comprehensive Plan to provide information to the general public and receive input on issues found in the plan. Open houses began in late May and ran through July, covering various communities within the County.

**PIERCE COUNTY PROFILE**

Pierce County is the second most populous county in the state of Washington, behind King County. Formed out of Thurston County on December 22, 1852 by the legislature of Oregon Territory, it was named for U.S. President Franklin Pierce. As of the 2010 Census, the population was 795,225. The County seat is Tacoma, which is also the County’s largest city, on Commencement Bay.

Pierce County’s moderate climate, combined with a contrasting geography of water and mountains, encourages a wealth of year-round outdoor activities. Pierce County has miles of Puget Sound waterfront, Mount Rainier National Park, 361 fresh-water lakes, alpine and cross-
country skiing, and nationally ranked year-round golf courses, while also offering all the urban amenities.

Major industries include aerospace, healthcare, technology, agriculture, timber products, and military installations. In addition to the City of Tacoma, Pierce County is home to several suburban cities, small towns, and rural communities, as well as forests and farmlands.

The County is notable for being home to the Mount Rainier volcano, the tallest mountain in the Cascade Range. Its most recent recorded eruption was between 1820 and 1854. There is no imminent risk of eruption, but geologists expect that the volcano will erupt again. If this should happen, parts of Pierce County would be at risk from lahars, lava, or pyroclastic flows. The Mount Rainier Volcano Lahar Warning System was established in 1998 to assist in the evacuation of the Puyallup River valley in case of eruption.

**Geography**

According to the U.S. Census Bureau, the County has a total area of approximately 1,800 square miles, of which 1,670 square miles is land and 130 square miles (7.2%) is water. The highest natural point in Washington is Mount Rainier at 14,411 feet. Mount Rainier is the most visited attraction in Washington, and the tallest volcano in the lower 48 states. The Mount Rainier National Park celebrated 100 years in 1999. The park has a perpetual snowpack and 26 glaciers.

**Topography**

The topography of Pierce County is quite varied; elevations range from sea level to the 14,410 foot summit of Mount Rainier. The general slope from east to west is fairly gentle except for abrupt drops into the larger river valleys of the County.

The Puget Sound lowland may be characterized as a relatively flat plain ranging in elevation from 100 feet to 700 feet above mean sea level, rising to approximately 2,000 feet where the forested foothills begin. The plain is broken at irregular intervals by rolling terrain and by the steep-walled valleys of the major rivers. The valley walls are precipitous in many places such as those of the Puyallup River.

The Cascade foothills are an undulating to rolling belt of benches and low hills with fairly shallow stream channels except for the major rivers. The Cascade Mountains, with the exception of Mount Rainier, range in elevation from 2,500 to 7,000 feet.

**Soils**

The glacially-derived soils of Pierce County have been altered by climatic and vegetative processes. Upland deposits are mantled by glacial till and shallow soil, and the alluvial deposits of the major river valleys are deep and agriculturally productive.

Two or more individual soils make up a soil association. In the Pierce County area included in the *Soil Survey of Pierce County Area, Washington* (1979), 38 different series of soils have been identified.
Most of the County’s soils are of low-to-moderate erosion potential. According to Soil Conservation Service data, approximately 12% of the soils in the Pierce County Soil Survey have moderate to severe, severe, or very severe erosion potential. Most of these soils are associated with steep slopes. Steep sloped areas, especially those with pervious soils underlain by impervious hardpan layers, are also subject to landslide hazards.

Many of the County's soils have severe limitations for septic tank fields primarily due to wetness, slope, and an impervious cemented pan layer. Soils with slight limitations for septic, such as Spanaway soils, have greater permeability. However, the permeable nature of these soils can increase the potential for groundwater pollution.

**GOVERNMENT**

The County has adopted and is governed by a charter. This is allowed by section 4 of Article XI of the Washington constitution. The Pierce County Executive heads the County's executive branch. The Assessor-Treasurer, Auditor, Prosecuting Attorney, and Sheriff are also countywide elected executive positions.

The Pierce County Council is the elected legislative body and consists of seven members elected by district. The Council is vested with all law-making power granted by its charter and by the State of Washington. The Council sets County policy through the adoption of ordinances and resolutions, approves the annual budget, and directs the use of County funds. The seven members of the County Council are elected from each of seven contiguous and equally populated districts, with each Councilmember representing approximately 114,000 County residents. Each County Councilmember is elected to serve a four-year term.

**GROWTH MANAGEMENT PLANNING**

**PLANNING IN PIERCE COUNTY**

The first Pierce County Comprehensive Plan (post-GMA) was created by the Pierce County Citizens' Advisory Group through a grassroots public process. Review and revision of the draft involved the Pierce County Planning Commission, the County Council, and the County Executive, with much technical assistance from County department staff. The review included public outreach including television programs, open houses, community meetings, public testimony, and mailings.

The plan was adopted by the Pierce County Council on November 29, 1994, and became effective on January 1, 1995. It integrated residents' ideas, concerns, and preferences into statements of how the County should be developed, what development regulations should accomplish, what facilities and services levels are needed, and how publicly-funded improvements should support these objectives.
The policies of the Comprehensive Plan articulate a vision of Pierce County. Residents and stakeholders continue to use the plan to guide their design and location decisions as they plan for improvements. Although the plan looks only 20 years into the future, the values and objectives expressed in the plan extend beyond the 20-year planning horizon. The plan is reviewed and updated regularly to address changes in conditions or the vision of the County's residents.

Planning in Pierce County is also influenced by and must be consistent with other planning documents at the State, Regional, and Countywide levels. This top-down approach is shown in the hierarchy graphic above.

**WASHINGTON STATE GROWTH MANAGEMENT ACT**

In 1990, the State Legislature enacted the Growth Management Act (GMA) which initiated and required the development of policies to manage growth in Washington State. All urban counties and their cities and towns were required to develop comprehensive plans and regulations to implement those plans. Plans must address issues in land use, transportation, housing, capital facilities, utilities, and rural lands, and must guide development and accommodate the population growth forecast for the next 20 years.

The Growth Management Act (RCW 36.70A) and related State planning guidelines (WAC 365-196) guide the development and update of the Pierce County Comprehensive Plan. The Act outlines 14 goals for the development of a comprehensive plan. Each goal, viewed as equally important, must be furthered by the growth management strategies.

These goals, as set forth in RCW 36.70A.020, are adopted to guide development and adoption of Pierce County's Comprehensive Plan and Development Regulations. The goals are not listed in order of priority.
The 14 planning goals are:

<table>
<thead>
<tr>
<th>Goal</th>
<th>Description</th>
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<tr>
<td><strong>Urban Growth</strong></td>
<td>Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.</td>
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<tr>
<td><strong>Reduce Sprawl</strong></td>
<td>Reduce the inappropriate conversion of undeveloped land into sprawling, low density development.</td>
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<td><strong>Transportation</strong></td>
<td>Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.</td>
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<td><strong>Housing</strong></td>
<td>Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.</td>
</tr>
<tr>
<td><strong>Economic Development</strong></td>
<td>Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.</td>
</tr>
<tr>
<td><strong>Property Rights</strong></td>
<td>Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.</td>
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<tr>
<td><strong>Permits</strong></td>
<td>Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.</td>
</tr>
<tr>
<td><strong>Natural Resources Industries</strong></td>
<td>Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.</td>
</tr>
<tr>
<td><strong>Open Space and Recreation</strong></td>
<td>Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.</td>
</tr>
<tr>
<td><strong>Environment</strong></td>
<td>Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.</td>
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<tr>
<td><strong>Citizen Participation and Coordination</strong></td>
<td>Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.</td>
</tr>
<tr>
<td><strong>Public Facilities and Services</strong></td>
<td>Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.</td>
</tr>
<tr>
<td><strong>Historic Preservation</strong></td>
<td>Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.</td>
</tr>
<tr>
<td><strong>Shorelines</strong></td>
<td>Manage development within Shoreline jurisdiction consistent with the Washington State Shoreline Management Act and Pierce County's Shoreline Master Program.</td>
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</table>
MULTICOUNTY PLANNING

The Act also required the development of multicounty planning policies for the central Puget Sound region of King, Kitsap, Pierce, and Snohomish counties. The Multicounty Planning Policies, developed as part of Vision 2040, describe regional objectives for issues that cross county boundaries and need to be met to achieve inter-jurisdictional consistency. The Vision 2040 Planning Policies were adopted in March of 1993 by the General Assembly of the Puget Sound Regional Council (PSRC) as an amendment to Vision 2040. In 2012, the PSRC adopted Transportation 2040, a transportation action plan update for the central Puget Sound region.

Vision 2040 Planning Policies cover the same topics required of the Countywide Planning Policies (CPPs). Open space linkages, resource protection, and critical areas, identified as important issues in the GMA, were also included because of their regional importance and the impossibility of achieving them without the inter-county collaboration. In 2008, the PSRC adopted Vision 2040, an update to the Multicounty Planning Policies.

COUNTYWIDE PLANNING

The Pierce County Regional Council (PCRC) was created to ensure planning between Pierce County and its cities and towns was accomplished in a coordinated, consistent manner. The Council is comprised of elected officials from Pierce County, each of its 23 cities and towns, and the Port of Tacoma. The primary responsibility of the PCRC is to ensure that the Growth Management Act requirements are coordinated within the County and the region. The Countywide coordination is accomplished through the implementation of the Pierce County Countywide Planning Policies.

The regional coordination is accomplished by this group acting as a sub-regional council to the Puget Sound Regional Council (PSRC). The PSRC represents the four-county region of Pierce,
King, Snohomish, and Kitsap counties. Members from the PCRC are represented on the different boards and commissions of this regional body. These boards include the Growth Management Policy Board, the Transportation Policy Board, the Economic Development Policy Board, and the Executive Board. Joint jurisdictional planning will occur in those areas where the respective jurisdictions agree such planning would be beneficial. Designation of Urban Growth Areas (UGA) requires extensive coordination between the cities and towns and the County. Though UGAs remain under the County's jurisdiction, it is beneficial to both municipalities and the County to jointly plan for them.

Cities and towns are concerned about the type of land use activities and design standards which are permitted outside of their municipal limits, since they have a direct impact on the city or town. Many of the cities and towns have developed land use plans which address areas currently under the County's jurisdiction. For the cities and towns to effectively reach their goals after an annexation, they need to ensure the County does not permit activity which would be inconsistent with their future plans.

To address this concern, the Pierce County Council passed Resolution No. R93-96, which supports a Joint Planning Framework recommended by the Pierce County Regional Council. The strategy of the Joint Planning Framework is to encourage appropriate jurisdictions to enter into interlocal agreements to facilitate and accomplish joint planning in areas of mutual concern. Interlocal agreements enable the involved jurisdictions to work together to review and consider issues of mutual concern.
DIRECTION AND IMPLEMENTING POLICIES

The Comprehensive Plan is intended for use by all members of the community for unincorporated Pierce County. The plan is internally consistent even though some issues are addressed through multiple policies in multiple elements and some issues receive refined and more detailed direction in community plans.

The policies contained within this Comprehensive Plan are intended to be statements of policy, and allow flexibility when it comes to implementation. Policies cannot be applied independently; rather, implementation of the policies must be balanced with one another and will address details such as how and when the policy is applied and any relevant exceptions.

The Comprehensive Plan is a tool to assist County Councilmembers, planning commissioners, County staff, and others involved in making land use and public infrastructure decisions. It provides the framework for the County’s Development Regulations.

Supplemental resources are available on the Department of Planning and Land Services website.

DOCUMENT ORGANIZATION

While the Comprehensive Plan’s narrative text and maps frame the key proposals, the essence of the plan lies in its policies. These are declarative statements that set forth the County’s approach to various issues. While every effort has been made to provide clear policies, there may be a need for interpretation. The authority of interpretation lies with the County and will be enacted through decisions.

✔ Goals are the overarching policy direction on a particular topic that represents the main idea of subsequent policies. Goals tend to be very general and broad.

✔ Policies provide further guidance in support of the goals.
Within each element chapter, the policies are organized presented in the following format:

**SOLUTIONS TO HOUSING ISSUES**

The Housing and Land Use Elements provide direction to accommodate enough affordable housing for all economic segments of the community. Land use strategies may include: allowance for accessory dwelling units, infill development, rehabilitation of existing housing, mixed-use development, and smaller lot sizes. Regulatory strategies may include streamlined approval processing and priority permit processing.

The Land Use Designations Map in the Land Use Element identifies ten land use designations within an Urban Growth Area to accommodate projected housing needs: Moderate Density Single Family, High Density Single Family, Master Planned Communities, Major Urban Centers, Activity Centers, Community Centers, Neighborhood Centers, Mixed Use Districts, High Density Residential Districts, and Urban Villages. Of these designations, the Moderate Density Single Family, High Density Single Family, High Density Single Family, and the High Density Residential Districts are to accommodate only residential uses.

Low income and government subsidized households, and individuals or multi-family structures. Housing objectives, principles, and strategies in the Comprehensive Plan encourage income diversity within the population and guarantee an adequate supply of housing for all socioeconomic segments of the population.

It is the intent of the Housing Element to create solutions for affordability, to collectively address all economic segments of the population, very low income, extremely low income, 50 percent area median income, ≤ 50 percent area median income, and ≤ 50 percent area median income, respectively.

It is the intent of the Housing Element to create solutions for affordability, to collectively address all economic segments of the population, very low income, extremely low income, 50 percent area median income, ≤ 50 percent area median income, and ≤ 50 percent area median income, respectively.

**GOAL H-1**

Allow for a range of housing types in appropriate areas of the County.

- H-1.1 Encourage a variety of housing types that allow high densities and creative use of land within the urban area.
- H-1.2 Ensure that housing types within the rural and resource areas retain the rural character, and respect the features of the lands.

**GOAL H-2**

Encourage the development of new housing within the urban growth areas where facilities and services exist or are planned.

- H-2.1 Increase density in communities with existing infrastructure.
- H-2.2 Allow for accessory dwelling units, cottage housing, and Katrina cottages to reduce housing costs for residents.

**NARRATIVE INFORMATION**

An introduction to each section, supplemental information, and data may be found in the narrative preceding policies.

**ADDITIONAL INFORMATION AND SIDEBARS**

Text boxes and sidebars are used to provide more information, examples, and visuals that are associated with policies.

**POLICY ORGANIZATION**

Within each element chapter, the policies are organized presented in the following format:

**POLICIES**

A policy is a statement to guide decision making. Policies are intended be carried out by an implementation measure.

**GOALS**

A goal is a general statement to introduce the general idea of the following policies.

**LINKS TO OTHER ELEMENTS/SECTIONS**

Buttons identify where there is overlap in policy with another element and provide a link to where they can be found.

**NUMERATING**

Policy numbering corresponds with the chapter title. Policies subsequent to a larger policy issue are numbered in a hierarchical format.

**CHAPTER AND PAGE NUMBERS**

Page numbers are organized by chapter number and page; they also include the title of the chapter.
There are multiple sub-plans that implement the Comprehensive Plan, and other documents that are related to the plan. The following list is not comprehensive, but provides supportive and related documents organized by element.

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<th>Element</th>
<th>Document</th>
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<tr>
<td>Land Use</td>
<td>▪ Buildable Lands Report</td>
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<td>▪ Joint Land Use Study</td>
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<td>▪ Sustainability Plan</td>
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<td>Capital Facilities</td>
<td>▪ Capital Facilities Plan</td>
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<td>▪ School District Facility Plans</td>
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<td>▪ Fire District Facility Plans</td>
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<td>▪ Pierce County Library 2030: Summary Report</td>
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<td>Economic Development</td>
<td>▪ Economic Development Strategic Plan</td>
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<td>Environment</td>
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<td>Housing</td>
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<td>▪ Plan to End Homelessness</td>
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<td>▪ Housing Affordability</td>
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<td>▪ Report and Recommendations from the Pierce County Housing Affordability Task Force</td>
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<td>Parks and Recreation</td>
<td>▪ Parks, Recreation and Open Space (PROS) Plan</td>
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<td>Transportation</td>
<td>▪ Pierce County Transportation Plan (1992) and minor update (1999)</td>
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<td>▪ Nonmotorized Transportation Plan (1997)</td>
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<td>▪ Six-Year Transportation Improvement Program &amp; Fourteen-Year Ferry Program</td>
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<td>▪ Traffic Impact Fee Program (Ordinance 2006-60s)</td>
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<td>▪ Pierce County Ferry Planning Documents</td>
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<td>▪ Annual Transportation Concurrency Management System Report</td>
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<td>▪ Pierce Transit Planning Documents</td>
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<td>▪ Sound Transit Planning Documents</td>
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<td>▪ PSRC Regional TDM Action Plan</td>
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<td>▪ Tidelflats Area Transportation Study (2011)</td>
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<td>Utilities</td>
<td>▪ Capital Facilities Plan</td>
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<td>▪ 2010 Unified Sewer Plan</td>
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<td>▪ Pierce County Sewer Improvement Program 2013-2018</td>
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<td>▪ 2000 Tacoma-Pierce County Solid Waste Management Plan</td>
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<td>▪ 2008 Solid Waste Management Plan Supplement</td>
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<td>▪ Other Solid Waste Planning Documents</td>
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<td>▪ Coordinated Water System Plan</td>
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<td>Power Company Plans</td>
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<td>Basin Plans</td>
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<td>Hylebos-Browns Point-Dash Point Basin Plan</td>
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<td>Mid Puyallup Basin Plan Volume I</td>
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Chapter 2: **LAND USE ELEMENT**

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INTRODUCTION

The Land Use Element describes how the policies in the other plan elements will be implemented through land use policies and regulations, and thus, it is a key element of the Comprehensive Plan.

The Land Use Element was developed in accordance with the Countywide Planning Policies, VISION 2040, and integrated with the other Plan elements to ensure consistency throughout the Comprehensive Plan. The Land Use Element considers the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends, the provision of public services, and environmental considerations.

GROWTH MANAGEMENT ACT AND THE LAND USE ELEMENT

The Land Use Element of the Pierce Comprehensive Plan meets the goals of the State Growth Management Act by providing policies and mapping which designates the general distribution, location and extent of land use within the County. The land use element provides for a wide range of land uses including agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses.

The land use element includes policies and guidance based on the existing population densities, and estimates of future population growth. The Land Use Element supports the foundational goal of the Growth Management Act by identifying and designating urban and rural areas and directing higher intensity development and growth into the urban areas. The Land Use Element recognizes development in both the urban and rural areas of the County that focuses urban development in the urban areas and provides for lower density development in rural areas to preserve the rural character.

The Land Use Element also includes policies that support communities that provide walking and biking access to local services and transportation. This includes policies for the development of more compact communities focused on access to transit and complete streets that provide for multiple users including pedestrians, bicyclists and transit. This urban design approach promotes increased physical activity within communities as encouraged by the Growth Management Act.

GROWTH AND DEVELOPMENT STRATEGY

The growth and development strategy directs future development primarily to occur within Urban Growth Areas. The growth and development strategy further directs major concentrations of development to occur in centers, mixed use districts, and high density residential districts. Moderate density single-family residential areas will serve as the principal land use for the remaining areas within the Urban Growth Areas.
PROVISION OF FACILITIES AND SERVICES

Facilities and services are necessary for urban growth and economic development. They are essential for achieving high-quality, attractive communities. Since most growth will be encouraged in Urban Growth Areas and since the low densities to be maintained in Rural Areas require a lesser level of public improvements, Pierce County is committed to using its limited public resources to concentrate on providing public services in Urban Areas. The County also can set different spending priorities within UGAs to maximize the impact of public spending and to attract certain kinds of growth to specific locations.

PLANNING APPROACHES TO INCREASE PHYSICAL ACTIVITY

Recognizing the growing need for physical activity among residents, the Washington Legislature enhanced the GMA guidelines for multimodal transportation in 2005 when they passed Engrossed Substitute Senate Bill (ESSB) 5186. This law amends the GMA and requires that communities consider urban planning approaches that promote physical activity. (Planning to Encourage Physical Activity-WA CTED) Meeting this requirement includes providing policies and plans regarding land use and transportation that make walking and biking to daily services and needs easier and preferred.

The Pierce County Comprehensive Plan includes the following approaches to increase physical activity:

- Compact Communities and Transit-Oriented Corridors – The Comprehensive Plan provides policies for the development of compact communities or transit oriented corridors that provide for pedestrian and bicycle connections to local services and transit. (Land Use Element: Compact Urban Communities)
- Complete Streets – The Comprehensive Plan provides policies for the development of streets that accommodate multiple users and enhance access and connectivity for pedestrians and bicyclists. (Transportation Element: Active Transportation)
- Employment Centers – The Comprehensive Plan provides policies that the location and design of employment centers should facilitate access and circulation by transit, pedestrians, bicyclists, and other alternative transportation modes. (Land Use Element: Employment Center)

INVENTORIES, FORECASTS, AND ANALYSIS

The inventory presented in this element provides information useful to the planning process. It does not include all of the data or information that was gathered, but presents the relevant information in an organized and useful format. The inventory summarizes general implications for development of the physical descriptions or types of land use, and summarizes the County's specific information. The analysis of this information is detailed below. This section includes population, demographics, population targets, land capacity, target allocations, and the land
use inventory. The following information shows Pierce County is compliant with the Vision 2040 Regional Growth Strategy.

**Population**

The 2010 Census reports that 795,225 people, 299,918 households, and 202,174 families resided in the County with a population density of 476.3 people per square mile. Approximately 46% of the population resides within unincorporated Pierce County. Table 2-A shows the increase in population since the 2000 Census.

**Table 2-A: Pierce County Change in Population 2000-2010**

<table>
<thead>
<tr>
<th></th>
<th>2000¹</th>
<th>2010¹</th>
<th>Difference</th>
<th>Percent Change</th>
</tr>
</thead>
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<tr>
<td>Pierce County</td>
<td>700,820</td>
<td>795,225</td>
<td>+94,405</td>
<td>13.5%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>315,359</td>
<td>366,738</td>
<td>+51,379</td>
<td>16.3%</td>
</tr>
<tr>
<td>Incorporated</td>
<td>385,459</td>
<td>428,487</td>
<td>+43,028</td>
<td>11.2%</td>
</tr>
</tbody>
</table>

¹OFM, 2000 and 2010 Census.

**Demographics**

Figure 2-A shows the racial makeup of unincorporated Pierce County was 78.8% White, 5.0% Black or African American, 1.2% Native American and Alaska Native, 4.4% Asian, 1.5% Native Hawaiian or Other Pacific Islander, 6.3% from two or more races, and 2.9% some other race (all categories include Hispanic or Latino). Within these categories, 8% of the total population was Hispanic or Latino.

**Figure 2-A: Unincorporated Pierce County Race/Ethnic Origin (includes Hispanic or Latino)**

In Pierce County as a whole, the 2010 Census reported 299,918 households, of which 35.3% had children under the age of 18 living with them, 49% were married couples living together, 13% had a female householder with no husband present, and 32.6% were non-families.
Individuals made up 25.1% of all households and 7.9% of those were individuals who were 65 years of age or older. The average household size was 2.59 and the average family size was 3.09.

**Figure 2-B: Unincorporated Pierce County Age Categories**

As shown in Figure 2-B, the majority of unincorporated Pierce County’s 2010 population was in the Under 18 category and the remainder of the population was dispersed evenly throughout the other categories. Males accounted for 50.02% of the population, while females accounted for 49.98%. The median age was 35.7; 35 for males and 36.4 for females.

**Population Targets**

The Growth Management Act requires Pierce County to designate an Urban Growth Area(s) that is sufficient in size to accommodate the projected urban population growth for the 20-year planning period.

The basis for the County’s urban population target is a countywide projection range generated by the Washington State Office of Financial Management (OFM). Pierce County and its cities and towns were challenged to identify a 20-year countywide population forecast within the OFM range and then disaggregate the total to individual Urban Growth Areas and the rural area of the County.

Pierce County Council adopted targets in 2011 using the April 2007 population projections, and basing the target on the 2008 population estimate. The 2008 population estimates have since been updated with the 2010 Census.
<table>
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<tr>
<th>Municipality</th>
<th>2010 Census Population Estimate</th>
<th>Adopted Population Target</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auburn</td>
<td>7,419</td>
<td>7,950</td>
</tr>
<tr>
<td>Bonney Lake</td>
<td>17,374</td>
<td>21,640</td>
</tr>
<tr>
<td>Buckley</td>
<td>4,354</td>
<td>7,500</td>
</tr>
<tr>
<td>Carbonado</td>
<td>610</td>
<td>800</td>
</tr>
<tr>
<td>DuPont</td>
<td>8,199</td>
<td>11,900</td>
</tr>
<tr>
<td>Eatonville</td>
<td>2,758</td>
<td>3,120</td>
</tr>
<tr>
<td>Edgewood</td>
<td>9,387</td>
<td>13,700</td>
</tr>
<tr>
<td>Fife</td>
<td>9,173</td>
<td>9,425</td>
</tr>
<tr>
<td>Fircrest</td>
<td>6,497</td>
<td>6,950</td>
</tr>
<tr>
<td>Gig Harbor</td>
<td>7,126</td>
<td>10,500</td>
</tr>
<tr>
<td>Lakewood</td>
<td>58,163</td>
<td>72,000</td>
</tr>
<tr>
<td>Milton</td>
<td>6,137</td>
<td>5,750</td>
</tr>
<tr>
<td>Orting</td>
<td>6,746</td>
<td>8,000</td>
</tr>
<tr>
<td>Pacific</td>
<td>92</td>
<td>0</td>
</tr>
<tr>
<td>Puyallup</td>
<td>37,022</td>
<td>50,000</td>
</tr>
<tr>
<td>Roy</td>
<td>793</td>
<td>1,070</td>
</tr>
<tr>
<td>Ruston</td>
<td>749</td>
<td>1,450</td>
</tr>
<tr>
<td>South Prairie</td>
<td>434</td>
<td>750</td>
</tr>
<tr>
<td>Steilacoom</td>
<td>5,985</td>
<td>6,830</td>
</tr>
<tr>
<td>Sumner</td>
<td>9,451</td>
<td>11,970</td>
</tr>
<tr>
<td>Tacoma</td>
<td>198,397</td>
<td>281,300</td>
</tr>
<tr>
<td>University Place</td>
<td>31,144</td>
<td>39,540</td>
</tr>
<tr>
<td>Wilkeson</td>
<td>477</td>
<td>570</td>
</tr>
<tr>
<td><strong>Municipal Total</strong></td>
<td><strong>428,487</strong></td>
<td><strong>572,715</strong></td>
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<td>Unincorporated UGA</td>
<td>207,839</td>
<td>265,265</td>
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<td>Rural</td>
<td>158,899</td>
<td>176,992</td>
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<tr>
<td><strong>Unincorporated Total</strong></td>
<td><strong>366,738</strong></td>
<td><strong>442,257</strong></td>
</tr>
<tr>
<td>Countywide Total</td>
<td>795,225</td>
<td>1,014,972</td>
</tr>
</tbody>
</table>


The adopted countywide population target of 1,014,972, shown in Table 2-B, is within the medium range of the 2007 population projections, shown in Table 2-C, OFM released its latest 20-year growth management planning population projections in April 2012.
Table 2-C: OFM Population Projections

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Low</td>
<td>903,819</td>
<td>827,893</td>
</tr>
<tr>
<td>Medium</td>
<td>1,050,953</td>
<td>967,601</td>
</tr>
<tr>
<td>High</td>
<td>1,213,326</td>
<td>1,080,829</td>
</tr>
</tbody>
</table>


Table 2-C also shows that the countywide range in the 2012 projection series is: low–827,893; medium–967,601; high–1,080,829. The countywide population target, shown in Table 2-B, is within the high range of the 2012 population projection series. Although the target is not based on the most recent OFM population projection series, it is still within the range of the 2012 projections.

PIERCE COUNTY BUILDABLE LANDS REPORT

The Growth Management Act requires Pierce County to designate an Urban Growth Area(s) that is sufficient in size to accommodate the projected urban population growth for the 20-year planning period. The basis for the County’s urban population projection is a countywide projection range generated by OFM. Pierce County and its cities and towns are challenged to identify a 20-year countywide population forecast within the OFM range and then disperse the total to individual Urban Growth Areas and the rural area of the County.

Pursuant to RCW 36.70A.215, Pierce County and its cities and towns collect development data and establish assumptions for future growth in an effort to analyze future housing and employment capacity. In June 2014, Pierce County submitted its third Buildable Lands Report to the State Legislature that encompasses all incorporated and unincorporated areas. The Buildable Lands Report monitors growth since the last report cycle and uses assumptions based on the growth trends in order to estimate future capacity for the 20-year planning horizon. The results of the report are used as a basis to determine if the Urban Growth Area is appropriately sized.

URBAN GROWTH AREA CAPACITY METHODOLOGY

The methodology applied to estimate housing and employment capacity is detailed in the 2014 Pierce County Buildable Lands Report. The inventory categorizes lands as vacant, underutilized, or pipeline projects, and all other land is assumed to be undevelopable or built out. Vacant lands include all lands that typically do not have an established structure or land use associated with them. Vacant land is categorized as either a vacant parcel or a vacant single unit parcel, the distinction being that it is assumed vacant parcels have sufficient acreage to be further subdivided, whereas, the vacant single unit parcels are too small to be further subdivided and are counted as one unit per parcel. Underutilized lands are identified as having an existing use, but meet the criteria used to determine if they may be able to accommodate more growth. Pipeline projects are parcels with an application for a project that is assumed will build out during the 20-year time frame.
The methodology also assumes that not all of the property will be developed to its potential and available for housing within the next 20 years. To reflect this assumption, land is subtracted to account for supply availability. The full methodology is outlined in the 2014 Buildable Lands Report.

**CONCLUSIONS OF THE 2014 BUILDABLE LANDS REPORT**

Collectively, the statistics derived from the analyses indicate Pierce County's existing Urban Growth Areas contain an adequate amount of buildable land needed to accommodate the planned growth. While the analyses may indicate some jurisdictions do not have the housing or employment capacity to meet their needs, the surplus within other jurisdictions is adequate to meet the County's overall needs.

Summarizing the results of the report, as shown in Figure 2-C, the Pierce County housing need totals 115,483 units. The estimated housing capacity equals 184,962. This difference identifies an excess of residential capacity at approximately 60% of the countywide need. For the unincorporated Pierce County Urban Growth Area, the estimated housing capacity equals 40,058 units. Compared to housing need of 29,714 units, there is an excess capacity of approximately 35%.

The Pierce County employment need totals 160,885 employees, while the estimated employment capacity is 319,386 employees. This difference identifies an excess of employment capacity at approximately 98.5% of the countywide need. For the unincorporated Pierce County UGA, the estimated employment capacity equals 30,118 employees, compared to an adjusted employment need of 26,969 employees, resulting in an excess capacity of approximately 11.7%.

Within unincorporated urban Pierce County, 29.3% of the assumed housing capacity is from vacant land, 39.6% is from underutilized land, and 33.5% is from pipeline projects. The majority of residential capacity is from underutilized lands, which are more challenging to develop than vacant lands. It is also assumed a greater share of growth will be housed in areas zoned for multifamily/mixed use development.

**Figure 2-C: 2014 Buildable Lands Report Future Capacity vs. Need**

Housing Unit and Employment Target Allocations

The County adopted housing and employment targets for the 20-year planning period. Pierce County Transportation Planning developed a Transportation Analysis Zone (TAZ) based land use allocation model that allocated these targets throughout cities, towns, and unincorporated UGAs.

The method focused on allocating future growth to areas that had experienced growth in the last 20 years and still had capacity for future growth, as opposed to an even proportional method which spreads growth evenly across a jurisdiction where there is capacity. The approach assumes that growth will infill areas that have already experienced growth before expanding to outer regions that have not; growth begets more growth.

Data

Inputs included:

- 1990 and 2010 housing data from the census;
- 1990 and 2010 employment data from the Washington State Employment Security Department (ESD); and
- Inventory and capacity data from the 2014 Buildable Lands Report.

These data sets were used to determine where:

- Growth occurred;
- Development exists; and
- Capacity for more growth is located.

Target Allocation

The allocation totals for cities and towns are consistent with the adopted targets. Each jurisdiction’s target was then further allocated by TAZ. As directed by Pierce County Council Ordinance No. 2011-36s, the targets for urban unincorporated Pierce County were further subdivided by sub-area using Potential Annexation Area (PAA) boundaries.

Allocations for the PAAs, Frederickson Manufacturing/Industrial Center, and the remainder of the UGA not associated with a PAA are included in Table 2-D. Each jurisdiction’s target was then further allocated by TAZ.
### Table 2-D: Unincorporated Pierce County UGA Target Allocations by PAA

<table>
<thead>
<tr>
<th>Potential Annexation Areas</th>
<th>Unincorporated Urban Pierce County</th>
<th>Housing Target</th>
<th>Employment Target¹</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Auburn</td>
<td>175</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Bonney Lake</td>
<td>63</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Bonney Lake 2013 U-1 Amendment</td>
<td>875</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Carbonado</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Eatonville</td>
<td>533</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Fife</td>
<td>47</td>
<td>1</td>
</tr>
<tr>
<td></td>
<td>Fircrest</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Gig Harbor</td>
<td>743</td>
<td>136</td>
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<tr>
<td></td>
<td>Milton</td>
<td>72</td>
<td>561</td>
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<td></td>
<td>Pacific</td>
<td>0</td>
<td>5</td>
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<td>Puyallup</td>
<td>1,074</td>
<td>860</td>
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<tr>
<td></td>
<td>Roy</td>
<td>22</td>
<td>0</td>
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<tr>
<td></td>
<td>South Prairie</td>
<td>24</td>
<td>0</td>
</tr>
<tr>
<td></td>
<td>Sumner</td>
<td>416</td>
<td>76</td>
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<td></td>
<td>Tacoma</td>
<td>2,951</td>
<td>3,784</td>
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<td></td>
<td>Fife/Milton Overlap</td>
<td>14</td>
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<td>Lakewood/Steilacoom Overlap</td>
<td>12</td>
<td>5</td>
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<td>PAAs Total</td>
<td>7,029</td>
<td>5,463</td>
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<td>Frederickson M/IC</td>
<td>0</td>
<td>6,501</td>
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<tr>
<td></td>
<td>Remainder of UGA</td>
<td>20,538</td>
<td>8,708</td>
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<tr>
<td></td>
<td>UGA outside PAAs Total</td>
<td>20,538</td>
<td>15,209</td>
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<td></td>
<td>Total Unincorporated Pierce County UGA</td>
<td>27,567</td>
<td>20,672</td>
</tr>
</tbody>
</table>

¹Employment allocations do not match the estimated need shown in the 2014 Buildable Lands Report. Allocations used ESD employment data for 2010 where the report used 2010 existing employment data reported by PSRC.

### Land Use Inventory

The inventory shown in Table 2-E includes land use information about the unincorporated portions of Pierce County. The existing types of land uses can be used to gauge the proportion of total land area that the County will need to devote to each land use in the future. The existing land uses will be adjusted for expected shifts in needs or desires, and projections of future land uses will be derived.
### Table 2-E: Unincorporated Pierce County Land Use Inventory

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Acres</th>
<th>Percent Gross Area</th>
<th>Percent of Total Built Environment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family (1-4 du)</td>
<td>99,337</td>
<td>74.49%</td>
<td>16.89%</td>
</tr>
<tr>
<td>Multifamily (5+ du)</td>
<td>2,311</td>
<td>1.73%</td>
<td>0.39%</td>
</tr>
<tr>
<td>Group homes</td>
<td>59</td>
<td>0.04%</td>
<td>0.01%</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>26,188</td>
<td>19.64%</td>
<td>4.45%</td>
</tr>
<tr>
<td>Outbuildings</td>
<td>5,459</td>
<td>4.09%</td>
<td>0.93%</td>
</tr>
<tr>
<td><strong>Total Residential</strong></td>
<td>133,354</td>
<td>100.00%</td>
<td>22.67%</td>
</tr>
<tr>
<td>Commercial</td>
<td>3,911</td>
<td>25.56%</td>
<td>0.67%</td>
</tr>
<tr>
<td>Industrial</td>
<td>2,103</td>
<td>13.74%</td>
<td>0.36%</td>
</tr>
<tr>
<td>Transportation/Communication/ Utilities</td>
<td>5,146</td>
<td>33.63%</td>
<td>0.87%</td>
</tr>
<tr>
<td>Education</td>
<td>2,200</td>
<td>14.38%</td>
<td>0.37%</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>1,051</td>
<td>6.87%</td>
<td>0.18%</td>
</tr>
<tr>
<td>Quasi-Public Facilities</td>
<td>892</td>
<td>5.83%</td>
<td>0.15%</td>
</tr>
<tr>
<td><strong>Total Built Environment</strong></td>
<td>15,303</td>
<td>100.00%</td>
<td>2.60%</td>
</tr>
<tr>
<td>Parks and Recreation</td>
<td>16,029</td>
<td>3.65%</td>
<td>2.73%</td>
</tr>
<tr>
<td>Resource Lands</td>
<td>287,597</td>
<td>65.44%</td>
<td>48.90%</td>
</tr>
<tr>
<td>Vacant, undeveloped area</td>
<td>132,788</td>
<td>30.22%</td>
<td>22.58%</td>
</tr>
<tr>
<td>Water Bodies</td>
<td>3,046</td>
<td>0.69%</td>
<td>0.52%</td>
</tr>
<tr>
<td><strong>Total Unbuilt Environment</strong></td>
<td>439,460</td>
<td>100.00%</td>
<td>74.72%</td>
</tr>
<tr>
<td>Uncategorized Land*</td>
<td>4,594</td>
<td>0.78%</td>
<td>0.78%</td>
</tr>
<tr>
<td><strong>Gross Area</strong></td>
<td>588,117</td>
<td>100.00%</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: Pierce County Assessor-Treasurer, 2014

### Land Use Map

The Growth Management Act ([RCW 36.70A.070](https://laws.wa.gov/bcs/36.70A.070)) requires that the Comprehensive Plan clearly show the general distribution of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities and other land uses. The future land use map, Map 2-1, should also show cities and urban growth areas. The Comprehensive Plan Land Use map shows the general distribution of land uses, city boundaries and urban growth areas and is the representation of the goals and policies of the Comprehensive Plan for the organization and coordination of land uses.
The majority of new housing and jobs are intended to locate within the Urban Growth Areas (UGAs). Public spending for facilities, services, and open space is to be focused in the UGA to promote efficient use of public improvements and services, and enhance community diversity and livability. The UGAs include incorporated cities and towns, and the majority of Pierce County’s population and economic base.

The growth and development strategy directs future development to occur primarily within Urban Growth Areas. Major concentrations of development will be directed to occur in centers, mixed use districts, and high density residential districts. Moderate density single-family residential areas will serve as the principal land use for the remaining areas within the UGA.

The urban land use designations addressed in this section are as follows:

### Table 2-F: Urban Land Use Designations

<table>
<thead>
<tr>
<th>Type</th>
<th>Land Use Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Moderate Density Single-Family (MSF)</td>
</tr>
<tr>
<td></td>
<td>High Density Single-Family (HSF)</td>
</tr>
<tr>
<td></td>
<td>High Density Residential (HRD)</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>Activity Center (AC)</td>
</tr>
<tr>
<td></td>
<td>Community Center (CC)</td>
</tr>
<tr>
<td></td>
<td>Neighborhood Center (NC)</td>
</tr>
<tr>
<td></td>
<td>Mixed Use District (MUD)</td>
</tr>
<tr>
<td></td>
<td>Urban Village (UV)</td>
</tr>
<tr>
<td>Industrial</td>
<td>Employment Center (EC)</td>
</tr>
<tr>
<td>Other</td>
<td>Employment Based Planned Community (EBPC)</td>
</tr>
<tr>
<td></td>
<td>Master Planned Community (MPC)</td>
</tr>
<tr>
<td></td>
<td>Major Institution</td>
</tr>
</tbody>
</table>

### Urban Growth Area

An Urban Growth Area (UGA) is defined by a boundary which is intended to graphically show the separation of lands expected to be urban from those lands expected to be rural or devoted to mining, forestry, or agriculture. Each city and town within the County must fall within an Urban Growth Area. Additionally, urban lands in unincorporated portions of the County should be within an urban growth boundary. The Growth Management Act (GMA) bestows the responsibility for designating these UGAs upon the County; and further, GMA requires that the designations be contained in the County’s Comprehensive Plan.
ANNEXATION

Although the County has the ultimate responsibility for defining the UGAs, the design of the Urban Growth Area scheme is the result of a collaborative process with the cities and towns of the County.

The individual cities and towns within the Urban Growth Area (UGA), in collaboration with the County, have established Potential Annexation Areas (PAAs). Each PAA mapped within the UGA is based upon the information provided by the individual city or town. These individual city and town PAAs, within the UGA, are incorporated as part of the County's Comprehensive Plan.

Although the County and the cities and towns within the UGA concur that individual PAAs may change as growth management planning and implementation proceed, the affected municipalities and the County agree that PAA designations are provided under the terms of the June 30, 1992 Countywide Planning Policies (page 48, Policies 1.1 and 1.3) and RCW 36.70A.110.

Areas within the UGA, where requested individual Potential Annexation Areas overlap one another, have been identified as overlap areas on the Urban Growth Area/Potential Annexation Area map, Map 2-2. The County should not designate UGAs or PAAs within these overlap areas until such time as the requesting jurisdictions resolve the overlap conflicts by agreement and/or further cooperation with the County.

These designations are based upon the jurisdictions' commitment and ability to provide urban level services and facilities to these areas. Ultimately, the specific activities and land uses encouraged within these areas and the growth management system used will be identified through a joint planning process and subsequent negotiation and execution of interlocal agreements.

However, until such agreements are in place, the County's land use designation and growth management system will govern development proposals within the unincorporated areas. The County's land use designations within these unincorporated UGAs are generally consistent with comprehensive plans of the affected jurisdictions.

The biannual plan amendment process, as authorized by RCW 36.70A.130(2) and PCC 19C.10, will be used to designate Urban Growth Areas, as necessary, for cities and towns as the County's growth management abilities evolve. Likewise, it is expected that the plan amendment process will be critical in allowing necessary adjustments to the PAAs of jurisdictions within the UGA and making necessary and reciprocal modifications to the UGA itself.

INCORPORATION

In addition, the County has identified a Potential Incorporation Area (PIA) for the Employment Based Planned Community (EBPC) of Tehaleh and expects to designate additional PIAs upon further review. The Tehaleh PIA designation was based upon a variety of factors including: its size and projected population, which are comparable to those of other cities in Pierce County;
its EBPC designation and master plan, distinguishing it from other urban areas; its separate geographical identity, removed from nearby cities through distance, land use and topography; its mixture of urban densities and other uses needed for a complete city, including employment, civic, commercial, park and other uses; uses that establish a viable potential tax base; a sense of unique identity and community that has already developed; and the provision of urban services that are planned to serve the whole development, largely financed by the residents and not provided by nearby cities. These factors, as well as the expressed views of current residents, make incorporation a strong potential. PIAs are identified as part of the County's Comprehensive Plan.

This PIA designation includes additional parcels that are owned by others within the general boundaries of Tehaleh. These additional parcels are part of the logical boundary of the future incorporation area. Although they are not part of the Tehaleh Master Plan, they are in the UGA, are in the Cascadia Sewer Service Area, are served by the same street network, and are physically located so that they should be part of the same municipality.
Map 2-2: Urban Growth Areas and Potential Annexation Areas Map

Potential Annexation Area Key

<table>
<thead>
<tr>
<th>Annexation Number</th>
<th>Jurisdiction</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Fife/Milton</td>
</tr>
<tr>
<td>4</td>
<td>Lakewood/Steilacoom</td>
</tr>
<tr>
<td>10</td>
<td>Auburn</td>
</tr>
<tr>
<td>12</td>
<td>Fife</td>
</tr>
<tr>
<td>13</td>
<td>Fircrest</td>
</tr>
<tr>
<td>14</td>
<td>Lakewood</td>
</tr>
<tr>
<td>15</td>
<td>Milton</td>
</tr>
<tr>
<td>16</td>
<td>Pacific</td>
</tr>
<tr>
<td>17</td>
<td>Puyallup</td>
</tr>
<tr>
<td>20</td>
<td>Sumner</td>
</tr>
<tr>
<td>21</td>
<td>Tacoma</td>
</tr>
<tr>
<td>30</td>
<td>Honey Lake</td>
</tr>
<tr>
<td>32</td>
<td>Carbonado</td>
</tr>
<tr>
<td>34</td>
<td>Eatonville</td>
</tr>
<tr>
<td>35</td>
<td>Gig Harbor</td>
</tr>
<tr>
<td>37</td>
<td>Roy</td>
</tr>
<tr>
<td>38</td>
<td>South Prairie</td>
</tr>
</tbody>
</table>

Note: Disclaimer: The data layers are approximate and are intended only to provide an indication of real-world features. Additional data that have not been input may be present. This is not a survey. The County accepts no liability for errors or omissions. The County makes no warranty of fitness for a particular purpose.
ANNEXATION AND URBAN GROWTH AREA EXPANSION

GOAL LU-1 Promote the annexation of adjacent unincorporated urban areas by the neighboring city or town and the incorporation of suitable areas.

LU-1.1 Pierce County shall encourage annexation of adjacent unincorporated urban areas by neighboring cities and towns through outreach to residents, land owners, and other stakeholders.

GOAL LU-2 All unincorporated urban areas within the urban growth area shall be either affiliated with neighboring cities and towns as Potential Annexation Areas (PAAs) or identified as Potential Incorporation Areas (PIAs).

LU-2.1 Overlapping PAAs are not encouraged but may exist where two or more jurisdictions have mutual interest in an area.

LU-2.2 Any modification to an established PAA shall not result in an unincorporated urban island that is not affiliated with any city or town.

LU-2.3 The general preference is for unincorporated urban areas to be affiliated with neighboring cities or towns rather than being identified as a PIA. However, a PIA designation can be established where incorporation of an area is appropriate based upon: logical geographic boundaries; size; population; a potential tax base to support a City; a variety of uses needed for a City, including residential, businesses, civic and recreational; urban services and facilities provided other than by adjacent cities; a community identity; and other appropriate factors.

GOAL LU-3 Pierce County should establish a program that explores the possibility of incorporation of identified areas.

LU-3.1 Pierce County should establish stakeholder groups of local residents, service providers, businesses, and other interested parties to identify opportunities and challenges associated with the incorporation of identified areas.

LU-3.2 Pierce County should explore the economic viability of incorporation through the completion of incorporation feasibility studies. An incorporation feasibility study should include at a minimum:

LU-3.2.1 The area proposed to be included;
LU-3.2.2 Current estimate and future projections of population;
LU-3.2.3 Existing land uses and housing;
LU-3.2.4 Per capita assessed valuation;
LU-3.2.5 Current services provided to the community by the County, special purpose districts, school districts, other countywide authorities, and the state;
LU-3.2.6 Analysis of tax and revenue options for the operations of a new city;
LU-3.2.7 Revenue estimates;
LU-3.2.8 Expenditures – proposed city budget including operating expenditures and capital facilities and equipment expenditures;
LU-3.2.9 Land use policy;
LU-3.2.10 Provision of services by new city and impacts upon current service providers; and
LU-3.2.11 Analysis of alternatives.

GOAL LU-4 Facilitate the transformation of unincorporated urban areas into cities and towns through annexation.

LU-4.1 Pierce County should establish a program that promotes annexation of Potential Annexation Areas.

LU-4.1.1 Pierce County shall support annexation proposals that are consistent with the Pierce County Countywide Planning Policies and the Washington State Growth Management Act, when the area proposed for annexation is wholly within the annexing city’s adopted Potential Annexation Area (PAA).

LU-4.1.2 The County’s highest priority for annexation are unincorporated islands between cities and towns.

LU-4.1.3 Pierce County shall not support annexation proposals that would:

LU-4.1.3.1 Result in illogical service areas;
LU-4.1.3.2 Create or lead to a potential creation of unincorporated islands; or,
LU-4.1.3.3 Focuses solely on areas that would provide a distinct economic gain for the annexing city at the exclusion of other proximate areas that should logically be included.

LU-4.2 Pierce County should work towards establishing joint planning agreements between the County and its cities and towns

LU-4.2.1 Joint planning agreements should encompass a city or town’s Potential Annexation Area.

LU-4.2.2 A joint planning agreement is to serve as a mechanism where the County or a city can, prior to notice of annexation, identify potential objections and resolutions.

LU-4.2.3 The development and implementation of joint planning agreements between cities and the County shall be accomplished through reference to relevant adopted community plans and in consultation with representatives of appropriate Land Use Advisory Commission or community representatives if a commission has not yet been established for the area.

LU-4.2.4 Pierce County should explore the establishment of financial partnerships with its cities and towns to address needed infrastructure.
LU-4.2.5 Cities and towns should establish a timeline for service transitions and for annexation.

LU-4.2.6 Ensure that the County’s land use designations and associated development regulations are consistent with a city or town’s land use plans within its respective Potential Annexation Areas.

LU-4.3 Encourage the annexation or incorporation of unincorporated urban areas through improving the local economic market.

GOAL LU-5 The County should explore and implement financial incentives for a city or town to annex areas associated with its respective Potential Annexation Area.

GOAL LU-6 Contain and direct growth within the designated Urban Growth Areas (UGAs) where adequate public facilities exist or can be efficiently provided.

LU-6.1 Adopt measures individually or through joint planning to ensure that growth is timed and phased consistently with the provision of adequate public facilities and services.

LU-6.2 Prior to expansion of a Potential Annexation Area (PAA) affiliated with a city or town, a joint planning agreement must be in place for all PAAs affiliated with the jurisdiction.

GOAL LU-7 Review residential, commercial, and industrial development capacity no later than a year prior to a mandated Comprehensive Plan update to determine whether adjustment of the UGA is appropriate.

LU-7.1 The evaluation should encompass the capacity of lands within municipal limits and unincorporated urban Pierce County.

LU-7.2 Utilize the most recent information on population and development trends to augment the most recent capacity analysis when reviewing proposed new UGAs or expansion of existing UGAs.

LU-7.3 The land safety factor for the Pierce County UGAs should not exceed 25%, derived from the combined UGAs, not individual UGAs.

LU-7.4 The methodologies used to determine the capacity of the UGAs and to calculate the allowable number of dwelling units for individual development proposals shall be consistent with each other.

GOAL LU-8 Consider the following priorities for expanding the 20-year Urban Growth Area (UGA) boundary:

LU-8.1 Future expansion areas should be affiliated with a city or town.

LU-8.2 Lands with high concentrations of critical areas or designated as resource lands should be given the lowest priority for inclusion into the UGA, and should be included only when a compensatory program, such as the Transfer of Development Rights, is in place.
LU-8.3 Lands that are necessary to provide capacity for student population growth in those school districts that have completed a collaborative planning process with the County.

LU-8.4 Assure that urban level facilities and services are provided within the designated Urban Growth Areas.

LU-8.5 Ensure that future Urban Growth Area expansions are consistent with applicable provisions of the Growth Management Act (GMA) and State Environmental Policy Act (SEPA).

GOAL LU-9

Expansions of the UGA shall be approved only by the County Council through a Comprehensive Plan amendment process as established in Chapter 19C.10 PCC, if the following criteria are met:

LU-9.1 A need is demonstrated for additional residential or employment capacity within the urban growth area affiliated with an individual jurisdiction and a demonstrated countywide need; or the expansion results in a no net gain of housing unit or employment capacity to the countywide UGA. The demonstration of need shall be shown through a comparison of the adopted housing unit or employment targets against the housing or employment capacity as documented in the most recent Buildable Lands Report; and

LU-9.2 The jurisdiction’s observed development densities are consistent with the planned density assumptions as documented in the most recently published Buildable Lands Report as required by RCW 36.70A.215; and

LU-9.3 If the Buildable Lands Report identifies an inconsistency between the observed and assumed densities, the jurisdiction shall either demonstrate that reasonable measures were adopted to rectify the inconsistency, or document updated development data that indicates consistency.

LU-9.4 If a jurisdiction adopted reasonable measures, documentation shall be submitted that summarizes the monitoring results of the effectiveness of the measures in rectifying density inconsistencies.

LU-9.5 Documentation that adequate public facilities and services can be provided within the 20-year planning horizon is provided.

LU-9.6 Proposed UGA expansion areas shall be required to comply with the requirements of Pierce County’s TDR/PDR program.

LU-9.7 Proposed UGA expansion areas should be approved only if the proposing jurisdiction provides an analysis of:

LU-9.7.1 The underutilized lands, consistent with the Pierce County Buildable Lands program methodology, within its existing municipal boundaries and affiliated UGAs, and evidence of implementation strategies in place or being pursued to densify the underdeveloped lands;
LU-9.7.2 Housing goals or policies in place to encourage housing for all economic segments of the community; and

LU-9.7.3 How the proposal is consistent and reasonable with the jurisdiction’s adopted comprehensive plan.

LU-9.8 Future UGA expansion areas should be approved only if it is demonstrated that the area has the capability and capacity to provide urban level services while maintaining a healthy natural ecosystem.

LU-9.9 Future UGA expansion areas should avoid the inclusion of designated agricultural lands and critical areas.

LU-9.10 Adopted land use and design standards for proposed UGA expansion areas shall plan for design characteristics and infrastructure necessary to make transit a viable transportation alternative.

LU-9.11 Prohibit the expansion of the UGA into the 100-year floodplain of any river or river segment per RCW.

LU-9.12 Area(s) proposed to be removed from the UGA shall be rural in character and not have vested permits that will result in urban type development.

COMPACT URBAN COMMUNITIES

The PSRC Vision 2040 policies and the Pierce County Countywide policies direct the development of compact urban communities that have diversity of housing, high connectivity, and provide for multi-modal transportation including pedestrian, bicycle and transit. Many of the elements are found in Transit-Oriented Development (TOD). TOD is a land use strategy intended to promote efficient use of land and transportation infrastructure with places of relatively higher density, pedestrian-friendly development with a mix of land uses located within an easy walk of a bus or rail transit center.

The central Pierce County UGA presents opportunities and alternative ways to provide for centers/compact communities, these include Centers/Central Places and Transit-Oriented Corridors:

- **Centers/Central Places**: Identification of existing developed areas comprised of significant intersections or existing commercial/employment development that would serve as a focus of a future center/compact community; and

- **Transit-Oriented Corridor Center**: A Transit-Oriented Corridor is located along major corridors where existing development patterns provide the functions of a center, but in a linear corridor. These Corridors may be enhanced with transit and increased connectivity between transit-oriented residential and commercial areas.

An example of a Central Place/Local Center is the Garfield/Pacific Lutheran University area. This area is designated an Activity Center and has an existing Transit Center. The specific focus of the area is Garfield Street South which is being redeveloped into a mixed use commercial/residential center. This Central Place is identified in the Parkland Spanaway
Midland Community Plan. Other Central Places/Local Centers will be designated and mapped in the future.

**CENTERS/CENTRAL PLACES AND TRANSIT-ORIENTED CORRIDORS**

**GOAL LU-10** Designate Centers/Central Places and Transit-Oriented Corridors within the UGA. These Centers/Central Places and Transit-Oriented Corridors shall be characterized by the following:

- **LU-10.1** Clearly defined geographic boundaries;
- **LU-10.2** Intensity/density of land uses sufficient to support high-capacity transit;
- **LU-10.3** Pedestrian-oriented land uses and amenities;
- **LU-10.4** Pedestrian connections shall be provided throughout;
- **LU-10.5** Urban design standards which reflect the local community;
- **LU-10.6** Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;
- **LU-10.7** Provisions for bicycle use;
- **LU-10.8** Sufficient public open spaces and recreational opportunities; and
- **LU-10.9** Uses which provide both daytime and nighttime activities.

**GOAL LU-11** Recognize and map Central Places/Local Centers and Transit-Oriented Corridors through the comprehensive plan and community planning process.

- **LU-11.1** The Garfield/Pacific Lutheran University area is designated as a Central Place/Local Center.
- **LU-11.2** Recognize other Local Centers designated through community plans.
- **LU-11.3** Designate local centers as Centers of Local Importance (CoLI) and forward to Pierce County Regional Council for review and comment.

**GOAL LU-12** The County will develop high quality, compact communities that:

- **LU-12.1** Impart a sense of place;
- **LU-12.2** Preserve local character;
- **LU-12.3** Provide for mixed uses and choices in housing types; and
- **LU-12.4** Encourage walking, bicycling, and transit use.

**GOAL LU-13** The County shall design public buildings and public spaces that contribute to the unique sense of community and a sense of place.

**GOAL LU-14** The County shall design transportation projects and other infrastructure to achieve community development objectives of connectivity, walkability, bikability and transit support.
LU-14.1 Promote context-sensitive design of transportation facilities, both for facilities to fit in the context of the communities in which they are located, as well as applying urban design principles for projects in centers and transit station areas.

GOAL LU-15 Use community design that enhances the streetscape including:

LU-15.1 Wide sidewalks;
LU-15.2 Buildings that are located in close proximity to the right of way;
LU-15.3 Street trees;
LU-15.4 Landscape strips;
LU-15.5 Pedestrian amenities;
LU-15.6 Allowance for vertical mixed use development in selected places; and
LU-15.7 Transit amenities.

GOAL LU-16 Road designs in the centers and corridors must provide for all users including pedestrians, bicyclists and transit.

LU-16.1 Planning the design of the roads should focus on the particular need of that roadway to provide for the range of users.

GOAL LU-17 The Centers/Central Places and Transit-Oriented Corridors will be provided with transit amenities including bus stops, commuter parking and transit designated lanes.

GOAL LU-18 The County will coordinate with local transit providers to support high interval transit service that provides access to services within the entire Center/Central Place or Transit-Oriented Corridor and access to transit facilities that access regional centers of activity.

INFRASTRUCTURE FUNDING PRIORITY

The PSRC Vision 2040 policies and the Pierce County Countywide policies direct that transportation and economic development funds should be prioritized for Centers. The following types of improvements that promote compact urban communities and provide for multi-modal transportation including pedestrian, bicycle and transit:

- Amenities and community design elements that create a sense of place
- Wide Sidewalks
- Street trees
- Landscape strips
- Pedestrian amenities, benches, etc.
- Allowance for vertical mixed use development in selected places
- Transit amenities, bus stops, commuter parking, and transit designated lanes or corridors

GOAL LU-19 Infrastructure funding to support the growth and development of locally designated Centers/Central Places and Transit-Oriented Corridors shall be a high priority.
LU-19.1 The Capital Facilities Plan shall include a separate funding category that identifies infrastructure improvements and funding allocations for infrastructure improvements for Centers/Central Places and Transit-Oriented Corridors.

LU-19.2 The County shall develop plans and policies for designated Centers/Central Places and Transit-Oriented Corridors that identify the objectives to be met by future improvements.

LU-19.3 The County shall establish criteria for prioritizing improvements in Centers/Central Places and Transit-Oriented Corridors.

LU-19.4 Infrastructure identified in the Capital Improvement Plans shall support the policies and objectives of the Centers/Central Places and Transit-Oriented Corridors.

**Joint Development Funding Priority**

Joint development occurs when a public agency partners with other agencies, typically a transit agency, and private developers to develop property that may be owned by the agency and is generally located near a transit station. Partnership may also include the funding or construction of a major infrastructure components that facilitate a transit-oriented community or project even if property in owned privately.

**GOAL LU-20** The County will work with transit agencies to identify opportunities for use of publicly owned lands for joint use projects that enhance access to transit, increase transit ridership, and further the development of compact communities.

**GOAL LU-21** The County will work with private developers to create public-private projects where the joint action will create infrastructure improvements that will further the objectives of compact communities.

**GOAL LU-22** The County will prioritize and locate publicly accessed, public buildings within the Centers/Central Places or Transit-Oriented Corridors with the intent of adding services that are accessible by walking, biking and transit and furthering the objectives of compact communities.

**Urban Residential**

The land use designations that allow for residential uses range from single family to multifamily and mixed use at a variety of densities. The minimum density within the urban growth area is four dwelling units per acre, and in limited circumstances may be less than four in recognition of unique environmental characteristics as noted in the policies below.

**GOAL LU-23** Establish a minimum, base, and maximum density for all residential zones.

**LU-23.1** Ensure additional criteria are met if a property is developed at a density higher than the base.

Additional criteria include (LU-23.1):

- Site amenities
- Design features.
LU-23.2 Utilize a range of maximum densities to increase compatibility between neighboring residential zones.

LU-23.3 Provide density-based incentives.

LU-23.3.1 Mitigation necessary to address impacts of a development proposal will not be used as a basis for density incentives.

LU-23.3.2 Allow additional dwelling units achieved through the use of density incentives to be transferred off site to other urban residential areas based upon zoning.

LU-23.4 Allow for one accessory dwelling unit on a residential lot where a single-family dwelling exists.

LU-23.4.1 Accessory dwelling units within urban land use designations shall not be included in the calculation of residential densities.

### Table 2-G: Summary of Urban Land Use Designation Densities

<table>
<thead>
<tr>
<th>Designation</th>
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¹When sewer is available.

²When density incentives are used, subject to compliance with design standards. The maximum density incentive granted should not exceed the maximum density generally allowed in a zone by more than 30%.

³For ground level development.

⁴For multi-level development.

⁵Permitted in excess of 25 if developed with a component of mixed use development containing both commercial and residential uses.

⁶No more than 8 units per acre consisting of single- or two-family units, or 12.5 units per acres for multifamily, should be allowed if sewer service is not available.
GOAL LU-24  Maintain the stability and integrity of residential neighborhoods through a variety of techniques.

LU-24.1  Encourage cluster development of residential lands to permanently protect sensitive features or reserve land for future urban development.

LU-24.2  Allow a range of housing types and designs.

LU-24.2.1  Encourage high density housing within commercial centers, and mixed use and multifamily districts.

LU-24.2.2  High density development should serve as a transition between low density development areas and commercial development.

LU-24.2.3  Encourage the integration of residential units within the same building(s) as commercial activity in mixed use designations.

GOAL LU-25  Require clustering on all residential lands within the Urban Growth Areas where sewers are not available.

GOAL LU-26  The allowable number of dwelling units within individual urban development proposals shall be calculated using net developable acreage.

LU-26.1  In determining net developable acreage, deductions shall be made for roads and environmentally constrained lands.

GOAL LU-27  Urban level facilities and services must be provided prior to or concurrent with development.

LU-27.1  These services include, but are not limited to, water, adequate sewage treatment, surface water management, and roads, where appropriate.

LU-27.2  Other types of services could include schools, sidewalks, bicycle paths, trails, parks and recreation.

GOAL LU-28  When creating new lots or placement of new housing in urban areas where sanitary sewer is planned but not yet available, consider a design, such as "shadow platting", which would allow for increased densities once sanitary sewer is available to the specific property, provided Health Department requirements are met.

GOAL LU-29  Encourage alternative sewage disposal methods approved by the Tacoma-Pierce County Health Department, provided that any developments served are consistent with allowed residential densities as adopted in the Pierce County Comprehensive Plan. In addition, legal lots of record which were recorded with the Pierce County Auditor before January 1, 1995, may also be served.

Techniques may include (LU-24):
- Community values
- Development type and compatibility
- Appropriate densities
- Affordability
- Critical area protection and capability
- Applicable mitigation activities
- Utilizing performance standards such as buffers
- Innovative building and development techniques
- Site amenities and design features
MODERATE DENSITY SINGLE-FAMILY

Areas which fall outside of a designated center or district are designated as Moderate Density Single-Family (MSF). This designation provides for single-family, two-family dwelling units, and in limited circumstances multifamily housing. Design standards for development within this designation should consider: a range of housing types; costs and densities; pedestrian and vehicular access and circulation; transit strategies; and environmental constraints.

GOAL LU-30
Implement the Moderate Density Single-Family land use designation through the following zone classifications: Moderate Density Single-Family (MSF) 4 to 6 units per acre, Single-Family (SF) 4 units per acre, and Residential Resource (RR) 1 to 3 units per acre.

GOAL LU-31
The Moderate Density Single-Family (MSF) designation allows for single- or two-family dwellings, and in limited circumstances multifamily housing.

LU-31.1  Prohibit commercial and industrial uses.
LU-31.2  Allow for limited civic use.
LU-31.3  Multifamily housing should be prohibited unless it is in the form of attached single-family housing that meets MSF densities.
LU-31.4  The Residential Resource (RR) zone 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.
LU-31.4.1  This zone is applied in areas that have high value environmental features that are both complex in structure and function and large in scope.

HIGH DENSITY SINGLE-FAMILY

The High Density Single-Family (HSF) land use designation is intended for moderate to high urban density single-family developments. Higher density single-family development is intended to expand the variety of housing types and choices available while maximizing the utilization of existing infrastructure within the Urban Growth Area.

GOAL LU-32
Implement the High Density Single-Family land use designation through the High Density Single-Family zone classification.

GOAL LU-33
Encourage high density single-family housing to expand the variety of housing types and maximize the use of existing infrastructure within the UGA.

LU-33.1  Allow for moderate to high urban density single-family developments.
LU-33.2  Allow for attached single-family development.

HIGH DENSITY RESIDENTIAL DISTRICT

High Density Residential Districts (HRDs) are composed of multifamily and high density single-family housing and limited neighborhood retail and service commercial which are located along
major arterials, state highways, and major transit routes that connect to Activity, Community, or Employment Centers, but are non-commercial or non-industrial in nature.

Developments will be located within walking distance of the major roadway. There will be a mix of development sizes and housing types within the HRDs. The HRDs will include design standards and placement criteria to ensure a compatible relationship with residential areas with lower density adjacent to the HRDs.

**GOAL LU-34**  
Implement the High Density Residential land use designation through the following zone classifications. High Density Residential (HRD), Residential/Office-Civic (ROC) and Moderate-High Density Residential (MHR).

**GOAL LU-35**  
Encourage HRDs to develop with high density single-family and multifamily housing that is served by transit routes, and connect with Mixed Use Districts, and Activity, Community, and Employment Centers.

**LU-35.1**  
Locate HRD’s along major arterials that are characterized by:

**LU-35.1.1**  
Minimal commercial or industrial development; and

**LU-35.2**  
Utilize site design techniques to create a smooth transition and ensure compatibility with adjacent lower density single-family areas.

**LU-35.3**  
Ensure mitigation of any significant increase in traffic volume caused by high density residential development on residential streets serving low to moderate density residential development.

**LU-35.4**  
Develop recreational open spaces within and between connecting developments.

**LU-35.5**  
Provide neighborhood retail and service commercial activities of limited size at intervals to prevent development of commercial strips.

**LU-35.6**  
Allow high density single- and two-family residential development.

**LU-35.6.1**  
Densities should be based on land characteristics and the availability of urban services.

**LU-35.7**  
Develop the Moderate-High Density Residential (MHR) zone primarily with multifamily housing.

**LU-35.7.1**  
 Permit single and two-family housing only when developed as a cluster or cottage subdivision.

**LU-35.8**  
Office uses are permitted in portions of the HRD designation recognized as transitional areas between commercial centers and districts and single-family neighborhoods and must comply with residential design standards.

**LU-35.9**  
Compatible civic uses are permitted in the HRD designation and must comply with residential design standards.
Urban Commercial

Pierce County intends to provide a predictable development atmosphere that emphasizes diversity in the range of goods and services provided, and ensures that as the economy changes, employment opportunities and associated land uses are balanced with a wide range of other uses.

GOAL LU-36  Encourage community facilities, retail trade, services, and multifamily development.

LU-36.1 Discourage detached single- and two-family residential, and auto-oriented commercial development.

LU-36.2 Discourage heavy industrial, manufacturing, or commercial development which is land intensive and includes a low number of employees per acre.

GOAL LU-37  Provide a predictable development atmosphere.

LU-37.1 Emphasize diversity in the range of goods and services provided.

LU-37.2 Locate shopping, service, and leisure-time activities in commercial areas.

LU-37.3 Ensure that as the economy changes, employment opportunities and associated land uses are balanced accordingly.

LU-37.4 Infill, renovate, or redevelop existing commercial properties before creating new commercial areas.

LU-37.4.1 Designate new commercial areas in response to growth or in underserved areas, only when a market analysis shows existing commercial areas are insufficient to meet local needs.

GOAL LU-38  Design or improve commercial sites to facilitate circulation by pedestrians, bicyclists, transit, and other alternative transportation modes.

LU-38.1 Retrofit commercial strip malls into pedestrian-oriented commercial nodes.

LU-38.2 Locate convenience and commercial services at transit centers to provide enhanced services and security to users of public transit facilities.

LU-38.3 Mix civic, recreational, residential, office, and open space uses within commercial areas to encourage walking and discourage driving for short trips.

LU-38.4 Promote safe, efficient commercial development along arterials and state routes.

LU-38.5 Develop vacant and underutilized properties as unified developments to provide multiple goods or services.

LU-38.6 Discourage commercial development in continuous strips along arterials.

LU-38.6.1 Prohibit the extension of existing commercial strips.

LU-38.6.2 Concentrate commercial areas and discourage the appearance of strip-like development.
LU-38.7 Orient major traffic generators to the main transportation network, grouping these uses into planned areas to avoid impacting residential streets and neighborhoods and to eliminate strip development.

LU-38.8 Separate adult businesses from facilities oriented toward children, and from other adult businesses.

**Activity Center**

An Activity Center (AC) has as its focus a recreational, cultural, or educational activity, around which develops a concentration of commercial, office, or high density residential development. The attraction draws people from throughout the area, not just surrounding neighborhoods or the community in which the activity is located.

**GOAL LU-39** Implement the Activity Center land use designation through the Activity Center zone classification.

**GOAL LU-40** Designate near recreational, cultural, and educational attractions, and design to meet the shopping, service, office, and multifamily housing needs of residents and visitors.

LU-40.1 Locate within or around any of the following uses:
- LU-40.1.1 College or university;
- LU-40.1.2 Regional public recreation complex;
- LU-40.1.3 Commercial recreation complex with a regional draw; or
- LU-40.1.4 Cultural complex composed of museum(s) and/or theater(s).

LU-40.2 Properly size to encourage pedestrian movement throughout the center.

LU-40.3 Locate on major transit routes.

**Community Center**

A Community Center (CC) has as its focus a significant commercial traffic generator, around which develops a concentration of other commercial and some high density multifamily developments. The commercial activity within the center is directed to a customer base drawn from more than one neighborhood.

**GOAL LU-41** Implement the Community Center land use designation through the following zone classifications: Community Center (CC), Residential/Office-Civic (ROC), and Moderate-High Density Residential (MHR).

**GOAL LU-42** Locate and design to meet shopping, service, and multifamily housing needs of the surrounding community.

LU-42.1 Properly size to serve the needs of more than one neighborhood while remaining small enough to be compatible with surrounding residential areas.

LU-42.2 Designate CCs as receiving zones for Transfer of Development Rights.
**Neighborhood Center**

A Neighborhood Center (NC) is a concentrated mix of small-scale retail, service commercial, and office development that serves the daily needs of residents within the immediate neighborhood. Residential development at various densities may occur within the center, if appropriate to the individual neighborhood.

**GOAL LU-43** Implement the Neighborhood Center land use designation through the following zone classifications: Neighborhood Center (NC), Residential/Office-Civic (ROC), and Moderate-High Density Residential (MHR).

**GOAL LU-44** Locate and design NCs to provide everyday shopping and services to a relatively small, nearby population.

**LU-44.1** Limit the size to keep NCs small and compatible with surrounding residential areas.

**Major Urban Center**

The Major Urban Center is a highly dense concentration of urban development with a commercial focus. A significant multi-family residential presence in the area is encouraged. Buildings should not have height restrictions. It is an area of regional attraction and a focus for both the local and regional transit systems. The geographic area around South Hill Mall is Pierce County's existing Major Urban Center. Commercial, office and multi-family development are encouraged within Major Urban Centers. Low density residential, businesses with a low number of employees per acre, and auto-oriented commercial uses should not be located in Major Urban Centers. Design standards should emphasize internal pedestrian circulation.

**GOAL LU-45** Encourage development of Major Urban Centers to meet the needs of the region's economy, to provide employment, shopping, services, multi-family development and leisure-time activities in Urban Areas, and to transform Pierce County from a commuter economy to a jobs-based economy.

**LU-45.1** Encourage retail trade, service, finance, insurance, real estate, multi-family housing, pedestrian and transit-oriented facilities development within the Major Urban Centers.

**LU-45.2** Discourage detached single-family residential, two-family residential, and auto-oriented commercial development.

**LU-45.3** Discourage industrial, manufacturing or commercial development which is land intensive and employs a low number of employees per acre.

**LU-45.4** Require developments to meet design standards that further the Major Urban Center objectives.

**LU-45.4.1** Sidewalks, skywalks, boardwalks, bicycle paths, and other means of internal pedestrian and non-motorized circulation are a priority.

**LU-45.4.2** Sites should be developed without front yards.

**LU-45.4.3** Parking should be shared and parking management programs implemented.
LU-45.4.4 Control vehicular access.
LU-45.4.5 Landscaping, plazas, and other amenities should be required.
LU-45.4.6 Multi-level parking facilities are encouraged.
LU-45.5 Community facilities are encouraged to locate in Major Urban Centers.
LU-45.6 Major Urban Centers should be designated as receiving zones for transfer of development rights.

**Mixed Use District**

Mixed Use Districts (MUDs) are concentrations of commercial, office, and multifamily developments located along major arterials, state highways, and major transit routes, and between Activity or Community Centers. 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 should be the primary use within Mixed Use Districts. The individual commercial activities or developments in these districts are not of a size or character to be considered major activity or traffic-generating uses.

Multifamily and office uses are allowed within Mixed Use Districts to provide economic diversity and housing opportunities near transit routes and business activity. There will be a mix of size and type of development within the Mixed Use Districts. These districts will include design standards and placement criteria to ensure a compatible relationship with residential areas adjacent to the Mixed Use Districts.

**GOAL LU-46** Implement the Mixed Use District land use designation through the following zone classifications: Mixed Use District (MUD), Commercial Mixed Use District (CMUD), Office Mixed Use District (OMUD), Residential/Office-Civic (ROC), and Moderate-High Density Residential (MHR).

**GOAL LU-47** Encourage the reorientation of historically commercial strips to less congested, transit-compatible districts of mixed uses and intensities.

LU-47.1 Locate along major transportation routes characterized by auto-oriented commercial development.
LU-47.2 Allow for auto-oriented and land-intensive commercial development.
LU-47.2.1 Encourage intensive commercial and office development.
LU-47.2.2 Promote low impact development designs to reduce the amount of impervious area.
LU-47.3 Establish performance standards for efficiency, functionality, and aesthetics.
LU-47.4 Encourage developments to access side streets rather than directly onto the corridor roadway.
LU-47.4.1 Provide incentives to control vehicular access along major arterials.

LU-47.5 Utilize common access points onto the roadway and allow access for employees, patrons, and residents of abutting developments.

LU-47.6 Provide incentives for pedestrian-friendly developments.

LU-47.7 Define building heights in consideration of anticipated land uses, surrounding land uses, safety and emergency measures, transportation networks, and efficient use of land.

LU-47.8 Designate MUDs as receiving zones for Transfer of Development Rights.

GOAL LU-48 Residential uses in MUDs should serve as a transition between commercial areas and adjacent residential neighborhoods.

LU-48.1 Encourage high density detached single-, two-family, and multifamily residential development.

LU-48.2 Utilize incentives for inclusion of a multifamily residential component in commercial developments.

**Urban Village**

An Urban Village (UV) is a mix of commercial and residential activity designed in a manner that creates a focal point or central place for a community. Urban Villages encourage the evolution of central places within communities to provide for shopping, service, entertainment, and housing for residents and visitors.

A mix of pedestrian-oriented businesses and supporting residential development is intended to create a vibrant place where the community's residents can work, live, shop, or be entertained. A mix of commercial and residential activity may be horizontal or vertical design.

**GOAL LU-49** Locate and design UVs to create unique shopping, living, and entertainment opportunities for both community residents and visitors.

LU-49.1 Evaluate the area's redevelopment potential, surrounding residential densities, and existing community facilities that economically support a central place concept.

LU-49.2 Consider the existing and planned, motorized and nonmotorized circulation routes.

LU-49.3 Address a coordinated approach to the build out of an Urban Village through the development of a community plan.

LU-49.4 No more than three UVs should be located within a single community planning area.

**GOAL LU-50** Promote land use patterns that economically support commercial businesses.

LU-50.1 Encourage commercial businesses that accommodate a range of compatible activity and support a central place concept.

LU-50.2 Permit types of activities that encourage people to spend leisure, entertainment, or shopping time within the area.
LU-50.3 Discourage land-intensive commercial activity.
LU-50.4 Discourage businesses that accommodate quick convenience shopping.
LU-50.5 Discourage fast-food establishments.
LU-50.6 Encourage federal, state, and local government services to locate within UVs to draw people into the area.
LU-50.7 Encourage mixing commercial activity and high density residential units through horizontal or vertical design.
   LU-50.7.1 Strongly encourage a vertical mix of commercial businesses and residential units in specific circumstances.
LU-50.8 Encourage higher density housing to support commercial activity.
   LU-50.8.1 Require a residential housing component to contribute to the economic viability of businesses.
   LU-50.8.2 Ensure higher residential densities are located around a node of commercial activity to implement a horizontal mix of uses.
   LU-50.8.3 Encourage developments to integrate residential units within the same building(s) as commercial activity to implement a vertical mix of uses.
      LU-50.8.3.1 The type of mixed use should be decided through the development of a community plan.
GOAL LU-51 Project a consistent streetscape and site design to distinguish UVs from other areas within the community.
   LU-51.1 Encourage development to integrate amenities including courtyards, plazas, benches, artwork, and lighting into site design to create unique pedestrian experiences.
   LU-51.2 Encourage innovative pedestrian-oriented site design that creates a unique business character to attract potential customers.
   LU-51.3 Ensure commercial businesses are developed with pedestrian-oriented design.
      LU-51.3.1 Auto-dependent design should be prohibited.
GOAL LU-52 Implement the Urban Village land use designation through the following zone classification: Urban Village.

Urban Industrial

Employment Center

An Employment Center (EC) often contains office parks, manufacturing, other industrial development, or a combination of activities. It may also include commercial development as a part of the center, as long as the commercial development is incidental to the employment function.
Designation of adequate areas for Employment Centers is one component of meeting the needs of a growing jobs-based economy. Master planning for Employment Centers is encouraged to ensure efficient access, facilitate timely provision of public services, and provide safety and design standards for location of uses.

**GOAL LU-53** Implement the Employment Center land use designation through the following zone classifications: Employment Center (EC), Community Employment (CE), Public Institution (PI), Employment Services (ES), and Research-Office (RO).

**GOAL LU-54** Designate industrial areas:

- **LU-54.1** Where there is adequate land, public facilities and services, and street capacities available within the 20-year planning horizon;
- **LU-54.2** Adjacent to or in proximity to land designated EC;
- **LU-54.3** Within proximity to major transportation thoroughfares, including rail;
- **LU-54.4** Adjacent to or in proximity to adequate water, sanitary sewer, power and natural gas utilities capable of servicing commercial/industrial development;
- **LU-54.5** Near historical employment generating operations;
- **LU-54.6** On properties that are not constrained by significant critical areas such as wetlands, steep slopes or other environmental factors limiting development potential;
- **LU-54.7** Characterized by larger parcels, typically averaging more than five acres;
- **LU-54.8** Within Urban Growth Areas;
- **LU-54.9** In a manner which attracts and retains businesses;
- **LU-54.10** Geographically dispersed throughout the County to meet the industrial and manufacturing needs of a growing jobs-based economy; and
- **LU-54.11** Only if there is a demonstrated need to provide for more land in the area based on shortages of developable land, and when the expansion is compatible with any applicable community plan.

**GOAL LU-55** Promote the grouping of uses which will mutually benefit each other, or provide needed services.

- **LU-55.1** Encourage planned developments of multiple buildings or uses which provide a mixture of low and moderate-intensity industrial, research, office, and supporting commercial uses.
- **LU-55.2** Encourage intensive manufacturing businesses to be clustered in industrial parks along major transportation links to minimize the impact on less intensive surrounding land uses.

**GOAL LU-56** Provide a diverse range of goods and services to ensure that as the economy changes, employment opportunities are balanced with a wide range of other land uses.
LU-56.1  Ensure enough land is designated as industrial to meet employment targets.

LU-56.2  Establish distinct land use types and zoning classifications for industrial, research, and office development which accommodate a broad range of economic development activities in appropriate locations.

LU-56.3  Ensure no net loss of land designated for industrial uses.

LU-56.3.1  Redesignate parcels from the EC designation to another designation only when an equivalent area of suitable land is added to the EC designation in the same Comprehensive Plan amendment cycle, or through a community plan adopted within the prior two years. The no net loss requirement does not apply in the event a parcel is determined to be unlikely developable for industrial uses due to adjacent incompatible uses, the amount of critical areas on the parcel, or if the parcel is determined to be of insufficient size or proper location for industrial use, then the legislative body may consider redesignating the parcel.

LU-56.3.2  Complete a comprehensive analysis of industrial lands needs and availability.

LU-56.3.2.1  Identify criteria for siting
LU-56.3.2.2  Review existing zoning classifications
LU-56.3.2.3  Recommend properties that should have the zoning modified

LU-56.3.3  Rezoning property to accommodate difficult to site public uses, including schools, may be authorized subject to the County's "no net loss" of land designated for industrial uses policy except rezoning property for public uses within the designated Frederickson “Manufacturing/Industrial Center” is prohibited.

LU-56.4  Location and design should facilitate access and circulation by transit, car and van pools, pedestrians, bicyclists, and other alternative transportation modes.

LU-56.5  Encourage developments to consider visibility and convenient access from major arterials and highways, proximity to environmentally sensitive lands, and the desired character of the industrial area.

LU-56.6  Allow commercial and residential uses that support and serve the daily needs of the workforce when the neighboring zone classifications do not allow for such uses.

LU-56.7  Prohibit new detached single-family residential with limited exceptions.

LU-56.8  Development should be required to undergo a formal site plan review process to minimize impacts on neighboring properties.

LU-56.9  Encourage master planning for industrial areas, including such features as open space, landscaping, integrated signage, traffic control, and overall management and maintenance through covenants or other property management techniques.

LU-56.10  Encourage large, contiguously-owned properties to be developed as a unified whole.
LU-56.11 Provide sites with a variety of parcel sizes to accommodate both large and small businesses, and particularly those of sufficient size to permit development of large industrial facilities.

**FREDERICKSON REGIONAL MANUFACTURING/INDUSTRIAL CENTER**

The Frederickson Regional Manufacturing/Industrial Center is located within the urban unincorporated area, southeast of Tacoma and south of Puyallup. The center contains the intersection of 176th St. E. and Canyon Road E., and goes as far south as 208th Street. The boundaries are depicted in Map 2-3.

The Employment Center in Frederickson was designated as a Regional Manufacturing/Industrial Center in 1995 in anticipation of future development. Employment doubled from 2000-2010 from 1,580 jobs to a total of 3,394. Since then it has reached close to 4,000 employees. The Frederickson Manufacturing/Industrial Center (M/IC) still contains a significant amount of vacant land for future development and is characterized by large blocks averaging 102.8 acres, and large industrial parcel sizes averaging 6.2 acres, which will enable it to accommodate large manufacturing and industrial development projects. Since designation, the boundary has been adjusted to remove properties with environmental constraints, vested residential plats, parks, and open space to focus on properties that are conducive to industrial development.

**Map 2-3: Frederickson Manufacturing/Industrial Center**
The Frederickson M/IC is considered medium sized in terms of total gross acreage (2,651 acres), and has a smaller number of jobs compared to other designated regional centers. The center contains mostly employment-oriented activity. Major industry sectors include Manufacturing (69%), Wholesale, Transportation, and Utilities (9%), and Suppressed/Other (22%). Of the total number of jobs, the vast majority are in goods-dependent industries that are typically appropriate for Regional Manufacturing/Industrial Centers. The two largest employers are The Boeing Company and Toray Composites (America), which combined make up more than half of the employment within the center. The current employment density is 1.5 employees per acre. The target for the Frederickson M/IC is 13,700 total employment (9,700 additional) within the 20-year planning period. This target would create employment density of 5.6 employees per acre.

**GOAL LU-57**  
Recognize the Frederickson Employment Center as a Regional Manufacturing/Industrial Center and focus employment growth to this area.

**LU-57.1**  
Encourage the type of development that will focus a significant share of employment growth to the Frederickson M/IC.

**LU-57.1.1**  
Emphasize efficient size and shape, planning for transportation facilities and services, urban design standards, and protection from incompatible land uses.

**LU-57.1.2**  
Discourage developments with low employment rates that cover large expanses of land.

**LU-57.2**  
The County shall prioritize infrastructure funding for projects supporting the Frederickson Industrial Center.

**LU-57.2.1**  
Identify and implement infrastructure improvements which enhance the viability and attractiveness of the Frederickson Industrial Center.

**LU-57.2.2**  
Coordinate with stakeholders to provide critical infrastructure to encourage the concentration of urban manufacturing and industrial land uses in the Frederickson Industrial Center.

**LU-57.3**  
Establish center-specific employment targets, transportation-mode split goals, a market analysis for the area, and information on public service improvement financing and projects beyond roads.

**LU-57.3.1**  
Meet an employment target of 13,700 total jobs within the 20-year planning period.

**OTHER URBAN LAND USE DESIGNATIONS**

**EMPLOYMENT-BASED PLANNED COMMUNITY**

**GOAL LU-58**  
Encourage development of new, self-sufficient, planned communities that address the full range of needs of the residents, including housing, jobs, services, and recreation.
LU-58.1 Establish an Employment-Based Planned Community (EBPC) land use classification to allow for EBPC developments approved pursuant to the planned unit development or planned development district permit process.

LU-58.2 Develop EBPCs within the Urban Growth Area.

LU-58.2.1 EBPCs must meet the following criteria:

LU-58.2.2 EBPC development must be at least 320 acres or more in size.

LU-58.2.3 New infrastructure is provided for and impact fees are established consistent with the requirements of RCW 82.02.050;

LU-58.2.4 Transit-oriented site planning and traffic demand management programs are implemented;

LU-58.2.5 Buffers are provided between the EBPC and adjacent urban development;

LU-58.2.6 A mix of uses is provided to offer jobs, housing, and services to the residents of the EBPC;

LU-58.2.7 Affordable housing is provided within the EBPC for a broad range of income levels;

LU-58.2.8 Environmental protection has been addressed and provided for.

LU-58.3 By allowing EBPCs, the County is not committing to provide levels of public services and facilities which would serve the development.

LU-58.3.1 Any extension of services and facilities must be in accord with other provisions of the Comprehensive Plan.

LU-58.4 Require the proponent to submit an infrastructure and public facilities plan, including an analysis of financing options that conform to the proposed phasing plan and assure concurrency.

LU-58.5 EBPCs must be developed with an Employment Center in the first component of development.

LU-58.5.1 Residential development will not be accepted as the exclusive use in the initial phases of an EBPC.

LU-58.5.2 Over the course of project development, the EBPC shall maintain an appropriate mix of jobs, services, recreation, and housing as established by the initial approval.

LU-58.6 Require EBPCs to provide their approved levels of employment in tandem with their residential development.

LU-58.6.1 Monitor this balance through the periodic review of the development’s traffic impacts as required by the Hearing Examiner.
**Master Planned Community**

**GOAL LU-59**  
Encourage Master Planned Community (MPC) developments within an Urban Growth Area as a way to achieve well-designed, compact urban development with a balance of uses, more efficient use of public facilities, and greater open space.

**LU-59.1**  
MPC developments should be allowed provided that any approval shall include a phasing plan to ensure that the various segments of the development are served by adequate public facilities and services.

**LU-59.2**  
MPC developments must be at least 320 acres in size.

**LU-59.3**  
MPC developments should consider including the following:

- **LU-59.3.1**  
  An appropriate mix of housing, services, and recreation;

- **LU-59.3.2**  
  Neighborhoods with a variety of housing options, including affordable housing for a range of income levels, consistent with a jobs-housing balance;

- **LU-59.3.3**  
  A phasing plan to ensure orderly urban growth and ability to respond to market demands for economic development and housing;

- **LU-59.3.4**  
  An infrastructure and public facilities plan, including an analysis of a range of financing options, where appropriate, that conform to the proposed phasing plan;

- **LU-59.3.5**  
  Site planning that encourages transit use and nonmotorized transportation, and a transportation demand management plan;

- **LU-59.3.6**  
  Open space to promote both active and passive recreation, and centers for community activities and assembly; and

- **LU-59.3.7**  
  Measures to protect critical areas and conserve resource lands.

**Major Institution**

**GOAL LU-60**  
Establish a Major Institution Overlay for Pacific Lutheran University. The designation should include the existing campus located on 150 acres in the Parkland area, and may include other lands surrounding the university as a result of future Comprehensive Plan amendments.

**LU-60.1**  
The overlay will be implemented by a Major Institution Master Plan (MIMP) that will be approved by the Pierce County Hearing Examiner and establish allowed facilities and uses, including those facilities and uses typically associated with the university, and may include educational facilities, housing, commercial uses, and supporting infrastructure.

**LU-60.2**  
Provide measures to ensure that the uses and activities associated with the university are compatible with the surrounding land uses and natural systems on adjacent lands.
Rural lands are lands located outside of an Urban Growth Area (UGA). They are separate from those lands that are designated Resource lands. While there are designated Resource lands outside the UGA, resource uses are allowed in all rural designations.

The context of rural areas is provided by the adjacent lands, such as designated forest land, and the land uses, such as designated agricultural land, that are interspersed within the rural areas. Rural areas in Pierce County are generally located between an urban growth boundary and forest lands utilized primarily for commercial timber production. Except for incorporated cities, all of the southern county, a part of the eastern county, the peninsulas, and most islands are characterized by rural settlement and activities. The presence of Fort Lewis exerts considerable influence on the south part of the County. There are considerable local differences within the rural areas in terms of physical environment and settlement pattern. For example, a suburban development pattern exists in some limited areas such as the southern part of the Gig Harbor Peninsula. Diversity in the existing rural environment provides a unique local identity for each rural area.

Typically, rural areas have received their identity from a rural way of life rooted in history and resource-based industries such as commercial fishing, aquaculture, lumber milling, logging, dairying, daffodil or berry farming, horse ranching, and mining. More recently, recreation and other associated uses have come to dominate in areas with outstanding natural features and scenic beauty. Counties, small towns, and rural centers provide limited services to rural residents. Many people choose to reside in rural areas because of the desired quality of life and relative affordability.

Rural areas provide for rural uses incorporating existing as well as historic patterns of settlement and character. Rural areas can function as a buffer between urbanized areas and resource land. They can supply lands that may be added to an urban growth area over time.

Major components of the Rural section are as follows:

A. Encourage and support economic vitality of the County’s rural area in ways that protect the rural way of life and are compatible with the rural environment. One of the means to accomplish this goal is to not allow urban-level service extensions including sewer lines into rural areas except to remedy groundwater contamination problems to correct health hazards or when there is an existing formal binding agreement to serve an approved development.

B. Allow a range of rural densities within the carrying capacity of the natural environment. The residential range provides some options for property owners and developers to utilize density incentives if open space is set aside through clustering of dwelling units on a portion of a site, thus balancing the concern for property rights with the need to conserve and efficiently utilize rural land and the environment, provided the increased density is compatible with the rural character of the surrounding areas.

C. A mix of uses is directed to locate in Rural Centers which include Rural Activity Centers, Rural Neighborhood Centers, and Rural Gateway Communities. Rural Gateway
Communities are located near major recreational facilities including the entrances to Mount Rainier National Park. The major functions of the Rural Centers are servicing the retail and other commercial and business needs of the local communities and providing employment opportunities including those related to tourism and natural resource-based industries.

D. Respect the carrying capacity of the natural environment and protect important elements of the rural environment, including its scenic and historic resources, in order to preserve the basis of a rural way of life.

Rural Character

Rural areas are characterized by low densities with scattered residential sites and moderate-sized to large open acreages for farm or forest use, often with an owner’s home on such acreage. Commercial and non-commercial agricultural and forestry and other natural resource-based practices are consistent with rural areas. Rural areas are characterized by having individual services (septic tanks, water wells) and/or by district services (some water districts, fire districts, etc.) and having minimal roads (except thoroughfares).

The Rural Area designations include areas meeting one or more of the following location criteria:

A. All lands outside of feasible or currently planned extension areas (i.e., an urban growth area) for public service facilities needed to support urban level development intensity.
B. All lands outside of long-term commercially significant forest resources.
C. All lands outside of long-term commercially significant agricultural resources.
D. Lands developed in rural uses on soils poorly suited to development at urban level densities with on-site disposal of sewage.
E. Lands where good opportunities exist for small-scale farming and forestry (large-scale farms and forested lands are designated as Resource Lands).
F. Lands where a Rural Area designation will help buffer nearby Resource Lands from conflicting urban uses.

Population Growth Expected in the Rural Areas

The population growth projected for the rural areas is approximately 32,000 persons during the 20-year planning horizon.

Rural areas are characterized by low densities with scattered residential sites and moderate to large-sized open acreages for farm or forest use. Agriculture, forestry, and other natural resource-based practices are consistent with rural areas. Rural areas are characterized by having individual services and/or by district services and having minimal roads.
<table>
<thead>
<tr>
<th>Type</th>
<th>Land Use Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Rural 5 (R5)</td>
</tr>
<tr>
<td></td>
<td>Rural 10 (R10)</td>
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<tr>
<td></td>
<td>Rural 20 (R20)</td>
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<td></td>
<td>Rural 40 (R40)</td>
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<td>Rural Farm (RF)</td>
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<td>Rural Sensitive Resource (RSR)</td>
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<td></td>
<td>Rural Separator (RSep)</td>
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<tr>
<td>Commercial</td>
<td>Gateway Center (GC)</td>
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<td></td>
<td>Rural Activity Center (RAC)</td>
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<td>Rural Neighborhood Center (RNC)</td>
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<td>Industrial</td>
<td>Rural Industrial Center (RIC)</td>
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<tr>
<td>Other</td>
<td>Master Planned Resort (MPR)</td>
</tr>
<tr>
<td></td>
<td>New Fully Contained Community (NFCC)</td>
</tr>
</tbody>
</table>

**GOAL LU-61**  Rural character is defined as:

**LU-61.1**  An environment highlighted by the natural landscape, native vegetation, wildlife habitat, and large areas of open space.

**LU-61.2**  An economy and lifestyle supported by agricultural and forestry activities, small-scale natural resource industries, cottage industries, and services that serve needs of local residents and tourists.

**LU-61.3**  A visual character enhanced by scenic resources and territorial views.

**LU-61.4**  A landscape attuned with the use of the land and water by wildlife and fish.

**LU-61.5**  A land use pattern protected from conversion into uses that require urban level services except for extension of sewer to school facilities that meet Additional Rural Policies - Schools in Rural Areas LU-78.5.

**LU-61.6**  An area served by limited public services and facilities.

**LU-61.7**  A built environment developed in a manner that preserves watercourses, aquifer recharge areas, and the natural hydrologic cycle.

**LU-61.8**  A land use pattern that is depicted through limited commercial services and low density residential development.

**GOAL LU-62**  Ensure land uses and activities are consistent with and preserve rural character.

**LU-62.1**  Encourage and support economic vitality in ways that protect the rural way of life and are compatible with the rural environment.
LU-62.2 Prohibit urban level service extensions, including sewer lines, into rural areas, except:

LU-62.2.1 To remedy groundwater contamination problems to correct health hazards; or
LU-62.2.2 When there is an existing formal binding agreement to serve an approved development.
LU-62.2.3 For public facilities and utilities to serve a school sited in a rural area pursuant to Additional Rural Policies – Schools in Rural Areas LU-78.5.

LU-62.3 Explore opportunities for establishing development standards for rural areas that would consider the differences between urban development requirements and rural development needs.

LU-62.4 Respect the carrying capacity of the natural environment, and protect important elements of the rural environment, including its scenic and historic resources to preserve rural character.

LU-62.4.1 Encourage low-density residential and resource-based activity as primary uses.
LU-62.4.2 Allow for limited non-residential land uses that support rural densities.
LU-62.4.2.1 Promote cluster development as a means to increase flexibility in site development, preserve open space, reduce development cost, provide buffer strips to separate land use, and facilitate low impact development techniques and design to preserve environmental quality. Best Management Practices shall be used taking into consideration soil types and slopes when clustering development.
LU-62.4.3 Encourage home occupation or cottage industry as another means for non-residential uses.
LU-62.4.4 Allow agricultural sales involving products such as produce, dairy products, flowers, and handcrafted items in commercial areas.
LU-62.4.5 Locate commercial animal production, boarding, and slaughtering uses in rural and agricultural areas.
LU-62.4.6 Support the raising of crops in rural and agricultural areas.
LU-62.4.6.1 Crop processing facilities should be located in commercial, industrial, and agricultural areas.
LU-62.4.6.2 Limited processing activities may occur in rural areas.

Rural Residential

Rural residential areas are planned at low densities that require rural service levels. They are intended to contain diverse housing opportunities through a mix of large lots and clustering.

Low impact development standards are (LU-62.3):
Land use management strategies that emphasize conservation, use of on-site natural features and site planning to minimize impervious surfaces, native vegetation loss, and stormwater runoff.
Long-term rural areas should provide for low residential densities and appropriate public improvements and services to provide for a rural lifestyle and protect rural character.

**GOAL LU-63**
Allow a variety of rural residential land uses and densities that are consistent with the rural lifestyle and within the carrying capacity of the natural environment.

**LU-63.1**
Provide options for property owners and developers to utilize density incentives if open space is set aside.

**LU-63.2**
Allow for one accessory dwelling unit on a residential lot where a single-family dwelling exists.

**LU-63.2.1**
Accessory dwelling units within rural land use designations shall not be included in the calculation of residential densities.

**LU-63.3**
Maintain and promote rural residential land uses that:

- **LU-63.3.1** Promote a low density rural land use pattern;
- **LU-63.3.2** Preserve rural character;
- **LU-63.3.3** Encourage resource-based activities; and
- **LU-63.3.4** Protect environmentally sensitive features.

**Table 2-I: Summary of Rural Land Use Designation Densities**

<table>
<thead>
<tr>
<th>Designation</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural 5</td>
<td>1 unit per 5 acres</td>
<td>1 unit per 5 acres</td>
</tr>
<tr>
<td>Rural 10</td>
<td>1 unit per 10 acres</td>
<td>1 unit per 5 acres</td>
</tr>
<tr>
<td>Rural 20</td>
<td>1 unit per 20 acres</td>
<td>1 unit per 10 acres</td>
</tr>
<tr>
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<td>1 unit per 20 acres</td>
</tr>
<tr>
<td>Rural Farm</td>
<td>1 unit per 10 acres</td>
<td>1 unit per 5 acres</td>
</tr>
<tr>
<td>Rural Sensitive Resource</td>
<td>1 unit per 10 acres</td>
<td>1 unit per 5 acres</td>
</tr>
<tr>
<td>Rural Separator</td>
<td>1 unit per 5 acres</td>
<td>2 units per 5 acres</td>
</tr>
</tbody>
</table>

1 If 50% or more of the property is designated as open space.
2 If 75% or more of the property is designated as open space.
3 When it can be demonstrated that the increase in density will not result in adverse impacts to the resources being protected and 50% of the gross acreage is dedicated in perpetuity as open space.
4 If allowed in a community plan.

**RURAL FARM**

**GOAL LU-64**
Protect agricultural activities on lands that do not qualify as designated Agricultural Resource Lands of long-term commercial significance.

**LU-64.1**
Establish the Rural Farm designation based on current or historic agricultural use, including the following factors:

**LU-64.1.1**
The property shall be a minimum of one acre in size;
LU-64.1.2 The property is located outside a Rural Center or designated Resource Land designation;

LU-64.1.3 The property meets one of the following conditions:

LU-64.1.3.1 The property is currently enrolled in the Current Use Assessment program for productive farm and agriculture; or

LU-64.1.3.2 The property owner requests designation as Rural Farm through a Comprehensive Plan amendment process.

LU-64.2 Recognize agricultural properties that may or may not contain prime soils supporting the Agricultural Resource Land designation, but are or have been used for agricultural activities to increase the agricultural base within the County.

LU-64.3 Provide all the protections to agricultural activities within the Rural Farm designation which are afforded to those activities in the Agricultural Resource Land designation.

LU-64.4 Allow a range of uses that would be permitted in the Agricultural Resource Land designation or Rural Residential designations.

LU-64.5 Use community planning and Comprehensive Plan amendment processes to implement or revise the Rural Farm designation as follows:

LU-64.5.1 Rural Separator, Rural Sensitive Resource, Rural 10, or Rural 20 designations may be redesignated to Rural Farm pursuant to the criteria outlined above.

LU-64.5.2 Rural Farm designations may be redesignated to an adjacent Rural Residential designation, provided that the property directly abuts one of these designations and the property is converted to that designation (e.g., a Rural Farm designated property abuts a R10 property and would be changed from Rural Farm to R10).
boundary defines the rural center and the area, within which, additional more intensive rural use may locate.

All County rural centers must be consistent with the LAMIRD criteria. Pierce County adopted policies requiring the evaluation of rural centers for LAMIRD consistency as part of the development of community plans. The determination of LAMIRD consistency for rural centers in community plan areas was made as part of community plan adoption and for non-community plan areas as part of the 2015 Comprehensive Plan update. All rural centers in Pierce County have been reviewed and found consistent with the LAMIRD criteria.

The establishment of any new rural center or the expansion of a rural center must be consistent with the LAMIRD criteria of RCW 36.70A.070 (5)(d).

GOAL LU-65  The most intensive uses of rural land allowed in rural areas should be directed into rural centers.

LU-65.1  Rural centers serve the following purposes:

LU-65.1.1  To provide centers where rural residents and others can gather, work, shop, entertain and, where appropriate, reside;

LU-65.1.2  To provide a focus for the surrounding rural area that is appropriate in character and scale in rural environment;

LU-65.1.3  To provide an alternative to strip developments along arterials and state routes;

LU-65.1.4  To provide services to tourists and other visitors recreating in the major recreation facilities; and/or

LU-65.1.5  To provide an opportunity to develop facilities that can function as a community center in those areas where an incorporated town does not serve that role for the surrounding area.

LU-65.2  Establish standards and design guidelines to protect environmental quality, rural character, and significant natural and scenic amenities and features the communities value.

LU-65.3  Provide for accessory dwelling units, senior housing and group homes, within Rural Centers.

LU-65.4  Provide four categories of Rural Centers: Rural Activity Centers, Rural Neighborhood Centers, Rural Gateway Communities and Rural Industrial Center.

LU-65.5  Recognize isolated areas of commercial/business park development which had existing uses or areas of higher intensity use on July 1, 1990, and were not identified as an RNC in a community plan as of January 2012. The size of the area and determination of the logical outer boundary as defined by the LAMIRD criteria, should be established by amendment to a community plan and an area-wide map amendment.
GOAL LU-66  Commercial uses should be limited to areas that support rural neighborhoods and rural tourist areas.

LU-66.1  Non-residential uses of rural intensity include industrial and commercial uses which:

LU-66.1.1  Depend upon being in a rural area;

LU-66.1.2  Do not require urban level services;

LU-66.1.3  Are compatible with the functional and visual character of the rural area;

LU-66.1.4  Are smaller in size/scale and utilize a smaller percentage of impervious cover than the same land use allowed in an urban area;

LU-66.1.5  Support the everyday needs of rural residents and tourists;

LU-66.1.6  Are related to and dependent upon natural resources; and

LU-66.1.7  Include public and commercial recreational and associated uses.

GOAL LU-67  The establishment of any new rural center or the expansion of a rural center must be consistent with the LAMIRD criteria of RCW 36.70A.070 (5)(d).

RCW 36.70A.070 (5)(d) Limited areas of more intensive rural development (LAMIRDS) criteria require that rural commercial centers are based on (LU-67):

- Lands that do not extend beyond the logical outer boundary of an existing area or use that was established as of July 1, 1990.
- Existing areas delineated by the built environment, but that may also include infill areas of undeveloped lands
- The logical outer boundary addresses the need to preserve the character of existing natural neighborhoods and communities.

RURAL ACTIVITY CENTER

The Rural Activity Center (RAC) designation creates areas where residents can gather, work, shop, and entertain; and tourists traveling to outlying recreation areas can obtain needed services. The most intensive uses of rural land allowed in rural areas should be allowed in Rural Activity Centers where adequate facilities and improvements exist or can be provided. Generally, RACs will provide for services for a larger rural area and include such uses as grocery stores, drug stores, restaurants, general retail, personal and business services, financial services, civic uses and automobile servicing, sales and repair.

GOAL LU-68  Rural Activity Centers should provide for more intensive uses to provide employment, shopping, services, and housing opportunities that will reinforce these areas as rural centers, at a scale which is compatible with surrounding roads, utilities, and rural character.

LU-68.1  Ensure immediate access onto state routes or major arterials.

LU-68.2  Allow intensive uses where adequate facilities and improvements exist or can be provided.

LU-68.3  Expansion should be compatible with other adjacent uses and avoid areas of natural hazards.
LU-68.4 Permit residential development consistent with the residential density allowed in the adjacent rural designations.

LU-68.5 Rural Activity Centers may only be established or expanded consistent with the LAMIRD criteria of RCW 36.70A.070 (5)(d).

**RURAL NEIGHBORHOOD CENTER**

The Rural Neighborhood Center (RNC) designation is intended to serve the everyday needs of local rural residents. RNCs provide limited convenience shopping and services, and retain a scale and intensity that is appropriate for maintaining rural character. Generally, RACs will provide for services for a smaller rural area and include such uses as convenience stores, gas stations, personal services, small retail outlets and civic uses.

**GOAL LU-69** Rural Neighborhood Centers should provide limited convenience shopping and services which meet the daily needs of residents of the surrounding rural area.

LU-69.1 Ensure immediate access onto state routes, or major or secondary arterials.

LU-69.2 Residential development should be permitted consistent with the residential density permitted in the adjacent rural designations.

LU-69.3 New development should exhibit a scale and intensity that is appropriate for maintaining rural character.

LU-69.4 Discourage commercial development in continuous strips.

LU-69.5 Promote coordinated and planned commercial developments.

LU-69.6 Recognize areas of commercial/business park development.

LU-69.7 Rural Neighborhood Centers may only be established or expanded consistent with the LAMIRD criteria of RCW 36.70A.070 (5)(d).

LU-69.8 The size and logical outer boundary of isolated areas of commercial/business park development shall be determined in the community plan by Comprehensive Plan amendment.

**RURAL GATEWAY COMMUNITY**

The Rural Gateway Community (GC) designation provides for a mix of commercial and higher density residential housing. The types of uses and activities allowed within the designation vary depending on the implementing zone.

The GC designation currently applies to four historical commercial nodes that have served as tourist areas approaching Mount Rainier National Park from either side. The Rural Gateway Communities include Greenwater and the Upper Nisqually Valley centers: Elbe, Ashford and the National Park entrance.

The Greenwater Gateway Community is distinguished from the Upper Nisqually Centers in that it is a commercial center in it’s entirely and as such the boundaries must meet the LAMIRD criteria. In contrast the Upper Nisqually Gateway Community are a community plan structure...
that includes a mix of tourist commercial, village residential as well as larger rural residential parcels. Within the Upper Nisqually Gateway Communities areas of more intensive use are designated with Tourist Commercial and Village Commercial designations. The boundaries of these commercial areas have been found to be consistent with LAMIRD criteria and may only be expanded if consistent with the LAMIRD criteria of RCW 36.70A.070 (5)(d).

GOAL LU-70  Rural Gateway Communities should provide commercial services to accommodate the needs of visitors and tourists.

LU-70.1  Locate near major recreational facilities and opportunities to provide facilities and services necessary to support tourism and the surrounding community.

   LU-70.1.1  Housing accommodations for tourists, visitors, and workers and their families;
   LU-70.1.2  Commercial uses serving tourists, visitors, and residents;
   LU-70.1.3  Outdoor recreational facilities and uses;
   LU-70.1.4  Facilities and services necessary to support tourism-related uses;
   LU-70.1.5  Cultural facilities including theaters, galleries, arts and craft centers, interpretive centers; and
   LU-70.1.6  Transportation facilities necessary to link tourism with surrounding recreational opportunities.

LU-70.2  Ensure immediate access onto state routes or major arterials.

LU-70.3  Discourage commercial development in continuous strips.

LU-70.4  Residential density may be higher than the surrounding rural area.

   LU-70.4.1  Density calculations will not include land devoted to overnight lodging or commercial purposes.

LU-70.5  Develop procedures to ensure overnight lodging cannot be utilized as full-time residential units.

LU-70.6  Rural Gateway Communities should provide commercial services to meet everyday needs of the surrounding residents.

LU-70.7  The boundaries of Upper Nisqually GCs may be revised, as part of the Comprehensive Plan amendment or Community Plan update process.

LU-70.8  The boundaries of the Greenwater Rural Gateway Community and the Village Commercial and Tourist Commercial designated areas in the Upper Nisqually Rural Communities may only be expanded consistent with the LAMIRD criteria of RCW 36.70A.070 (5)(d).

LU-70.9  Encourage light industry in Gateway Communities to provide stable, year-round family wage employment for residents.
RURAL INDUSTRIAL CENTER

The Rural Industrial Center (RIC) designation allows light industrial uses that are related to food, agriculture, or intermediate manufacturing and final assembly. It does not allow heavier industrial uses that produce substantial waste byproducts or wastewater discharge or noise impacts incompatible with a rural area. Currently, the only RIC is in the Alderton-McMillin Community Plan area.

GOAL LU-71  Recognize and designate the McMillin Park of Industry area for rural industrial uses.

LU-71.1  Establish a designated Rural Industrial Center (RIC) that encompasses property vested for industrial activity within and adjacent to the McMillin Park of Industry.

LU-71.2  Ensure the designated RIC meets the criteria to allow for more intensive uses within a rural area.

GOAL LU-72  Reserve land in the RIC for manufacturing/light industrial uses.

LU-72.1  Limit the permitted uses to manufacturing/light industrial activity, preferably served by rail.

LU-72.2  Promote railway facilities including transfer facilities and laydown yards.

LU-72.3  Discourage heavy industrial, residential, and commercial services.

LU-72.4  Ensure that industrial activities do not require the expansion of urban services.

LU-72.5  Ensure that industrial uses do not negatively impact the environment or degrade water quality.

LU-72.6  Minimize any impacts on the community and surrounding neighborhoods.

LU-72.7  Explore developing regulations that facilitate the relocation of existing cottage industries to the RIC when expansion of the cottage industry is desired and the use is consistent with permitted uses in the RIC.

GOAL LU-73  Minimize impacts to State Routes and the local road system from the Rural Industrial Center to the greatest extent possible.

LU-73.1  Developments should incorporate local rail service into their operations as a means to reduce traffic.

LU-73.2  Industries requiring rail service are encouraged to locate within Rural Industrial Centers.

LU-73.3  Parcels within a Rural Industrial Center shall not have direct access to a state highway.

LU-73.4  Access to all parcels within a Rural Industrial Center shall be from an internal access road.
OTHER RURAL LAND USE DESIGNATIONS

MASTER PLANNED RESORT

GOAL LU-74  Allow within Pierce County, the two categories of Master Planned Resorts (MPRs) subject to the following criteria and standards:

LU-74.1  Proposals for MPRs must conform to RCW 36.70A.360; or

LU-74.2  Proposals for existing MPRs must conform to RCW 36.70A.362 and the following criteria:

LU-74.2.1  The resort was in existence on July 1, 1990;

LU-74.2.2  The resort is largely self-contained and integrated into a development that includes short-term visitor accommodations associated with recreational facilities within the resort boundaries in a setting of significant natural amenities;

LU-74.2.3  New urban land uses in the vicinity of the existing resort are prohibited except in areas specifically designed for urban growth in the Comprehensive Plan;

LU-74.2.4  On- and off-site infrastructure impacts shall be fully considered and mitigated;

LU-74.2.5  The County finds that the land is better suited and has more long-term importance for the existing resort than for the commercial harvesting of timber or agricultural production; and

LU-74.2.6  The County finds that the resort plan is consistent with the Development Regulations for critical areas.

LU-74.2.6.1  On sites where Pierce County does not have jurisdictional authority to apply the County Development Regulations for critical areas, the resort plan shall be consistent with requirements for critical areas as administered by the government entity having jurisdictional authority.

LU-74.3  Services and facilities needed to support such development are provided by the developer on a fair-share basis.

LU-74.4  On- and off-site impacts and uses of the site are mitigated through site development standards and guidelines.

LU-74.4.1  Site plan review of MPRs shall be conducted through the public hearing process.

LU-74.5  Any proposed expansion or changes to any existing MPR shall be subject to the same PUD review process as a new MPR.

LU-74.6  The overall residential density may be higher within a MPR than the surrounding rural area.

Standards and guidelines include (LU-74.4):
Aesthetic, visual, and environmental considerations to incorporate and retain on-site features and aesthetic qualities of the surrounding rural community.
LU-74.7  The density of overnight lodging within MPRs may be greater than the surrounding area.

LU-74.7.1  Procedures should be developed to ensure overnight lodging within MPRs cannot be utilized as full-time residential units.

LU-74.8  The focus of residential areas in a MPR shall be short-term visitor accommodations.

LU-74.8.1  A MPR may include other residential uses within its boundaries, but only if the residential uses are integrated into and support the on-site recreational nature of the resort.

LU-74.9  If Pierce County does not have jurisdictional authority to apply one or more particular land use controls over a development proposal, a proposal for a MPR shall be consistent with development requirements as administered by the government entity with jurisdictional authority.

LU-74.10  Lands designated MPR shall be developed pursuant to approval of a PUD consistent with the conceptual plans reviewed under 19C.10.055 D., except that the zone classification in place at the time of MPR designation approval shall control development of the land until a PUD permit is approved by the Hearing Examiner.

NEW FULLY CONTAINED COMMUNITIES

GOAL LU-75  Prohibit new fully contained communities outside of the designated urban growth area.

RURAL AIRPORT

GOAL LU-76  Establish an Airport Overlay-Rural Airport designation on land adjacent to rural airports to buffer the airport from incompatible uses.

LU-76.1  Establish Rural Airport Overlay boundaries using each airport’s area of influence.

LU-76.2  Provide buffering between those more intense uses related to aviation activities and the rural uses authorized in the Rural Residential designations.

LU-76.3  Limit land uses to low density and low intensity uses including forestry uses, agricultural uses, walking and biking trails, golf courses, and single-family dwelling units.

LU-76.4  Density should reflect the surrounding rural residential density.

GOAL LU-77  Establish an Essential Public Facility – Rural Airport Designation at the Tacoma Narrows Airport. Establish a Rural Airport Overlay adjacent to the Tacoma Narrows Airport to buffer the airport from incompatible uses.

LU-77.1  Designate the property at the Tacoma Narrows Airport as Essential Public Facility-Rural Airport.
LU-77.1.1 Allow for airport related uses on that portion of the Tacoma Narrows Airport located south of Stone Road.

LU-77.2 All properties located within 1,000 feet of the Essential Public Facility-Rural Airport Designation outside the City of Gig Harbor's UGA shall be designated Rural Sensitive Resource or Rural 10 with a Rural Airport Overlay.

LU-77.2.1 Land use activities that are incompatible with general aviation airport uses shall be discouraged in the Rural Airport Overlay.

LU-77.2.2 Rural land uses shall be limited to low density and low intensity uses including forestry uses, agricultural uses, walking and biking trails, golf courses, and single-family dwelling units.

LU-77.2.3 Residential density shall be limited to 1 dwelling unit per 10 acres for new subdivisions. A minimum lot size of 5 acres is required. A bonus density that will provide for 2 dwelling units per 10 acres may be permitted when 50% of the development is retained in open space.

Schools in Rural Areas

GOAL LU-78 Schools, institutions, and other community facilities may be located in rural areas.

LU-78.1 Expansion of an existing site is preferred over the creation of a new site.

LU-78.2 Ensure the location and design of proposed facilities in the rural area are harmonious with the existing character of the area.

LU-78.3 Ensure coordination between the County and each school district siting schools in the rural area.

LU-78.3.1 Each school district siting schools in the rural area shall participate in the County’s periodic updates to its Comprehensive Plan as required by RCW 36.70A.130(1)(b) by:

- Coordinating its enrollment forecasts and projections with the County’s adopted population projections;
- Identifying school siting criteria with the County, cities, and regional transportation planning organizations;
- Identifying suitable school sites with the County and cities, with priority to siting urban-serving schools in existing cities and towns in locations where students can safely walk and bicycle to the school from their homes and that can effectively be served with transit; and
- Working with the County and cities to identify school costs and funding for the capital facilities plan element required by RCW 36.70A.070(3).
LU-78.4 New schools in the rural area serving students from an urban area shall not be incorporated into the calculations to determine school impact fees for a school district nor receive funding from school impact fees.

LU-78.5 The extension of public facilities and utilities to serve a school sited in a rural area may be authorized by the County provided the following requirements are met:

LU-78.5.1 The applicable school district board of directors must adopt a policy addressing school service area and facility needs and educational program requirements;

LU-78.5.2 School districts must make a finding, with the concurrence of the County Council and the legislative authorities of any affected cities, that the district’s proposed site is suitable to site the school and any associated recreational facilities that the district has determined cannot reasonably be collocated on an existing school site, taking into consideration the policy adopted in LU-78.5.1 and the extent to which vacant or developable land within the growth area meets facility needs and educational program requirements;

LU-78.5.3 The County and any affected cities that provide sewer service agree to the extension of public facilities and utilities to serve the school sited in a rural area that serves urban and rural students at the time of concurrence as referenced in LU-78.5.2;

LU-78.5.4 If a sanitary sewer line is extended beyond the urban growth area to serve a school, private property in the rural area may connect to the sewer utility if:

- The property has a failing onsite sanitary sewer system; or
- The property owner requests connection provided:
  - The property is located no further from the public facility or utility than the distance that, if the property were within the urban growth area, the property would be required to connect to the public facility or utility;
  - The property may only develop at existing zoning densities; and
  - There may be no request to expand the Urban Growth Boundary based solely on the extension of the sewer.

### Rural and Resource Agricultural Activity

**GOAL LU-79** Support and strengthen the local and regional agriculture-based economy and lifestyle.

**LU-79.4** Conserve and enhance the agricultural land base.

**LU-79.4.1** Maintain local, regional, state, and national agricultural reserves.

**LU-79.5** Encourage agricultural activities as an appropriate land use throughout the rural area.
LU-79.5.1  Ensure adequate accessory uses are allowed.

LU-79.6  Facilitate the availability of locally-grown, healthy food options for residents.

LU-79.7  Reduce barriers to agriculture.

LU-79.8  Allow production, sales, and marketing of farm and related products throughout agricultural lands.

LU-79.8.1  Allow direct farm marketing, U-pick, value-added product sales, wineries, nursery sales, and accessory uses such as sales of arts and crafts or antiques.

LU-79.8.2  Discretionary land use review should be required for farm activities that continue for more than 60 days and generate heavy traffic, excessive noise, or other significant impacts to the community.

LU-79.8.3  Encourage farm-related uses including value-added products or products used for farming or farm tourism.

LU-79.8.4  Allow the sale of agricultural supplies such as feed, grain, fertilizers, and small farming equipment.

LU-79.8.5  Large suppliers and equipment sales should be located in Rural Neighborhood Centers, industrial areas, or nearby urban areas.

LU-79.8.6  Allow non-agritourism craft distilleries as defined in RCW 66.04.010(12) in rural areas, at an appropriate rural scale and consistent with community character and where at least half of the raw materials used in the production are grown in the State of Washington.

LU-79.8.6.1  Non-agritourism craft distilleries are similar to other agricultural uses such as primary processing, packing, shipment, and cold storage plants and should be considered in the land use designations that permit these use types.

LU-79.8.6.2  The total area that encompasses the craft distillery building, sampling/sales building, storage buildings, and parking shall not exceed 1 acre and should be permitted at a rural scale.

LU-79.8.6.3  Limit the entire non-agritourism craft distillery production and retail sales/product sampling area to a total of 8,000 square feet. The area for retail sales/product sampling shall be limited to a maximum of 3,000 square feet of this total.

LU-79.9  Allow local farmers flexibility to stay in business throughout the year.

LU-79.10  Provide programs, policies, and other regulations to achieve agricultural conservation and support agricultural activities.

Examples of farm-related uses (LU-79.5.3):
- Bakery sales
- Restaurants
- Microbreweries and wineries
- Sales of feed or farm equipment
- Recreational activities and educational tours
- Company picnics
- Birthday parties
- Weddings
LU-79.10.1 Give high priority to agriculture in land acquisition programs.
LU-79.10.2 Support agencies and organizations that play a role in agricultural conservation.
LU-79.10.3 Preserve the high-quality agricultural soils for future farming.
LU-79.11 Protect agricultural operations from incompatible uses and ensure the vitality of the agricultural industry.
LU-79.11.1 Prohibit developments that impede farm management and operations.
LU-79.12 Recognize that some critical areas have been legally altered and continue to be used for agricultural activities, and that the responsible use and maintenance of such areas for agricultural activities may continue.
LU-79.13 Promote the importance of farm management plans.
LU-79.13.1 Work with agencies and advisory groups to develop informational materials and educational opportunities regarding best management practices for agricultural activities.

RESOURCE LANDS

The Resource Lands designation indicates areas where Pierce County’s land use plans, regulations, and incentives will promote long-term commercially significant resource use. These natural resources are an important part of the regional economy, providing jobs, tax revenue, valuable products, and raw materials for local use and export. Farmlands and forested lands also provide aesthetic, recreational, and environmental benefits to the public while contributing to the diverse character of Pierce County.

<table>
<thead>
<tr>
<th>Type</th>
<th>Land Use Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Resource Lands</td>
<td>Agricultural Resource Land (ARL)</td>
</tr>
<tr>
<td></td>
<td>Forest Land (FL)</td>
</tr>
<tr>
<td>Overlays</td>
<td>Mineral Resource (MRO)</td>
</tr>
</tbody>
</table>

GOAL LU-80 Utilize resource lands at sustainable levels to provide raw materials, value-added products, and jobs necessary for future generations.

LU-80.4 Conserve and preserve resource lands as a limited resource of both environmental and economic value.
LU-80.5 Encourage retention of properties of sufficient size to make resource industry economically feasible.
LU-80.6 Encourage the preservation of those tracts of land used for resource practices.
LU-80.7 Promote the use of best management practices (BMPs).
LU-80.8  Consider a program that would allow the direct purchase of those development rights on existing resource lands.

LU-80.9  Ensure that the use of resource lands takes priority over use of adjacent lands.

LU-80.10  Coordinate conservation policies with other agencies and their respective programs.

LU-80.11  Encourage and recognize the multiple uses and values of resource lands.

GOAL LU-81  Conserve rural resources.

LU-81.4  Preserve the land and water required by natural resource based activities, including the protection of critical areas, natural wildlife, rural lifestyles, outdoor recreation, and other open spaces and protect air and water quality and availability.

LU-81.5  Minimize conversion of agricultural and forestry land by providing cluster development and buffer strips between these designated lands and residential developments.

LU-81.6  Protect important elements of rural character including its scenic and historic resources.

LU-81.6.1  Discourage billboards and off-site advertising on resource lands.

LU-81.7  Minimize the amount of impervious surface in development.

LU-81.7.1  Site development standards should include provisions for limiting paved parking, widths, and lengths of paved access roads and driveways, and site coverage in general, allowing shared access roads and using permeable construction material for roads where feasible.

LU-81.8  Minimize the use of constructed drainage facilities and encourage alternative perpetually maintained methods of surface water management such as grass covered swales, on-site retention areas, retaining vegetative cover, etc.

LU-81.9  Encourage Best Management Practice regarding animal wastes or forestry practices affecting water quality downstream.

LU-81.10  Provide incentives, such as tax reduction, to landowners who voluntarily provide public benefits such as protecting wildlife corridors, historic and cultural sites, and scenic amenities.

LU-81.11  Protect important land features such as ridgelines by discouraging their alteration.

GOAL LU-82  Allow for one accessory dwelling unit on a residential lot where a single-family dwelling exists.

LU-82.4  Accessory dwelling units within resource land use designations shall not be included in the calculation of residential densities.
Agricultural

Agricultural lands are distinct from rural lands and include lands that have been designated as having long-term commercial agricultural significance. In November 1991, Pierce County, on an interim basis, classified and designated agricultural lands of long-term commercial significance, which were located outside the Urban Growth Areas. The criteria for designation were reviewed and the interim criteria became the final criteria for the adopted 1994 Comprehensive Plan.

While the expression of planning goals in the GMA is linked to natural resource industries, including productive timber and fisheries, a separate policy for agricultural lands was proposed because of their unique importance in Pierce County and their relationship to Urban Growth Area boundaries and policies. Although the GMA does not expressly require a countywide planning policy on agricultural lands, the requirement was added by the Interlocal Agreement: Framework Agreement for the Adoption of the Countywide Planning Policies (Pierce County Council Resolution No. R91-172, September 24, 1991).

In 2004, the County created the Agricultural Resource Lands (ARL) designation (Ordinance No. 2005-87s). At that time, the County established specific criteria for ARL designation and used the Natural Resource Conservation Service soil database as a key criterion focused on prime farmland soils.

In 2018, the County reviewed the criteria for the designation of ARL lands. Revisions were made to the ARL criteria based on a study “A Fresh Look at Pierce County agriculture.” This resulted in the creation of four Agricultural Production Districts. The individual districts reflect the unique agricultural characteristics of each area. Properties within each of the districts were reviewed and designated using customized criteria for ARL designation that address the unique characteristics of each district. The four Agricultural Production Districts are shown in Map 2-4.

**GOAL LU-83** Implement the Growth Management Act's planning goal related to maintaining and enhancing natural resource-based industries by preserving and enhancing the agricultural land base which is being used for, or offers the greatest potential for, production of agricultural products.

**LU-83.4** The conservation and enhancement of the County's agricultural land base serves the following purposes:

- **LU-83.4.1** Supporting the local and regional economic base for agriculture;
- **LU-83.4.2** Maintaining local, regional, state and national agricultural reserves;
- **LU-83.4.3** Preserving the high quality agricultural soils for future farming;
- **LU-83.4.4** Facilitating the availability of locally grown, healthy food options for residents;
- **LU-83.4.5** Retaining natural systems and natural processes;
- **LU-83.4.6** Alleviating some of the pressures to urbanize;
- **LU-83.4.7** Supporting the rural lifestyle; and
**LU-83.4.8** Providing environmental benefits, such as air quality and habitat.

**LU-83.5** The County encourages agricultural activities as an appropriate land use throughout the rural area.

**LU-83.6** Agricultural activities are also allowed in the urban area.
Agriculture Production Districts:
- Bonney Lake / Buckley Plateau
- Central & Southern County
- Peninsula
- Puyallup / Orting Valley

Map Disclaimers: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations encountered by actual survey. ALL DATA IS EXPRESSLY

Map Document: H:\mef\prop_area_wide\a2016\pc\prop_plan\map\ag_production_districts.jpg

Revision Date: September 2016
Print Date: 3/2/2017

Map 2-4: Agriculture Production Districts
AGRICULTURAL RESOURCE LANDS DESIGNATION CRITERIA


LU-84.4 Lands should be considered for designation as agricultural resource lands based on three factors:

- **LU-84.4.1** The land is not already characterized by urban growth.
- **LU-84.4.2** The land is used or capable of being used for agricultural production. This factor evaluates whether lands are well suited to agricultural use based primarily on their physical and geographic characteristics.
  - **LU-84.4.2.1** In determining whether lands are used or capable of being used for agricultural production, the County shall use the land-capability classification system of the United States Department of Agriculture Natural Resources Conservation Service as defined in relevant Field Office Technical Guides.
- **LU-84.4.3** The land has long-term commercial significance for agriculture.
  - **LU-84.4.3.1** In determining whether lands have long-term commercial significance for agriculture, the County should consider the ten criteria listed under WAC 365-190-050.
- **LU-84.4.4** Consider excluding properties already characterized by urban growth or characterized by more intensive rural development, such as:
  - **LU-84.4.4.1** Lands designated as rural centers;
  - **LU-84.4.4.2** Lands rezoned to rural centers;
  - **LU-84.4.4.3** Lands that are part of a preliminary plat approved prior to February 1, 2005, or a final plat recorded prior to February 1, 2005, including any associated open space or other non-buildable tracts identified on the face of the plat;
  - **LU-84.4.4.4** Lands covered by a non-residential development permit for uses other than agriculture.
  - **LU-84.4.4.5** Lands with mobile home parks; and
  - **LU-84.4.4.6** Properties owned by governmental agencies prior to the effective date of the 2015 Comprehensive Plan Update for public use as identified in a Capital Facilities Plan adopted as part of the Pierce County Comprehensive Plan or an adopted long-range planning document.
  - **LU-84.4.4.7** Land that is irrevocably dedicated to non-farm use.
  - **LU-84.4.4.8** Designated forest and timber lands as identified by Pierce County, RCW 84.33, and RCW 84.34 shall be excluded.
LU-84.4.5  Designated forest and timber lands as identified by Pierce County, RCW 84.33, and RCW 84.34 shall be excluded.

LU-84.5  Designation of Agricultural lands of "long-term commercial significance" requires consideration of size of the land and soil composition and the land’s proximity to populated areas. The following criteria shall be considered when designating land as Agricultural Resource Land.

LU-84.5.1  Location in rural areas (outside the UGA).
LU-84.5.2  Parcel size on the effective date of Ordinance No. 2018-39.
LU-84.5.3  Amount of prime farmland soils.
LU-84.5.4  Larger parcels abutting the property.
LU-84.5.5  Property owner request for designation.

LU-84.6  Designate four Agricultural Production Districts to reflect the different agricultural characteristics of the County.

LU-84.6.1  Designated Agricultural Resource Lands shall be located within the four Agricultural Production Districts.

LU-84.6.2  Agricultural Resource Lands shall be designated by the following criteria in the four Agricultural Production Districts:

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Bonney Lake/ Buckley Plateau</th>
<th>Central/ South Pierce County</th>
<th>Peninsula</th>
<th>Puyallup/ Orting Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Located Outside Urban Growth Areas</td>
<td>Yes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parcel Size on the effective date of Ordinance No. 2018-39</td>
<td>10 acres or greater</td>
<td>40 acres or greater</td>
<td>10 acres or greater</td>
<td>10 acres or greater</td>
</tr>
<tr>
<td>Amount of Prime Farmland Soils</td>
<td>50% or 20 acres</td>
<td>50% or 20 acres</td>
<td>50% or 20 acres</td>
<td>25% or 10 acres</td>
</tr>
<tr>
<td>Abutting parcel size</td>
<td>50 % of abutting parcels larger than 5 acres</td>
<td>50 % of abutting parcels larger than 20 acres</td>
<td>50 % of abutting parcels larger than 5 acres</td>
<td>50 % of abutting parcels larger than 1 acre</td>
</tr>
<tr>
<td>Landowners may request designation</td>
<td></td>
<td></td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

LU-84.7  Landowner intent. While landowner intent, by itself, cannot be used as a rationale for de-designation, it can be used as a criterion for inclusion into the ARL designation. Property owners requesting inclusion into the ARL designation shall not be assessed a Comprehensive Plan Amendment processing fee.
GOAL LU-85  Use the community planning and joint planning agreement processes to make refinements to Agricultural Resource Lands designation as follows:

LU-85.4  Joint planning agreements and community plans may recommend re-designation of Agricultural Resource Lands to Rural 5 for a buffer around a city or town Urban Growth Area, using the criteria specified in this Title.

LU-85.5  Community plans may recommend that parcels not meeting the criteria of the Title be designated as Agricultural Resource Lands:

LU-85.5.1  When contiguous ownership involves parcels that meet the criteria of this Title, except that some parcels are below the threshold size of 5 acres,

LU-85.5.2  When the soil type is present, but the size of the parcel is below the threshold of 5 acres, or

LU-85.5.3  When the soil type is not present, but the property is being used for commercial agriculture and the landowner requests inclusion.

LU-85.6  Community plans and joint planning agreements may recommend de-designation of Agricultural Resource Lands to correct errors in designation.

LU-85.7  Community plans can make refinements to the implementing regulations consistent with the provisions of this Title.

AGRICULTURAL LANDS DE-DESIGNATION

GOAL LU-86  Provide the criteria and process for removing properties from the Agricultural Resource Lands Designation. Pierce County will consider applications for de-designation of ARL zoning as part of the Comprehensive Plan amendment process described in Title 19C PCC. Application fees shall be waived for properties that were originally designated in error or voluntarily designated through a property owner request.

LU-86.4  Removal of properties from the Agricultural Resource Lands designation must be evaluated against the same criteria as designation.

LU-86.5  Removal of properties from the Agricultural Resource Lands designation shall be limited to the following processes:

LU-86.5.1  Allow for the de-designation of ARL properties.

LU-86.5.1.1  The approval of a Map Amendment to correct technical errors or revert voluntarily designated ARL parcels to another rural land use designation where the property does not meet one or more of Pierce County’s ARL designation criteria.

LU-86.5.1.2  The property is shown to no longer have long-term commercial significance for agricultural.
LU-86.5.1.3 For the purpose of determining if a property continues to have long-term commercial significance, the County may consider other factors in conjunction with the ten criteria listed under WAC 365-190-050(3)(c).

LU-86.5.2 The adoption of a community plan that includes re-designation of parcels consistent with the Comprehensive Plan.

LU-86.5.3 The approval of a Map Amendment to establish a Rural 5 buffer for a city or town, following a recommendation of an approved joint planning agreement consistent with the provisions of the Comprehensive Plan.

LU-86.5.4 De-designation of Agricultural Resource Lands for the purpose of expanding a Rural 5 buffer for a city or town shall only be considered during the Compliance review required by RCW 36.70A.130.

LU-86.5.5 De-designation of agricultural resource lands for the purposes of expanding the Urban Growth Area, provided that such de-designation is allowed for and consistent with the applicable community plan.

LU-86.6 Agricultural Resource Lands cannot be amended directly into the Urban Growth Area unless permitted by the applicable community plan.

GOAL LU-87 Implement the Agricultural Resource Lands with development regulations that support and enhance farming.

LU-87.4 Provide a base and maximum residential density of 1 unit per 10 acres.

LU-87.5 Allow uses that support the economic viability of farming and protect the farming operations from incompatible uses. In addition to the basic agricultural land uses of crop production, agricultural services, and animal production/boarding, provide for the permitting of more intensive agriculture-related uses, such as small contractor yards, cold storage, small restaurants, with minimum parcel size requirements. For the more intensive agriculture-related uses with the potential for heavy truck traffic, excessive noise, or other significant environmental impacts, such uses may be allowed with an administrative or conditional use permit.

LU-87.6 Ensure that allowed uses support and are agriculture-related.

LU-87.7 Community plans may provide for variations in the density and uses allowed under the following guidelines:

LU-87.7.1 A community plan can include density exceptions with a maximum residential density no greater than 1 unit per 5 acres. Community plans may include provisions for clustering of lots provided that the parent parcel is 20 acres or larger in size and the clustering results in no more than 10 lots per cluster. The remaining unclustered area must be dedicated to agriculture. Lots created after February 1, 2005, shall not be used to de-designate Agricultural Resource Lands using the criteria in the Comprehensive Plan.

LU-87.7.2 The implementing regulations for a community plan may provide for a density exception for housing seasonal farm workers in a community planning process.
LU-87.7.3 A community plan may provide for only the following civic uses on parcels at least 40 acres in size, where 90% of the site is dedicated or available for farming activities: religious assemblies not to exceed 30,000 square feet of building area, and small public safety stations (fire and sheriff).

GOAL LU-88 Provide programs, policies and other regulations to achieve agricultural conservation and support agricultural activities:

LU-88.4 Developing a purchase of development rights program or transfer of development rights program;

LU-88.5 Giving high priority to agriculture in land acquisition programs sponsored by the County, such as Conservation Futures, Purchase of Development Rights, and the Conservation District Assessment;

LU-88.5.1 The Agricultural Resource Lands designated properties in the Alderton-McMillin community planning area shall be given high priority because of the value of the agricultural soils in those areas.

LU-88.5.2 The Agricultural Resource Lands designated adjacent to cities and towns shall be given high priority because of the pressures to urbanize, heritage of farming, and the value of the agricultural soils.

LU-88.6 Leasing development rights for a term of years;

LU-88.7 Implementing anti-nuisance right-to-farm rules that have been adopted by Pierce County;

LU-88.8 Making preferential tax treatment available;

LU-88.9 Continuing support for the Pierce County Farm Advisory Commission (PCFAC), Pierce Conservation District, Washington State University Cooperative Extension, and other agencies and organizations that play a role in agricultural conservation;

LU-88.10 Investigating other innovative techniques to achieve agricultural conservation;

LU-88.11 Coordinating with other jurisdictions, tribes, and special districts, and engaging in the joint planning of agricultural lands;

LU-88.12 Coordinate agricultural land conservation policies with other Countywide Planning Policies through:

LU-88.12.1 Correlating agricultural land conservation policies with Urban Growth Area policies and with public facility and service provision policies – to avoid the extension of urban services into areas intended for continued agricultural use;

LU-88.12.2 Ensuring that public facility and service extensions, even if not directly serving the agricultural lands, do not stimulate the conversion of agricultural land or make its conservation and protection more difficult; and

LU-88.12.3 Joint jurisdictional planning of agricultural land;
LU-88.13 Develop a process for accepting donations of agricultural lands, and develop a program for continuing agricultural operations on donated agricultural lands or County-owned agricultural lands;

LU-88.14 Support local and regional direct marketing campaigns;

LU-88.15 Implement ways to improve the permitting process for, and minimize costs associated with, construction of farm-related structures, and to minimize costs associated with permitting;

LU-88.16 Expand the existing tax incentive programs to provide further benefits to farmers;

LU-88.17 Use existing publicly owned land or acquire farmland to create a lease-back program to farmers;

LU-88.18 Analyze the effect of reducing stormwater fees for agricultural lands.

LU-88.19 Make the purchase of locally grown produce a priority for the County's purchasing programs; and

LU-88.20 Investigate the possibility of establishing an agriculture regulatory ombudsman.

GOAL LU-89 Encourage the provision of an effective stewardship of the environment to conserve Agricultural Resource Lands and agricultural activities.

LU-89.4 Address the effect of agricultural practices on non-point source pollution and groundwater impacts.

LU-89.5 Take measures to minimize any adverse impacts of agricultural activities utilizing best management practices.

GOAL LU-90 Protect agricultural operations from incompatible uses and ensure regulations are in places that maintain the vitality of the agricultural industry.

LU-90.4 Extend the agricultural policies to locations within or adjacent to agricultural activities throughout the County:

LU-90.4.1 Protect such areas from encroachment by incompatible uses;

LU-90.4.2 Protect related development such as farmers markets and roadside stands; and

LU-90.4.3 Protect smaller sized agricultural parcels which are not individually viable for production, but which taken cumulatively with other smaller sized parcels in the area, have long term significance for agricultural production.

LU-90.5 Minimize the conflict of incompatible uses in areas adjacent to Agricultural Resource Lands and other agricultural activities by using measures including, but not limited to:

LU-90.5.1 Setbacks and buffer strips; and

LU-90.5.2 Public education concerning resource activities.
LU-90.5.3 Provisions to require notification to residential properties within 500 feet of designated Agricultural Resource Land, that activities may occur on the ARL land that are not compatible with residential development.

LU-90.6 Farming is encouraged throughout the rural area. Pierce County's regulation of farming should be consistent with these guiding principles:

LU-90.6.1 Homeowner covenants for new subdivisions and short subdivisions in the Rural Area should not restrict farming;

LU-90.6.2 Agricultural management practices shall not be construed as public nuisances when carried on in compliance with applicable regulations, even though they may impact nearby residences; and

LU-90.6.3 County environmental standards for agriculture should protect environmental quality, especially in relation to water and fisheries resources, without discouraging farming.

LU-90.7 Pierce County should use incentives to encourage farming, including, but not limited to:

LU-90.7.1 Tax incentives;

LU-90.7.2 Expedited permit review and/or permit exemptions for resource activities complying with "best management practices"; and

LU-90.7.3 Reduced or eliminated processing fees for subdivisions for the purpose of recombining substandard lots and "right to farm" provisions that would apply to all new development.

LU-90.8 Streamline permit processes to promote the continued viability and maintenance of agricultural lands without compromising environmental or public health safeguards.

LU-90.9 Incentives to experiment with innovative farm technology.

LU-90.10 Residential uses allowed near designated Agricultural Resource Lands should be developed in a manner which minimizes potential conflicts and reduces unnecessary conversion of farm lands.

FARMLAND CONSERVATION STRATEGY

GOAL LU-91 Encourage the development of a Farmland Conservation Strategy using available programs and services to fulfill the County’s commitment to the local agriculture sector including:

LU-91.4 The use of public funds to make strategic purchases of farmland.

LU-91.5 Voters approved bond funds, backed by a property tax, to acquire development rights.

LU-91.6 Purchase of development rights through a farmland preservation program.
LU-91.7  Real Estate Excise Tax as allowed by Washington State law authorizing counties to levy a tax of up to 1 percent on real property transactions.

FOREST

GOAL LU-92  Lands should be designated as forest resource lands of long-term commercial significance based on three factors:

LU-92.4  The land is not already characterized by urban growth.

LU-92.5  The land is primarily devoted to growing trees for long-term commercial timber production.

LU-92.6  The land has long-term commercial significance which is defined as:

LU-92.6.1  The growing capacity, productivity, and soil composition of the land for long-term commercial production.

LU-92.6.2  Consideration of the land’s proximity to population areas, and the possibility of more intense uses of the land as indicated by the following criteria as applicable:

LU-92.6.3  The area should be located outside of the Urban Growth Area (UGA), and have limited public services and facilities.

LU-92.6.4  Should be buffered from urban land use designations by compatible rural land use designations.

LU-92.6.5  Forest lands consist of predominantly large parcels that are at least 40 acres or greater in size.

LU-92.6.6  While landowner intent cannot be used as a rationale for de-designation, it can be used as a criterion for inclusion when reflected by the tax status of the land (inclusion in the County’s Current Use Assessment program as timberland).

GOAL LU-93  Limit development on designated Forest Resource Lands.

LU-93.4  Maintain the vitality of forestry, including early selective harvesting, or selective clearing to reduce fire hazard or to follow an approved forest management plan.

LU-93.5  Use incentives to encourage forestry.

LU-93.6  Remove land from the designation only when it has been demonstrated that the land is no longer suitable for long-term forest production.

LU-93.7  Ensure that forestry use activities are conducted in a manner that is compatible with rural residential character.

LU-93.8  Allow Christmas tree farms and the direct marketing of forest products associated with the holiday season.
LU-93.9  Allow custom milling and forest product sales on sites that engage in forest practice operations.

LU-93.10  Wood chipping activities may occur on-site only during forest practice activities that occur on the site.

MINERAL

Pierce County used the population forecast for the 20-year planning period to estimate the quality of gravel needed in the county area. The Washington State Department of Natural Resources (DNR) uses 11.3 tons/per person/per year as the estimate of volume. Given the large road projects projected for Pierce County, 15 tons/per person/per year were used to generate the estimate.

The population for each year was multiplied by 15, and summed up to arrive at the total tons of gravel needed during the 20-year planning period. This was then converted to cubic yards in order to compare with the amount of gravel available.

GRAVEL QUANTITY AVAILABLE

DNR provided a database of currently permitted and active mining sites, as well as locations where gravel deposits are expected to exist. The projected total excluded developed sites and JBLM.

Industry standards suggest forty feet is a realistic average depth of excavation for gravel sources. The existing sites are not full of gravel, and many of the potential sites will not be economically viable to develop due to long haul routes and lack of road access. Therefore, for comparison a range of gravel thickness from 5’ to 40’ was assumed. The resulting volumes were converted to cubic yards in order to compare with the amount of gravel needed.

RESULTS

Given the above assumptions, Pierce County will need 190 million cubic yards of gravel. Assuming a 25’ material thickness and considering only the DNR presently permitted active mining sites, there would be just 105 million cubic yards available. However, if the potential mining sites are also considered at an assumed 25’ thickness, there would be an additional 1.8 billion cubic yards available, approximately 10 times more than is needed. While it must be understood that excavating materials from this entire area is likely not realistic (due to difficulty and expense of development, accessibility, long haul routes, future competing land uses and development, etc.) it does demonstrate that if needed there are adequate mineral resources in Pierce County.

GOAL LU-94  Maintain and enhance mineral resource-based industries.

LU-94.4  Maintain, map, and classify known and potentially significant economically developable mineral deposits within Pierce County as identified by the Washington State Department of Natural Resources.
LU-94.5 Ensure excavated land has an ultimate economic use which will complement and preserve the value of adjoining land.

LU-94.6 Allow extractive industries to locate where prime natural resource deposits exist, provided these sites are separated by buffer strips from existing residential areas and restored for appropriate re-use after removing the resource material.

LU-94.7 If the demand for mineral resources is documented in the future, use the following criteria to designate Mineral Resource Overlay areas:

LU-94.7.1 The mineral deposit must contain at least one million cubic yards of extractable sand, gravel, or rock material;

LU-94.7.2 The size must be at least 40 acres; and

LU-94.7.3 The new area must be outside the Urban Growth Area.

LU-94.7.4 Allow property owners to have a Mineral Resource Overlay (MRO) placed on their property.
URBAN, RURAL, AND RESOURCE

The policies in this section govern a variety of land use designations and land use activities that may be found in any portion of the County.

The distribution of land designated Urban, Rural, and Resource is shown in Map 2-5. The total acreage and percent of land designated as urban, rural, and resource lands are outlined in Table 2-K.

<table>
<thead>
<tr>
<th>Type</th>
<th>Number of Acres</th>
<th>Percent of Total Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>54,846</td>
<td>8%</td>
</tr>
<tr>
<td>Rural</td>
<td>271,800</td>
<td>38%</td>
</tr>
<tr>
<td>Resource</td>
<td>383,866</td>
<td>54%</td>
</tr>
<tr>
<td>Total</td>
<td>710,512</td>
<td>100%</td>
</tr>
</tbody>
</table>

GENERAL

GOAL LU-95       Allow development to occur only when adequate public facilities and services are available and the carrying capacity of the natural environment is not exceeded.

GOAL LU-96       Ensure the property rights of landowners are protected from arbitrary and discriminatory actions.

GOAL LU-97       Private property shall not be taken for public use without just compensation having been made.

GOAL LU-98       Ensure timely permit review and information dissemination to avoid delays or discourage growth from where it is intended to be focused.

GOAL LU-99       Allow land use changes only when these changes are accompanied by specific documentation or proposed plans showing how the transportation system can adequately support the needs of existing and proposed development.

LU-99.4          Pierce County will establish threshold levels for this policy so that small landowners will not be unfairly disadvantaged, and will tie implementation of this policy to impact mitigation planning that seeks to fairly allocate the costs of transportation improvements among and between the County and all affected parties.
AIRPORTS

Pierce County is served by Seattle-Tacoma International Airport in south King County, two military base airports, and a number of smaller airports owned by the public and private sector. The largest airports located in the County are the military air facilities on Joint Base Lewis McChord (JBLM), McChord Field and Gray Field. General aviation is served by the Tacoma Narrows Airport, Thun Field and several other small private airports. Pierce County owns both the Tacoma Narrows and Thun Field airports. Other small private airports in the County include Spanaway Airport in Spanaway, Shady Acres Airport in the Frederickson/Graham area, Swanson Field in the Eatonville area, and Ranger Creek State Airport near Crystal Mountain.

TACOMA NARROWS AIRPORT

Tacoma Narrows Airport is a regional airport that is used for small business jet travel and general aviation. The airport serves businesses, recreational flying, flight instruction, medical services, the media, the military, and law enforcement. There are approximately 60,000 operations at the airport each year.

Pierce County purchased the airport from the City of Tacoma in 2008. The County is currently preparing a Master Plan Update for the airport which will be the first master plan update since the purchase. The last master plan update was completed in 2003.

The Tacoma Narrows Airport is designated an Essential Public Facilities and policies related to the airport are found in the Essential Public Facilities Element and the Land Use Element.

THUN FIELD AIRPORT

Pierce County also owns Pierce County Airport-Thun Field in Puyallup. Located in central Pierce County 21 miles southeast of Tacoma, Pierce County Airport/Thun Field functions as a key community transportation and emergency services facility. 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.

In order to protect airport operations and surrounding land uses, the County has established the overlay zones including the Airport Overlay – Rural Airports Designation and Airport Overlay-Small Airports Designation. The Airport Overlay - Rural Airports Designation is assigned to the Tacoma Narrows Airport while the Airport Overlay -Small Airports Designation is assigned to all other airports.

GOAL LU-100 Ensure compatibility between airports and surrounding developments.

LU-100.4 Coordinate with airports, the Aviation Division of the Washington State Department of Transportation, and other affected parties.

LU-100.5 Utilize airport overlays to protect the public’s health, safety, and welfare and to address incompatible uses with airport operations.
**LU-100.6** Establish Tacoma Narrows Airport as an Essential Public Facility.

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**Small Airport**

**GOAL LU-101** Establish an Airport Overlay-Small Airport designation for small public use airports in unincorporated Pierce County to protect the airports from incompatible uses, consistent with the requirements of [RCW 36.70A.510](https://app.leg.wa.gov/billsummary?BillNumber=36.70A.510&Year=2017) and [36.70.547](https://app.leg.wa.gov/billsummary?BillNumber=36.70.547).

**LU-101.4** Establish Small Airport Overlay boundaries using each small airport’s area of influence.

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**Current Use**

The Current Use Open Space Taxation Act states that it is in the best interest of the State to maintain, preserve, conserve and otherwise continue in existence adequate open space lands for the production of food, fiber and forest crops and to assure the use and enjoyment of natural resources and scenic beauty for the economic and social well-being of the state and its citizens. Upon removal of classification, an additional tax, interest and penalty shall be due.

The law provides for three classifications:

- **Farm and Agricultural** - Land primarily devoted to the production of livestock or agricultural commodities for commercial purposes.
- **Timber** - Land in any contiguous ownership of five acres or more, which is primarily devoted to the growth and harvest of timber for commercial purposes.
- **Open Space** - Land retained in its natural state. Land that would enhance, protect or preserve natural areas, i.e. parks, sanctuaries, historic sites, scenic resources, streams, beaches.

**GOAL LU-102** Foster partnerships between interest groups to promote participation in the Current Use Assessment program.

**LU-102.4** Provide information on obtaining financial assistance.

**LU-102.5** Educate on the uses and limitations of the Current Use Assessment (tax incentive) program.

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**Essential Public Facility – State Corrections Overlay**

**GOAL LU-103** Establish an Essential Public Facility – State Corrections Overlay for the McNeil Island Corrections Center on McNeil Island. The designation should include only the Main Institution located on approximately 89 acres and the existing north complex facility on approximately 87 acres, and should not include any other land on McNeil Island.

**LU-103.4** Establish allowed facilities and uses, including those facilities and uses typically associated with a State corrections center, but not including facilities associated with a sexual offender program.
LU-103.5  Provide measures to assure that the uses and activities associated with the State Corrections designation are compatible with the land uses and natural systems on adjacent lands and shorelines.

**HOME OCCUPATIONS AND COTTAGE INDUSTRIES**

**GOAL LU-104**  Allow home occupations, daycare facilities, and cottage industries.

**LU-104.4**  Recognize the importance of the home-based business sector.

**LU-104.5**  Encourage environmentally friendly home occupations and industries as a means of low impact employment.

**LU-104.6**  Promote local professional services so business owners don’t need to travel out of the area to purchase services.

**LU-104.7**  Explore options for flexibility, such as creating separate regulations for home occupations in different industry sectors.

**LU-104.8**  Ensure compatibility with the underlying land use designation.

**LU-104.9**  Ensure activities are maintained and carried out in accordance with the conditions of approval.

**LU-104.10**  Relocate to an appropriate area if the use grows beyond the limits of the underlying designation.

**MILITARY LAND DESIGNATION AND COMPATIBILITY**

Pierce County is engaged in a collaborative planning effort involving Joint Base Lewis McChord and local governments surrounding this military installation. The goal of this effort is to encourage compatible development and redevelopment in surrounding areas. The effort is designed to balance the sustaining the local military mission with long term community land use needs. The policies represent Pierce County’s commitment in support of this effort.

Two land use designations have been established to recognize federal and state military installations within unincorporated Pierce County. These designations are not intended as an attempt to govern land use activities, rather as a mechanism to recognize the presence of military lands within unincorporated Pierce County.

**GOAL LU-105**  Recognize the unique character of land uses associated with military operations and support structures.

**LU-105.4**  Designate the portions of Joint Base Lewis-McChord and Camp Murray that contain urban level of services and characteristics as Urban Military Lands.

**LU-105.5**  Designate the portions of Joint Base Lewis-McChord that lie outside the UGA as Rural Military Lands.
LU-105.6 The application of the Military Lands designations shall be consistent with official federal and state military installation master plans.

GOAL LU-106 Provide the military installations with opportunities to participate in the review and development of land use programs, policies, and decisions that affect them.

LU-106.4 Consider the military installations as an affected agency for land use planning decisions.

LU-106.5 Invite the military to participate as members on growth management committees.

LU-106.6 Provide opportunities for the military to participate in local and regional planning issues and programs.

LU-106.7 Establish periodic meetings of elected local, state, and federal officials and military commanders on growth management issues of mutual concern.

LU-106.8 Environmental policies adopted by the military should continue to reinforce the environmental policies of surrounding jurisdictions.

LU-106.9 Comprehensive Plan policies pertaining to environmental issues should agree with and not degrade the environmental policies of the military installations.

LU-106.10 Consider amendments necessary to provide consistency and compatibility between the County's Comprehensive Plan, Development Regulations, and the Joint Base Lewis-McChord (JBLM) Joint Land Use Study (JLUS) upon completion of the JLUS which is anticipated to occur in October 2015.

GOAL LU-107 Recognize the possibility of military lands reverting back to Pierce County.

LU-107.4 If military lands revert back to Pierce County, the County should adopt interim regulations that restrict development of the reverted property until such time a sub-area plan is adopted.

LU-107.5 The County should coordinate with adjacent cities and towns to identify the desired character of the reverted property.

GOAL LU-108 Recognize aircraft noise as a health impact and an environmental constraint when developing land use classifications and regulations.

LU-108.1 Promote cooperation between Joint Base Lewis-McChord and Pierce County to address the reduction or mitigation of noise-generating uses.

LU-108.1.1 Establish a disclosure process advising property owners of possible noise impacts to property around JBLM.

GOAL LU-109 Recognize safety issues associated with training, artillery, and small-arms activities on Joint Base Lewis-McChord.

LU-109.1 Future construction adjacent to the installation should provide for fire protection at Fort Lewis boundaries.
LU-109.2 Incorporate the Installation Compatible Use Zone Study (ICUZ) noise contour maps and the "Recommended Land Uses for Installation Compatible Use Zone (ICUZ) Program Noise Zones" for Noise Zone II.

LU-109.3 Prohibit the following land uses within Noise Zone II:

LU-109.3.1 New residential uses, unless the design of the structure and general site plan incorporate noise-reduction measures to meet the Department of Housing and Urban Development (HUD) standards;

LU-109.3.2 Public services and quasi-public services such as hospitals, public meeting rooms, and libraries, and cultural, recreational, and entertainment land uses, unless the design of the structure and general site plan incorporate noise-reduction measures to meet HUD standards; and

LU-109.3.3 Schools, daycare facilities, and other facilities which incorporate outside activities.

LU-109.4 Direct the following land uses away from property abutting the installation boundary:

LU-109.4.1 High density residential;

LU-109.4.2 Public buildings (such as schools, medical facilities, public meeting facilities, and churches); and

LU-109.4.3 Cultural facilities.

LU-109.5 Cooperate with Joint Base Lewis-McChord and Camp Murray in developing plans for circulation improvements in and around the installations.

LU-109.5.1 The viability of cross-base corridors (arterial or highway) should be determined on the basis of detailed studies of population projections, military mission, land availability, land use projections, and environmental analysis of alternative routes and corridors.

LU-109.5.2 Plan public services, transportation, land use, and other decisions on the ability of the public transportation network to meet access needs without depending on military roads.

LU-109.5.3 Cooperate in the development of mitigation plans for military road closures that affect public use.

**Nonconforming Uses and Vesting**

**GOAL LU-110** Maintain consistency with State vesting laws.
APPROVED DISCRETIONARY LAND USE ACTIONS

GOAL LU-111  Concomitant agreements and discretionary land use actions approved prior to the effective date of the Comprehensive Plan, any subsequent Plan amendment, or any Pierce County development regulation shall be allowed to develop on the basis of the controls contained in the decision granting approval; provided that they remain in compliance with the conditions of approval. Also building permits shall not be issued unless the action meets concurrency requirements, as determined by those agencies responsible for administering concurrency policy, in effect at the time of submittal of building permit applications.

LU-111.1  Concurrency requirements may include, but are not limited to, imposition of impact fees.

NONCONFORMING USES

GOAL LU-112  Allow the expansion of nonconforming uses that do not detract from the intent of the Comprehensive Plan, according to specific criteria. Types of nonconforming uses that the Council determines by Ordinance to be a nuisance or detrimental to public health safety or welfare may be terminated according to a reasonable amortization timetable, or reasonable conditions added.

LU-112.1  Develop standards for identifying those uses or groups of uses that are inconsistent with the Land Use designations, but are still consistent with the intentions of the Plan.

LU-112.2  Allow limited outright expansion of nonconforming uses.

LU-112.2.1  Develop standards that would allow for limited outright expansion of nonconforming uses considering at least existing and proposed site intensity and coverage.

LU-112.3  Allow major expansion of nonconforming uses if specific conditions to make them more compatible with allowed uses are met.

LU-112.3.1  Develop standards that would allow for major expansion of nonconforming uses considering items such as buffers, screening, lighting, and noise.

LU-112.3.2  Existing nonconforming uses may be converted to other uses so long as the proposed use is of equal or lesser intensity, would create equal or lesser environmental impacts, and would be compatible with allowed uses.

OPEN SPACE NETWORK

The GMA requires that the designation, proposed general distribution and location of open space and recreational lands be identified in local comprehensive plans. Identification of areas suitable for open space corridors within and between Urban Growth Areas (UGAs) is also required. These open space areas provide diverse functions including: protecting
environmentally sensitive lands, which are often ill-suited for commercial and residential development; separating incompatible land uses; linking communities and businesses; and creating corridors for wildlife migration and nonmotorized transportation routes.

Open space corridors serve as buffers within and between urban growth areas. The Open Space Corridors map, Map 2-6, is not intended to have regulatory effect but rather provide general guidance for open space preservation efforts. The Open Space Corridors map may be refined in the future based on more detailed analysis through community planning, watershed basin planning, fish and wildlife habitat planning, and other open space planning efforts.

**DESIGNATION OF AN OPEN SPACE NETWORK**

**GOAL LU-113** Establish an open space network linking open space areas via greenbelt corridors throughout Pierce County.

**LU-113.1** Pierce County shall designate an Open Space Corridors Map which identifies the general location of open space areas and corridors in Pierce County.

**LU-113.1.1** The map is based upon the high priority open space categories as set forth in Title 19D.170, Open Space Priorities.

**LU-113.1.2** The map should be refined based on the development of more detailed open space information obtained through community plans, open space plans, watershed basin plans, fish and wildlife habitat plans, or similar planning efforts.

**LU-113.2** Additional areas should be considered for designation as open space including:

**LU-113.2.1** Wooded areas that serve a functional purpose in climate, noise, light, habitat, and pollution control.

**LU-113.2.2** Environmentally or geologically unique areas, and scenic view points and scenic corridors as defined in Chapter 2.114 PCC, Current Use Assessment Administrative Procedures.

**LU-113.2.3** Lands that can provide for a separation between communities, thereby preserving character, preventing sprawl, and creating a buffer between urban and rural areas or other land uses.

**LU-113.3** Incorporate landscaped greenbelt areas into the open space network.

**LU-113.3.1** Establish and maintain greenbelts within the Plan area that provide multi-use functions such as buffers between incompatible uses, separation between communities and rural/urban areas, visual relief from the built environment, and passive open space recreation areas.

**LU-113.3.2** Utilize greenbelts for pathways and integrate this system into the nonmotorized transportation network.
LU-113.3.3 Encourage the planting of native vegetation within greenbelt areas but recognize that other non-native species, such as turf, may be appropriate for the intended use.

LU-113.3.4 Integrate built structures such as children's play equipment, play areas, climbing rocks, water features, benches, trails, and picnic tables into greenbelt systems. Trails shall be made of permeable pavement or materials.

LU-113.3.5 Greenbelt areas should integrate or bridge critical areas, such as wetlands, fish and wildlife habitat areas, or designated open space areas, when possible.

OPEN SPACE ACQUISITION, PRESERVATION, AND CONSERVATION

GOAL LU-114 Utilize a number of techniques and innovative measures to acquire and conserve open space.

LU-114.1 Consider the use of overlays, special zoning districts (e.g., agricultural zoning or sensitive resource zones), design standards, low impact development strategies, and large-lot zoning to preserve high priority open space areas.

LU-114.2 Provide incentives for open space preservation by allowing innovative measures such as cluster zoning, transfer of development rights, and zero-lot-lines.

LU-114.3 Consider the use of real estate excise taxes (Chapter 82.46 RCW) to acquire open space lands, including the following authorized taxing sources:

LU-114.3.1 A 1/4 of 1% tax for capital facilities (RCW 82.46.010);
LU-114.3.2 Second 1/4 of 1% tax for capital facilities (RCW 82.46.035); or
LU-114.3.3 "Tree tax" of up to 1% for acquisition and maintenance of conservation areas (RCW 82.46.070).

LU-114.4 Utilize Conservation Futures Program funding (Chapters 2.96 and 2.97 PCC) to acquire open space lands.

LU-114.5 Provide increased opportunities for current-use or preferential tax assessment (Chapter 84.34 RCW) for open space lands by promoting public enrollment in the program.

LU-114.6 Pursue public acquisition of open space lands through actions such as:

LU-114.6.1 Fee-simple purchase;
LU-114.6.2 Less than fee-simple purchase (i.e., purchase of development rights, conservation easements);
LU-114.6.3 Voluntary donations with tax incentives;
LU-114.6.4 Land transfers or exchanges;
LU-114.6.5 Limited development techniques (develop a portion of the site for economic return and leave remainder as open space).
LU-114.7 Promote private (land trusts) acquisition of open space lands.

LU-114.8 Consider pursuing a number of funding mechanisms to acquire open space lands, including but not limited to:

LU-114.8.1 Property tax levies;
LU-114.8.2 General obligation bonds and limited general obligation bonds;
LU-114.8.3 Intergovernmental funds (e.g., State grants);
LU-114.8.4 User fees;
LU-114.8.5 Foundation monies.

LU-114.9 Examine the potential of County surplus lands for open space purposes and consider transferring these lands to a local land trust.

GOAL LU-115 County programs that provide for the acquisition and/or preservation of open space shall have established priorities.

LU-115.1 Priorities for the preservation of open space shall be in conformance with the policies established in Chapter 19D.170, Pierce County Open Space Priorities.

LU-115.2 These priorities shall be coordinated with any subsequent updates of the Parks and Recreation Plan for the County.

LU-115.3 At a minimum, the priorities will be used for the following programs and regulations:

LU-115.3.1 Conservation Futures Program (open space acquisition);
LU-115.3.2 Current Use Assessment Program-Public Benefit Rating System (tax incentive);
LU-115.3.3 Development Regulations – Zoning (density bonus incentive).

GOAL LU-116 Ensure that Pierce County open space properties, open space passive recreation parks, conservation easements, and conservation futures covenants are managed and maintained to provide long-term stewardship of the open space function and value.

GOAL LU-117 Recognize that open space is an integral part of an area's infrastructure and that it should be provided concurrent with development, and with minimum percentages of public open space required per development.

LU-117.1 Require that new residential developments set aside a percentage of total land area as open space in perpetuity.

LU-117.1.1 Ensure that the designated area best serves the purpose of open space (e.g., the area should match areas on the Open Space/Greenbelts Map) and can be linked to adjacent open space areas to provide greenbelts.

LU-117.1.2 Where linkages and greenbelts occur, ensure that public easements are provided.
LU-117.1.3 Where land is not suitable for open space purposes, require the acquisition (or contribution towards acquisition) of nearby open space lands. These nearby lands should be identified on the Open Space Corridors Map.

LU-117.2 Design standards for development within designated open space/greenbelt areas should be implemented through the community planning, basin planning, or other similar planning efforts. At a minimum, the following should apply:

LU-117.2.1 Open space in urban areas should remain substantially undeveloped and exemplify the Pacific Northwest character (retention and replanting of native vegetation).

LU-117.2.2 Open spaces should be located contiguous to other open space areas, creating the potential for open space corridors.

LU-117.2.3 Open space in urban areas should be readily accessible to residents where appropriate.
Map 2-6: Open Space Corridors Map

Note:
This map indicates the general location of significant open space areas within Pierce County. This map does not change the rights property owners are entitled to under the land use designation identified as the Comprehensive Plan Land Use Designation Map. Portions of the areas identified, such as the Fort Lewis Military Reservation, contain areas held available for open space purposes.
GOAL LU-118  Designate specific public lands and private parks, campgrounds, historical sites or tourist attractions for park and recreational purposes when identified through a city, community, or regional planning process.

LU-118.1  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.

LU-118.2  Privately owned properties identified for the Park and Recreation designation may only include properties improved with park, campground, or other recreational amenities that are open to the general public with or without a fee.

LU-118.3  The Park and Recreation designation shall be applicable in Urban and Rural designations. Resource Lands shall not be designated or zoned Park and Recreation.

LU-118.4  Development and improvement of park and recreational facilities, other than new regional parks, on sites designated as Park and Recreation, should be permitted outright. New regional parks should require Conditional Use Permits.

LU-118.5  Uses permitted on Park and Recreation designated sites may include passive or active recreation.

LU-118.6  The conversion of lands designated as Park and Recreation to other uses is discouraged.

LU-118.7  Publicly owned or managed land which is readily accessible via existing public roads or where roads can be reasonably extended to access the site should be considered for possible park and recreation sites. Public park and recreation sites should be located close to their prospective users.

LU-118.8  Sites or areas within a park site used for active recreational uses should be nearly level, dry and readily useable. However, the site should be suitable for the type of recreation proposed; activities which require differences in topography should be sited accordingly.

LU-118.9  Land which includes significant historic, archaeological, scenic, cultural or unique natural features should be considered for incorporation into the park and recreation system.
PUBLIC AND COMMUNITY FACILITIES

LOCATION CRITERIA

GOAL LU-119  Public and community facilities will be located in consideration of the following criteria.

LU-119.1  Public facilities should be designed around the service delivery standards with service levels appropriate to the people using each facility.

LU-119.2  Recreation facilities, schools, libraries, medical area facilities, sheriff and other community facilities, should be convenient to people using them.

LU-119.3  Community facilities should be located in centers or in areas with direct access to major thoroughfares.

LU-119.4  Public facilities should be located on sites which are economical to develop and reasonably level.

LU-119.5  Major parks, because of space needs, should be allocated by regional need.

LU-119.6  Schools, because of health and safety issues, should be protected from traffic.

LU-119.7  Cultural facilities, educational institutions, and spectator sports facilities, because of service areas, should be located central to their function or where complementary functions could be located.

LU-119.8  Branch government offices should be easily accessible and located in centers.

LU-119.9  Community facilities should be located on level or gradable land and avoid geologically hazardous areas.

LU-119.10  Community facilities should be located outside of floodplains, wetlands, riparian areas, or other critical areas, and constructed to protect major aquifers providing drinking water for the community.

LU-119.11  Community and public facilities which are associated with infrastructure corridors should be located with regard to such factors as terrain, the geological and hydrological conditions, the site's proximity to population concentrations and water supply, and the potential for supporting higher land uses.

GOAL LU-120  Coordinate the orderly provision of public facilities and services with public and private development activities in a manner that is compatible with the fiscal resources of the County through the development and adoption of a Concurrency Management System.

LU-120.1  Development activity shall be conditioned upon facilities being in place as the impacts of the development occur.

LU-120.2  Provisions for the review of applications for development and the timing of the actual impacts caused by development will be adopted as part of Pierce County's Concurrency Management System.
GOAL LU-121  Public facilities and utilities shall be located to maximize the efficiency of services provided, minimize costs, and minimize impacts upon the natural environment.

GOAL LU-122  Developments with requirements that exceed the capacity of the Capital Facilities Plan should not be allowed to develop until such services can be provided and maintained.

GOAL LU-123  The Comprehensive Plan and development regulations will be used to ensure compatibility with other land uses when siting essential public facilities.

   LU-123.1  Establish criteria for siting essential public facilities.

   LU-123.2  Caution will be used when locating capital facilities in critical areas.

   LU-123.3  In communication with State agencies, emphasize the importance of their compliance with County policies.

PUBLIC INSTITUTION

GOAL LU-124  Recognize major parcels of land serving the cultural, educational, recreational, and public service needs of the community through the Public Institution designation.

   LU-124.1  The Public Institution designation may be applied to urban or rural institutions and facilities.

GOAL LU-125  Identify lands owned by governmental agencies for public use or benefit with the Public Institution designation or other land use designation that supports and protects these uses.

REZONING AND REDESIGNATING

GOAL LU-126  Provide strict guidance and review criteria for rezones to ensure planning goals are properly implemented and resulting changes are compatible with surrounding uses.

GOAL LU-127  Consider the availability of adequate potable water and other services when reviewing proposals for modifications to the land use designation or zoning classification.

GOAL LU-128  Utilize inventory of flood hazard or flood-prone properties in determining appropriate land use designations and zoning.

TRANSFER OF DEVELOPMENT RIGHTS/PURCHASE OF DEVELOPMENT RIGHTS

GOAL LU-129  Maintain and implement transfer of development rights (TDR) and purchase of development rights (PDR) programs to provide the public benefit of permanently conserving resource and rural agricultural lands, recreational trails, open space, and habitat areas through acquisition of the development rights on those lands.
**LU-129.1**  Allow residential density credits to transfer to urban areas in exchange for permanent preservation of agricultural lands and timberland through the TDR program.

**LU-129.2**  Transfer of development rights from ARL properties should be a higher priority than transfer from Rural Farm zoned properties.

**Utilities**

Most utilities are provided by agencies other than the County government. The coordination between agencies is important to the livability of the County.

**GOAL LU-130**  Provide for the locating of utility facilities.

**GOAL LU-131**  Base the type of land use and development intensity on the existence or planned construction of utility facilities.

**Community Plans**

Community plans result from partnerships that unite the County and citizens of a planning area. The majority of unincorporated County population resides in community plan areas. Community plans describe how the general policies of the Comprehensive Plan apply in a specific community and address local issues that are not in a general comprehensive plan. The purpose of the community planning process is to enhance community values and identify and assure sensible growth and development.

Community plans provide for a more refined scale and level of detail than can be attained under the broad guidelines of a comprehensive plan. Community plans augment and enhance the Comprehensive Plan so as to enhance a community character. Because of the diversity in the character of various parts of the County, Comprehensive Plan policies may not address specific issues confronting individual communities. Conversely, due to the distinct nature of community plan areas, not all community plan policies should be applied countywide. The community plan area boundaries are shown in Map 2-7.

**Community Autonomy**

**GOAL LU-132**  Foster the autonomy of communities.

**LU-132.1**  Support and incorporate methods which can establish or preserve community autonomy.

**LU-132.2**  Community plans should be used as a means of implementing Comprehensive Plan policy as follows:

**LU-132.2.1**  By applying Comprehensive Plan policy to specific parcels or groups of parcels of land within the community planning areas.
LU-132.2  By identifying community design characteristics which are used in project reviews (special district reviews, site plan reviews, conditional use permits, unclassified use permits, etc.).

LU-132.3  Establish or use existing community councils and/or other groups to make recommendations on land use designations, design standards, transportation improvements, capital facility improvements, densities, and development proposals within the community planning area using the policies of the Comprehensive Plan and development regulations.

LU-132.4  An effective communication system should advise citizens in community plan areas of proposed developments and policy decisions that would affect their community plan or planning area.

**COMMUNITY CHARACTER**

**GOAL LU-133**  Foster and retain community character.

**LU-133.1**  Adopt planning "standards" for the development of a community plan.

**LU-133.1.1**  Community plans shall involve the people of the community in plan development and amendment.

**LU-133.1.2**  Community plans should articulate a vision for the community.

**LU-133.1.3**  Community plans should identify features and characteristics of communities to be retained, developed, preserved, enhanced or corrected.

**LU-133.1.4**  Community plans should consider areas for commercial, industrial, residential, capital facilities, recreation and other land uses.

**LU-133.1.5**  Community plans shall contain policies that supplement the policies of the Comprehensive Plan.

**LU-133.1.6**  Community plans may identify design features to be encouraged in capital facilities, multifamily residential, commercial and industrial construction and landscaping. Design features may include site planning, building design and other features which affect the character of a community.

**NEW COMMUNITY PLANS**

**GOAL LU-134**  Support communities in the development of new community plans.

**LU-134.1**  Adopt a process for initiating the development of new community plans.

**LU-134.1.1**  Community plans may be initiated by one of the following means:

**LU-134.1.1.1**  Communities can request new community plans by submitting a petition to the Pierce County Executive and County Council that:

**LU-134.1.1.1.1**  Identifies the proposed area; and

**LU-134.1.1.2**  Identifies reasons why a community plan is needed, such as:
| LU-134.1.1.2.1 | The need to preserve historical or heritage areas |
| LU-134.1.1.2.2 | New problems identified |
| LU-134.1.1.2.3 | Change in local conditions |
| LU-134.1.1.2.4 | Previous solutions have proven unworkable or to have unacceptable side effects. |

**LU-134.1.2** Community plans may be initiated by the Pierce County Executive or County Council in order to implement policies of the Comprehensive Plan.

**LU-134.2** New community plan areas should be established on the basis of the following priorities:

- **LU-134.2.1** Public health, safety, or welfare;
- **LU-134.2.2** Previous commitments by the County through legislative action to prepare a plan; and
- **LU-134.2.3** Evidence of community support.

**LU-134.3** New community plan areas shall meet the following criteria:

- **LU-134.3.1** Contain a Commercial Center, Mixed Use District, Employment Center, or Rural Center;
- **LU-134.3.2** Have a common association or identity as a town, center, or destination; and
- **LU-134.3.3** Have boundaries as follows:
  - **LU-134.3.3.1** Contiguous with other community plans or municipal boundaries or designated rural lands;
  - **LU-134.3.3.2** Reflecting school district or other service area boundaries; or
  - **LU-134.3.3.3** Defined by topography and natural land features or manmade constructions, transportation arterials, road and rail, etc.

**LU-134.4** Upon the initiation of a community plan in the rural area of the County, all rural centers shall be evaluated and updated as necessary to be consistent with Growth Management Act provisions in **RCW 36.70A.070(5)** for LAMIRDs.

**LU-134.5** Community planning boards should focus on policy choices and regulatory options that can be effectively implemented and shown to be beneficial and desirable for the community.

**LU-134.6** Community planning boards should, with the assistance of PALS staff, share innovative or updated information throughout the plan formation process with other planning boards or land use advisory commissions to determine if there is a need or desire for changes countywide.
LU-134.7 Implement community plans through land use regulations and administrative decisions where possible, capital facilities provisions and other public programs, as applicable.

LU-134.8 Community plans should be developed in consultation with the following entities:
   LU-134.8.1 Community groups;
   LU-134.8.2 Governmental departments and agencies as applicable;
   LU-134.8.3 Neighboring cities, towns, or communities;
   LU-134.8.4 Affected Indian Tribes; and
   LU-134.8.5 Utility and service providers.

LU-134.9 Community plans should use existing land use designations rather than creating new designations and zoning classifications.

LU-134.10 Amendments to community plans shall be undertaken when changes to the Comprehensive Plan make community plan policies incompatible or inconsistent.

**CONSISTENCY WITH DEVELOPMENT REGULATIONS**

**GOAL LU-135** Promote predictability and consistency in development regulations implementing community plans.

LU-135.1 One set of development regulations shall apply countywide.
   LU-135.1.1 The development regulations shall provide a range of alternatives that recognizes and provides for local uniqueness and character.
   LU-135.1.2 Communities may select from the range of alternatives to achieve their desired character.
   LU-135.1.3 Communities may recommend changes to the development regulations to achieve the desired character as articulated in an adopted community plan. Proposed new regulations shall be able to be applied to all similar situations or locations in other parts of the County.
   LU-135.1.4 Communities may recommend the creation of additional new zoning classifications that are consistent with land use designations identified in the Comprehensive Plan; however, these classifications may be applied only to parcels within the jurisdiction of a community plan adopted or updated after August 1999, which specifically allows such classifications.
   LU-135.1.5 Densities and uses may vary among communities only when consistent with the countywide land use designation and zone classifications.
   LU-135.1.6 Community plan regulations regarding permit processes or amendments to regulations should be considered for countywide application when beneficial and desirable for all communities.
LU-135.2  Eliminate and discourage redundant regulations, procedures and inconsistent, unnecessary overlays in community plan areas.
**APPENDIX A: SOIL LIST FOR ARL DESIGNATION**

### Table 2-L: Prime Agriculture Soil List

<table>
<thead>
<tr>
<th>NRCS SOIL SURVEY</th>
<th>MAP UNIT #</th>
<th>MAP UNIT NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>WA653</td>
<td>1B</td>
<td>Alderwood gravelly sandy loam, 0 to 8 percent slopes</td>
</tr>
<tr>
<td>WA634</td>
<td>20</td>
<td>Belfast silt loam, 0 to 2 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>4A</td>
<td>Bellingham silty clay loam</td>
</tr>
<tr>
<td>WA653</td>
<td>5B</td>
<td>Bow silt loam, 2 to 8 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>6A</td>
<td>Briscot loam</td>
</tr>
<tr>
<td>WA653</td>
<td>7A</td>
<td>Briscot loam, variant</td>
</tr>
<tr>
<td>WA653</td>
<td>8A</td>
<td>Buckley gravelly silt loam, 0 to 3 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>9A</td>
<td>Chehalis silt loam</td>
</tr>
<tr>
<td>WA653</td>
<td>12A</td>
<td>Dupont muck</td>
</tr>
<tr>
<td>WA653</td>
<td>15A</td>
<td>Greenwater loamy sand</td>
</tr>
<tr>
<td>WA634</td>
<td>69</td>
<td>Greenwater loamy sand, 0 to 8 percent slopes</td>
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<tr>
<td>WA653</td>
<td>16B</td>
<td>Harstine gravelly ashy sandy loam, 0 to 6 percent slopes</td>
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<td>WA653</td>
<td>18B</td>
<td>Indianola loamy sand, 0 to 5 percent slopes</td>
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<td>WA777</td>
<td>46</td>
<td>Indianola loamy sand, 0 to 5 percent slopes</td>
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<td>19B</td>
<td>Kapowsin gravelly ashy loam, 0 to 6 percent slopes</td>
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<td>Kapowsin gravelly ashy loam, 6 to 15 percent slopes</td>
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<td>WA653</td>
<td>19C</td>
<td>Kapowsin gravelly ashy loam, 6 to 15 percent slopes</td>
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<td>WA653</td>
<td>20B</td>
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<td>106</td>
<td>Klaber silt loam, 0 to 8 percent slopes</td>
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<td>WA634</td>
<td>107</td>
<td>Klaber-Cinebar silt loams, 0 to 8 percent slopes</td>
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<td>WA634</td>
<td>119</td>
<td>Lemolo silt loam, 0 to 8 percent slopes</td>
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<tr>
<td>WA653</td>
<td>22A</td>
<td>McKenna gravelly loam</td>
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<td>149</td>
<td>National cindery sandy loam, 0 to 8 percent slopes</td>
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<td>National gravelly sandy loam</td>
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<td>73</td>
<td>Nisqually loamy fine sand, 0 to 3 percent slopes</td>
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<td>25A</td>
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<td>26A</td>
<td>Norma fine sandy loam</td>
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<td>Norma loam, 0 to 3 percent slopes</td>
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<td>Orting fine sandy loam</td>
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<td>WA653</td>
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<td>Orting loam</td>
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<td>29A</td>
<td>Pilchuck fine sand</td>
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<td>Pilchuck loamy fine sand, 0 to 3 percent slopes</td>
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<td>WA777</td>
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<td>Pilchuck loamy sand, 0 to 3 percent slopes</td>
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<td>WA653</td>
<td>30A</td>
<td>Puget silty clay loam</td>
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<tr>
<td>WA653</td>
<td>31A</td>
<td>Puyallup fine sandy loam</td>
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<tr>
<td>Code</td>
<td>Number</td>
<td>Description</td>
</tr>
<tr>
<td>-------</td>
<td>--------</td>
<td>--------------------------------------------------</td>
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<tr>
<td>WA777</td>
<td>89</td>
<td>Puyallup silt loam, 0 to 3 percent slopes</td>
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<tr>
<td>WA653</td>
<td>32B</td>
<td>Ragnar sandy loam, 0 to 6 percent slopes</td>
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<td>WA653</td>
<td>33A</td>
<td>Reed silty clay</td>
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<tr>
<td>WA653</td>
<td>37A</td>
<td>Semiahmoo muck</td>
</tr>
<tr>
<td>WA653</td>
<td>104</td>
<td>Semiahmoo muck, 0 to 1 percent slopes</td>
</tr>
<tr>
<td>WA777</td>
<td>104</td>
<td>Semiahmoo muck, 0 to 1 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>1103</td>
<td>Semiahmoo-Water complex, 0 to 1 percent slopes</td>
</tr>
<tr>
<td>WA777</td>
<td>1103</td>
<td>Semiahmoo-Water complex, 0 to 1 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>38A</td>
<td>Shalcar muck</td>
</tr>
<tr>
<td>WA634</td>
<td>235</td>
<td>Shalcar muck, 0 to 1 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>39A</td>
<td>Snohomish silty clay loam</td>
</tr>
<tr>
<td>WA634</td>
<td>241</td>
<td>Snoqualmie loamy fine sand, 0 to 8 percent slopes</td>
</tr>
<tr>
<td>WA777</td>
<td>1106</td>
<td>Snoqualmie loamy fine sand, 2 to 8 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>40A</td>
<td>Spana loam</td>
</tr>
<tr>
<td>WA653</td>
<td>3111</td>
<td>Spana-Spanaway-Nisqually complex, 0 to 2 percent slopes</td>
</tr>
<tr>
<td>WA777</td>
<td>3111</td>
<td>Spana-Spanaway-Nisqually complex, 0 to 2 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>41A</td>
<td>Spanaway gravelly sandy loam</td>
</tr>
<tr>
<td>WA777</td>
<td>110</td>
<td>Spanaway gravelly sandy loam, 0 to 3 percent slopes</td>
</tr>
<tr>
<td>WA777</td>
<td>1100</td>
<td>Steilacoom-Yelm complex, 0 to 2 percent slopes</td>
</tr>
<tr>
<td>WA634</td>
<td>247</td>
<td>Sulsavar loam, 0 to 8 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>42A</td>
<td>Sultan silt loam</td>
</tr>
<tr>
<td>WA634</td>
<td>248</td>
<td>Sultan silt loam, 0 to 2 percent slopes</td>
</tr>
<tr>
<td>WA653</td>
<td>44A</td>
<td>Tanwax muck</td>
</tr>
<tr>
<td>WA653</td>
<td>45A</td>
<td>Tisch silt</td>
</tr>
<tr>
<td>WA634</td>
<td>261</td>
<td>Tukwila muck, 0 to 1 percent slopes</td>
</tr>
<tr>
<td>WA634</td>
<td>278</td>
<td>Winston loam, 0 to 8 percent slopes</td>
</tr>
</tbody>
</table>
Chapter 3: CAPITAL FACILITIES ELEMENT

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INTRODUCTION

The Capital Facilities Element is comprised of these policies and the Capital Facilities Plan (CFP) itself. The policies found in this element provide guidance to the CFP, a long-range plan for predictable infrastructure provision. The CFP details the County’s current understanding of the projected capital improvement needs and financing sources that support the County's current and future population and economy. The Capital Improvement Program (CIP) is the operational implementation of the Capital Facilities Plan.

Capital Facilities is an element of this Comprehensive Plan, as required by Washington's Growth Management Act (GMA). The GMA requires the element to identify public facilities that will be needed to address development expected to occur during the next six years. The CFP is adopted by ordinance as an amendment to the Comprehensive Plan each year.

The adopted CFP is an investment strategy, defining:

- What public facilities are needed;
- Where they will be provided;
- When projects will occur; and
- How they will be financed.

The CFP does not authorize the expenditure of funds. Rather, the funds for capital projects are appropriated annually in the County's operating budget.

The County establishes standards for the desired level of service for each type of public facility and determines the necessary capital improvements to maintain or achieve that level of service for existing and future populations. The County can provide public facilities only when funds are available. When authorized, the County may require others to provide public facilities.

GOAL CF-1 County expenditures for facilities and infrastructure must be consistent with the adopted Comprehensive Plan.

GOAL CF-2 Prepare and maintain a financially feasible six-year schedule of capital improvements in a Capital Facilities Plan.

CF-2.1 Use the Capital Facilities Plan, Six-Year Transportation Improvement Plan, Unified Sewer Plan, Coordinated Water System Plan, Surface Water Management Plan, and the Rivers Flood Hazard Management Plan to determine the existing and proposed availability of infrastructure for new areas for residential, commercial, and industrial growth.

CF-2.1.1 The absence of a Capital Facilities Plan for a school district under the County's CFP does not limit the Hearing Examiner’s authority, if any, to review the impact from residential development on schools while reviewing applications for land developments.

CF-2.2 Establish and update level of service (LOS) standards for applicable capital facilities in the CFP.
<table>
<thead>
<tr>
<th>Capital Facility</th>
<th>Levels of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport</td>
<td>The airports capital plans through 2015 include airport master plan updates, obstruction surveys, wildlife hazard assessments, security improvements, and pavement maintenance.</td>
</tr>
<tr>
<td>Ferry</td>
<td>Maintain ferry capacity at 100% peak winter weekday demand.</td>
</tr>
<tr>
<td>Corrections and Detention</td>
<td>2.0 beds per 1,000 population.</td>
</tr>
<tr>
<td>District Court</td>
<td>One courtroom per judicial position.</td>
</tr>
<tr>
<td>Juvenile Court</td>
<td>0.132 beds per 1,000 population</td>
</tr>
<tr>
<td>Superior Court</td>
<td>One permanent courtroom in the County-City Building for each Superior Court judge; one hearing room per commissioner assigned to the County-City Building; one courtroom/hearing room per judicial officer when serving at locations away from the County-City Building.</td>
</tr>
<tr>
<td>County Buildings</td>
<td>The Level of Service for General Administration Buildings has historically been calculated using the most currently available population growths for incorporated Pierce County to calculate and project future office space needs for the general administrative function of the County.</td>
</tr>
<tr>
<td>Emergency Management</td>
<td>The optimal performance of the radio communications systems is expressed in terms of a load capacity that is not more than 80% of its total capacity.</td>
</tr>
<tr>
<td>Law Enforcement</td>
<td>The Sheriff level of service is 0.5 sq. ft./population.</td>
</tr>
<tr>
<td>Library</td>
<td>The level of service target for Pierce County libraries is 0.61 to 0.71 square feet per capita by 2030, which was the planning horizon for the Pierce County Library 2030: Facilities Master Plan.</td>
</tr>
<tr>
<td>Regional Parks</td>
<td>The PROS Plan establishes a LOS standard for parks based on investment per capita.</td>
</tr>
<tr>
<td>Roads</td>
<td>Pierce County has established traffic volumes (V), service thresholds (S), and V/S Service Standards that are used for determining transportation concurrency on jurisdictional roadways. The Capital Facilities Plan describes these V/S thresholds and identifies roadway locations where these thresholds are exceeded in the current year and future 6 year period.</td>
</tr>
<tr>
<td>Sanitary Sewer</td>
<td>The LOS of 220 gallons per day per residential equivalent plus a 15% reserve capacity meets current level of service requirements.</td>
</tr>
<tr>
<td>Schools</td>
<td>As determined by individual school district.</td>
</tr>
<tr>
<td>Solid Waste</td>
<td>The SWMP reaffirmed waste reduction and recycling as County priorities and set a goal to reduce per capita waste disposal needs from 4.5 pounds per day (2007 level) to less than 1.1 pounds per day by 2032.</td>
</tr>
<tr>
<td>Surface and Storm Water</td>
<td>The level of service (LOS) for stormwater facilities is detailed in the current version of the Pierce County Stormwater and Site Development Manual.</td>
</tr>
<tr>
<td>Management, and River Levees</td>
<td>The LOS for flood management facilities along major rivers refer to the current version of the comprehensive Rivers Flood Hazards Management Plan.</td>
</tr>
</tbody>
</table>
GOAL CF-3 Ensure that adequate infrastructure is provided to accommodate economic growth.
  
  CF-3.1 Direct growth where adequate public facilities exist, or where they can be efficiently provided.
  
  CF-3.2 Ensure the necessary urban services are available in urban areas to support business development.
  
  CF-3.3 Target areas of high growth for future infrastructure improvements.
    CF-3.3.1 Give priority to designated commercial and industrial lands.
  
  CF-3.4 Direct infrastructure resources to areas identified for planned industrial development.
    CF-3.4.1 Phase public facilities and infrastructure in designated industrial areas.
  
  CF-3.5 Lobby the federal government for revenue sharing or similar programs for the financing of needed infrastructure.
  
  CF-3.6 Consider the use of recycled materials in the construction of facilities.
  
GOAL CF-4 Construct needed capital improvements which:
  
  CF-4.1 Repair or replace obsolete or worn out facilities;
  
  CF-4.2 Eliminate existing deficiencies; and
  
  CF-4.3 Meet the needs of future development and redevelopment caused by previously issued and new development permits.
  
GOAL CF-5 Rank possible sites for planned public facilities and services using a priority system.
  
  CF-5.1 Allocate public services to sites that provide the greatest possible returns, unless private property owners assist with the costs involved in extending or providing service.
  
  CF-5.2 Give priority to the maintenance and improvement of public facilities in commercial areas and along major routes connecting commercial areas to residential neighborhoods.
  
GOAL CF-6 Establish a system of concurrency management to relate capacity of facilities to the approval of development permits when concurrency is required.
  
  CF-6.1 Provide non-capital alternatives to achieve and maintain the adopted standard for level of service.
  
  CF-6.2 Condition development projects in a manner that guarantees public facilities will be in place or that adequate mitigation will be provided as the impacts of the development occur.
  
  CF-6.3 Annually review public facilities to determine if there is sufficient capacity to meet the needs and to maintain acceptable levels of service for existing and approved development.
CF-6.4 Identify the necessary facilities to maintain adopted levels of service to serve anticipated development and eliminate deficiencies.

CF-6.5 Consider the impacts of development on public facilities.

CF-6.6 Issue final development permits only when there is sufficient capacity of Category A and Category B public facilities available to meet the adopted levels of service for existing and proposed development.

GOAL CF-7 Coordinate the providers of water, sewer, power, natural gas, telecommunications, cable television, transportation systems, and other infrastructure.

CF-7.1 Coordinate infrastructure provision among jurisdictions.

FUNDING

GOAL CF-8 Use a realistic, financially feasible funding system based on revenue sources available according to applicable laws.

CF-8.1 The estimated costs of all needed capital improvements shall not exceed conservative estimates of revenues from sources that are available pursuant to current statutes, and not rejected by referendum, if required.

CF-8.1.1 Conservative estimates cannot exceed the most likely estimate.

CF-8.2 Require both existing and future development to pay for the costs of needed improvements.

CF-8.3 Finance enterprise and non-enterprise funds used for capital improvements with:

CF-8.3.1 Debt to be repaid by user fees and charges, and connection or capacity fees; or

CF-8.3.2 Current assets; or

CF-8.3.3 A combination of debt and current assets.

CF-8.4 Limit the use of debt financing to provide more capacity than is needed within the schedule of capital improvements for non-enterprise public facilities.

CF-8.5 Consider the ability to pay for the subsequent operating and maintenance costs before providing a public facility or accepting a public facility provided by others.

CF-8.6 Support initiatives that will provide funding for unmet infrastructure needs.

CF-8.7 Allocate funding for public infrastructure to encourage infill, land assembly, redevelopment, and land conversion for commercial and industrial development, with priority toward areas with substantial private development.

CF-8.8 Use impact fees for schools, parks, and roads.
GOAL CF-9 Include all the capital improvements projects required for concurrency and listed in the schedule of capital improvements for expenditure during the appropriate fiscal year.

CF-9.1 The County may omit any capital improvements when a binding agreement has been executed with another party to provide the same project in the same fiscal year.

GOAL CF-10 Prioritize funding for infrastructure projects within the UGA in the Transportation Improvement Program (TIP) and the Capital Facilities Plan (CFP).

CF-10.1 Recognize that the TIP and CFP need to include rural area projects which focus on rehabilitation, restoration, and safety improvements within the rural area.

EMERGENCY RESPONSE

GOAL CF-11 Pursue funding to develop emergency plans and provide information to prepare for disaster events.

GOAL CF-12 Consolidate emergency services that create stronger and more cost-effective service.

GOAL CF-13 Prepare to respond to possible disaster events affecting islands.

FIRE

GOAL CF-14 Support fire districts’ efforts to:

CF-14.1 Respond to the increasing demand for services;

CF-14.2 Establish a team to provide rescue operations in cooperation with other agencies;

and

CF-14.3 Promote the use of volunteers for emergency services and public health and safety training.

GOAL CF-15 Provide support services to the fire districts.

GOAL CF-16 Communicate with fire districts regarding design of new developments and the layout of water system plans.

LAW ENFORCEMENT

GOAL CF-17 Provide an adequate number of law enforcement staff, based upon population growth and crime rate, to address safety concerns.

GOAL CF-18 Locate new law enforcement facilities in the UGA and where there is direct access to major arterial roads.
GOAL CF-19  Pursue partnerships with adjacent jurisdictions to enhance police services.

PUBLIC SCHOOLS

GOAL CF-20  Coordinate land use planning and school district capital facilities planning.

CF-20.1  School facilities should meet the needs of the existing and future population.

CF-20.1.1  The County shall work collaboratively with the School Districts to identify strategies to accommodate student populations in proximity to their residences.

CF-20.1.2  Strategies may include providing an inventory of developable land to a School District, identifying surplus County owned properties, modifying development regulations to eliminate barriers to school property development or redevelopment, rezoning suitable urban lands, or adjusting the urban growth area consistent with UGA expansion policies.

CF-20.1.3  Adequate school facilities should be provided concurrent with need. Pierce County should employ a variety of strategies to support school districts’ ability to provide adequate school facilities including, but not limited to, school impact fees, property dedication, school supportive zoning, and development phasing/timing or other project specific mitigation.

Public School Districts:
- Bethel
- Carbonado
- Clover Park
- Dieringer
- Eatonville
- Fife
- Franklin Pierce
- Orting
- Peninsula
- Puyallup
- Steilacoom
- Sumner
- University Place
- White River
- Yelm

Private Schools:
- Cascade Christian Schools
- Life Christian School and Academy
- Bellarmine Preparatory School
- Charles Wright Academy

Other Institutions:
- Tacoma Community College
- Pierce College
- University of Puget Sound
- Pacific Lutheran University
- Central Washington University extension centers
- University of Washington Tacoma

See the Rural Section of the Land Use Element for Rural School Policies
CF-20.1.4 In coordination with school districts, Pierce County may establish a committee of school district representatives, at least one year prior to each mandated Comprehensive Plan Update. The committee should be responsible for conducting a review of each school district’s capital facilities plan which describes the capacity, enrollment projections, standard of service, and capital facility needs of the district(s). In the event potential school facility capacity deficiencies are identified, the committee may make recommendations to the school district(s) and Pierce County on actions that may be taken in response to the projected deficiencies.

CF-20.2 Ensure school impact fees help pay the costs associated with serving new development.

CF-20.3 Coordinate annually with school districts to determine if the current impact fee payments are effective.

CF-20.3.1 Request an account of how the fees are being utilized.

CF-20.4 New schools in the rural area serving students from an urban area shall not be incorporated into the calculations to determine school impact fees for a school district nor receive funding from school impact fees.

PUBLIC LIBRARIES

GOAL CF-21 Encourage the Pierce County Library system to maintain the existing level of service.

GOAL CF-22 Use the annual capital facilities planning process to monitor the library system’s ability to serve future population growth.
Chapter 4: CULTURAL RESOURCES ELEMENT

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INTRODUCTION

Pierce County’s historic and archeological resources are similar to our natural resources. Like wetlands, forests, agricultural lands, and other natural resources, historic properties are a finite and endangered resource. Like our natural resources, when a historic or archeological site is destroyed, it is lost forever. Cultural resources—historic buildings, monuments, archeological sites—are statements of Pierce County’s identity.

WHAT ARE CULTURAL RESOURCES?

Cultural resources are those buildings, structures, sites, or associations that are generally 50 years or older.

Cultural resources consist of three main types:

a) Historic structures and landscapes (buildings, structures, historic districts, objects, and landscapes);

b) Archeological sites (battlefields, campsites, cemeteries, burial sites, rock carvings, village sites, fishing sites, trading sites, and ceremonial sites); and

c) Cultural properties that were held in spiritual or ceremonial honor which may no longer show the evidence of man-made structures but retain a historical association with an event or period.

WHAT IS HISTORIC PRESERVATION?

Preservation is keeping properties and places of historic and cultural value in active use by accommodating appropriate improvement while maintaining the key, character-defining features that contribute to their significance as cultural resources. This process keeps cultural resources intact for the benefit of future generations. Pierce County’s preservation program includes conservation of the established historic Home community.

In preserving our far-ranging cultural resources, these policies are to be as inclusionary as possible. Buildings, structures, districts, and historic and prehistoric archaeological sites, as well as landscapes and traditional cultural properties, should be considered.

As historical knowledge progresses, it is important to examine different properties for their potential significance, and to re-examine some that may not have been fully understood at an earlier time. Older surveys may have focused only on architectural significance or more obvious historic themes, missing significant resources that can be evaluated in another context.

GOAL CR-1

Identify, protect, and enhance historic properties and cultural landscapes throughout unincorporated Pierce County.

CR-1.1

Use current professional standards for cultural resource management of historic properties.
**IDENTIFICATION**

**GOAL CR-2** Recognize the importance of resources that reflect the uniqueness and diversity of Pierce County in surveys, inventories, and local, state, and national registration programs.

**CR-2.1** Identify and evaluate archeological and historic sites for potential historic landmarks status.

**CR-2.2** Expand the focus of preservation efforts beyond that of the physical environment to include the cultures and stories behind the resources.

**PROTECTION**

**GOAL CR-3** Protect cultural resources through land use actions.

**CR-3.1** Consider cultural resources as part of initial project planning, review, and development.

**CR-3.2** Develop and enforce protections for cultural resources.

**CR-3.3** Protect sacred sites to preserve people’s cultural roots and connections to the past.

**CR-3.4** Integrate historic preservation activities with those activities that share mutually supportive goals such as recreation, tourism, economic development, environmental protection, natural resource protection, and affordable housing.

**CR-3.5** Balance growth with preservation by emphasizing it as a tool for revitalizing communities.

**CR-3.6** Ensure consistency with the goal of protecting historic character of the properties listed in the Pierce County Register of Historic Places.

**CR-3.7** Use the Pierce County Landmarks Commission as a resource to review alterations to listed properties.

**CR-3.8** Use the Washington State Historic Building Code when the Pierce County Landmarks Commission reviews alterations, additions, and change in use occupancy to structures listed on the National Register of Historic Places and the Pierce County Register of Historic Places.

**CR-3.9** Encourage the nomination of cultural resources to the local, state, and federal historic registers.

**CR-3.10** Maintain a cultural resource inventory to be used in the identification of significant structures and places eligible for nomination.

There are three historic registers for which properties may be eligible:
- **National Register of Historic Places**
- **Washington Heritage Register**
- **Pierce County Register of Historic Places**

Each register is guided by its own set of codes.
CR-3.11 Maintain the Pierce County Register of Historic Places to recognize and preserve cultural resources of local significance.

CR-3.12 Design regulations and standards that provide flexibility to accommodate preservation and re-use of historic properties.

CR-3.13 Support the preparation and use of local design guidelines/standards for rehabilitation (consistent with the Secretary of the Interior’s standards) and new development in historic and traditional communities.

**INCENTIVES**

**GOAL CR-4** Establish incentives that encourage maintenance and preservation of historic properties.

CR-4.1 Apply Current Use Taxation to historic properties.

CR-4.2 Use a portion of historic document (HDOC) funds to assist with preservation planning, training, and funding the Pierce County Historic Preservation grant cycle.

**STEWARDSHIP**

**GOAL CR-5** Provide stewardship of County owned cultural resources.

CR-5.1 Maintain County owned cultural resources appropriately by following the Secretary of the Interior’s Standards for Rehabilitation, in consultation with Pierce County.

CR-5.2 Acquire and preserve historic properties for priority use by the County and other public agencies.

**SUSTAINABILITY**

Stewardship of existing building stock can reduce environmental impacts. Re-using a building preserves the energy and resources invested in its construction, avoids landfill impacts, and reduces the need to produce new construction materials. The economic benefits of protecting local historic districts are well documented. These include higher property values, job creation in rehabilitation industries, and increased heritage tourism.

**GOAL CR-6** Encourage adaptive reuse of resources that no longer serve the community’s needs, such as encouraging reuse of old structures.

CR-6.1 Encourage building renovation and redevelopment which are compatible with the historic character of each community.

**ECONOMIC DEVELOPMENT AND TOURISM**

**GOAL CR-7** Encourage historic themes in economic development plans that protect historic character.
CR-7.1 Develop and promote heritage tourism as a means for economic development.
CR-7.2 Establish the resources to develop trade and marketing programs that work in coordination with cultural events.
CR-7.3 Establish or expand partnerships with agencies and entities involved in economic development.
CR-7.4 Develop methods to link cultural resource preservation with local economic development strategies, such as rehabilitation of commercial buildings, neighborhood revitalization, and tourism.

**OUTREACH AND EDUCATION**

**GOAL CR-8** Foster collaboration between the community and property owners to nominate important eligible historic properties to the Pierce County Register of Historic Places or other applicable historic registers.

CR-8.1 Ensure there is early consultation with tribal organizations and other interested parties.
CR-8.2 Increase collaboration and partnerships between preservationists and a diverse array of nontraditional partners.
CR-8.3 Collaborate with stakeholders to highlight and identify best practices for productive use and greater appreciation of historic properties.
CR-8.4 Establish and maintain government-to-government relations with local Tribal Preservation Officers (TPO) for the preservation of archeological sites and traditional cultural properties.
CR-8.5 Identify mutual benefits of state and federal agency programs and budgets that can be achieved by cooperating and coordinating on preservation-related issues.

**GOAL CR-9** Provide increased opportunities to access and interact with historical and cultural resources to help people recognize, embrace, and actively participate in the management of their heritage.

CR-9.1 Protect, preserve, restore, and maintain historical and cultural resources throughout the County for the education, enjoyment, and enrichment of present and future generations.
CR-9.2 Keep the public informed about County historic preservation activities.
CR-9.3 Continue to educate communities about the strong connections among preservation, community character, quality of life, environmental stewardship, and economic competitiveness.
CR-9.4 Explore opportunities to educate the public about the importance of historical and cultural resources, and ways to use and protect them.
Chapter 5: Design and Character Element

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INTRODUCTION

The Design and Character Element is a new addition to the Pierce County Comprehensive Plan, and a direct result of community planning. Community character and design are further defined within the community plans with more detailed policies that are truly specific to each community. Design values and intentions differ between different County communities. Development projects should be designed in a manner that responds to the unique characteristics of their individual community and specific site, but also to fit into the wider context of the County.

The character and design found within a community reflects many aspects of the citizens who live there. Some areas feel urban while others have a distinctly rural flavor. The character and design of an area often provides a glimpse into fundamental values and preferences for social interactions. Simply put, character reflects the heart and soul of a 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 community looks and feels. It is a blending of land use planning, architecture, landscape architecture, and environmental protection. 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.

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 visitors.

Through proper design methods, improvements such as street construction, park development, and commercial, industrial, residential, and civic development can be effectively coordinated with each other to promote a unified image. Design directly affects land use patterns, transportation planning, community and neighborhood livability, and overall quality of life.

This element provides policies for site and building design which will enhance the image the County would like to portray to its own residents and visitors. The policies in this element are intended to create a basis for design, and be built upon using further defined community standards and design regulations.

RESOURCES:

- Design Standards and Guidelines
GOAL D-1  Encourage development that is visually attractive, consistent with the community’s identity, compatible with surrounding uses, and respectful of the natural environment.

D-1.1  Encourage an orderly arrangement of buildings, landscaping, and circulation elements that support the functions of a site.

D-1.2  Ensure that landscape designs meet the functional requirements of developments by reinforcing site design, and providing adequate on-site screening and buffering.

GOAL D-2  Enhance the aesthetics of major roadways by utilizing streetscape and boulevard concepts.

D-2.1  Encourage streetscape design on major roadways.

D-2.1.1  Use tree planting and native vegetation to enhance the visual quality of streetscapes.

D-2.1.2  Separate pedestrian walkways from roads with planting strips near schools, commercial, recreation, and other high use areas.

D-2.1.3  Design and locate drainage grates to minimize bicycle and wheelchair hazards.

GOAL D-3  Enhance residential neighborhood quality and promote a strong sense of community.

D-3.1  Encourage modulation of multifamily buildings to make the building mass appear smaller.

D-3.1.1  Discourage multifamily buildings consisting of large blank walls, particularly when visible from adjacent streets.

D-3.2  Encourage dwelling units with a variety of architectural features such as porches, stoops, balconies, decks, or other well-defined pedestrian entrances.

D-3.2.1  Features should be visible from the street.

D-3.2.2  Emphasize each unit through variations in details such as trim, roofline and pitch, porch design, and color.

D-3.3  Promote common recreation and open space areas within residential developments.

D-3.4  Allow residential units to be oriented toward the street.

D-3.5  Design high density developments to be compatible with surrounding lower density residential uses.

D-3.6  Ensure that accessory dwelling units comply with design standards.
D-3.7 Design standards for moderate density single-family development should consider:

D-3.7.1 A range of housing types, costs, and densities;
D-3.7.2 Pedestrian and vehicular access and circulation;
D-3.7.3 Transit strategies; and
D-3.7.4 Environmental constraints.

GOAL D-4 Improve overall mobility through the location and design of residential developments.

D-4.1 Discourage vehicular access points in multifamily developments onto shared streets with lower density residential areas.

D-4.2 Locate new multiple-level, multifamily development close to the right-of-way in a Mixed Use or High Density Residential District.

D-4.2.1 When any multifamily development of two or more levels abuts or is across a residential or collector arterial from a MSF designation, the development shall be set back a distance equal to or greater than the height of the building.

SITE DESIGN

GOAL D-5 Encourage creative and innovative solutions to housing issues through quality design which is functional as well as livable.

D-5.1 Increase density while maintaining desirability.
D-5.2 Encourage development of mixed-use communities and housing to diversify and increase density of housing developments.
D-5.3 Make use of zero-lot-line provisions to further implement new site layout and design.
D-5.4 Encourage cluster development of residential lands, preserving environmental quality and providing facilities and services more efficiently and economically.
D-5.5 Harmoniously situate new housing developments within existing neighborhoods.
D-5.6 Carefully design new residential buildings which extend higher than the adjacent buildings to minimize impacts on privacy and solar access.
D-5.7 Encourage housing development in close proximity to public transit.
D-5.8 Preserve existing housing units, when appropriate and feasible, with special emphasis on historically significant structures.
D-5.9 Design a model residential development site that incorporates innovative design and layout techniques.

GOAL D-6 Encourage design of multifamily developments that provides residents a safe, friendly living environment.
D-6.1 Organize buildings, open space, and circulation to provide opportunities for residents to experience or express a sense of territory around a housing unit.

D-6.2 Locate pedestrian pathways around and through a development to minimize visual and physical intrusion into the private areas of each housing unit.

D-6.3 Use lighting to increase visibility at night and to increase security and safety.

D-6.4 Locate residential buildings to create usable open space and to improve a development’s visual qualities.

D-6.5 Design parking lot entries into multifamily developments to complement pedestrian entry.

**Urban Commercial**

**GOAL D-7** Commercial areas should be functional, display aesthetic value, and create a safe environment that meets the needs of all users.

D-7.1 Promote high quality, market-feasible architecture.

D-7.2 Encourage an appropriate display of scale and proportion.

D-7.3 Encourage commercial developments to include:

- D-7.3.1 Signage;
- D-7.3.2 Building design;
- D-7.3.3 Sidewalks and crosswalks;
- D-7.3.4 Artwork;
- D-7.3.5 Landscaping;
- D-7.3.6 Common areas;
- D-7.3.7 Street furniture;
- D-7.3.8 Lighting; and
- D-7.3.9 Open space.

D-7.4 Strongly encourage architectural and site design when the development is visible from a major roadway.

D-7.5 Encourage joint development of sites where there is potential for shared facilities.

D-7.6 Promote amenities within commercial developments that address safety.

- D-7.6.1 Include techniques in building and site design that reduce vandalism.

D-7.7 Encourage a visual and physical transition in setbacks, landscaping, and architectural style between differing land uses.

**Shared facilities may include (D-7.5):**
- Common building walls
- Shared driveways
- Landscaping

**Safety elements may include (D-7.6):**
- Adequate lighting
- Easily accessible parking
- Cleanliness
D-7.8 Minimize visual, noise, and odor impacts of service areas and utility maintenance areas on surrounding uses and streets through site design, landscaping, and screening.

D-7.9 Enhance the quality of outdoor gathering spaces within commercial areas with pedestrian amenities.

GOAL D-8 Emphasize user safety in the design and location of interior transportation facilities.

D-8.1 Encourage compatibility between drivers and pedestrians.

D-8.2 Minimize the space devoted to vehicular circulation by encouraging shared driveways and ensuring efficient internal circulation.

D-8.3 Provide pedestrian walkways and bikeways that connect to all buildings, surrounding sidewalks, parking areas, adjacent properties, transit stops, and trails.

D-8.4 Separate pedestrian facilities to the greatest extent possible from motorized traffic.

D-8.5 Discourage large expanses of parking areas through a variety of techniques.

D-8.6 Use texture, lighting, raising, or signing to make marked, established crosswalks and trails more visible to motorists.

D-8.7 Provide direct access for pedestrian and bicycle traffic to destinations without having to traverse parking areas.

Techniques include (D-8.5):
- Landscaping within and around parking areas
- Creating a distinct street edge with landscaping and building placement
- Minimizing parking between structures and the street
- Distributing smaller parking areas around the site
- Connecting parking areas in adjoining commercial developments where possible
- Underground parking
- Orienting at least one building entry to a major public street

GOAL D-9 Ensure functional industrial areas without adversely affecting surrounding properties.

D-9.1 Include landscaping, plazas, and other amenities.

D-9.2 Define building heights in consideration of anticipated land use, surrounding land use, safety and emergency measures, transportation networks, and efficient use of land.

D-9.3 Minimize the impacts on adjacent, non-industrial land uses through appropriate landscaping, screening, buffer strips, graduated intensity, and similar methods.
GOAL D-10 Minimize aesthetic impacts of activities, and maintain rural character.
  D-10.1 Protect significant natural, scenic, and historic resources.
  D-10.2 Maintain the character of established commercial areas.
  D-10.3 Discourage billboards and off-site advertising.
    D-10.3.1 Ensure commercial design standards are financially feasible for small business.
  D-10.4 Encourage the use of wood or other natural materials finished in natural colors.
  D-10.5 Project a small-scale character in building mass through choice of materials.
    D-10.5.1 Reduce the visual scale of commercial, civic, or industrial structures adjacent to residential development.
  D-10.6 When adequate right-of-way exists, separate pedestrian pathways from the road by the drainage way or other buffer.

RURAL INDUSTRIAL CENTER

GOAL D-11 Ensure proposed industrial uses are functionally and visually compatible with the surrounding rural character.
  D-11.1 Reinforce the set boundaries of the Rural Industrial Center (RIC) through strict site design, landscaping, and the construction of external roads.
  D-11.2 Design industrial buildings to appear smaller from adjacent streetscapes.
  D-11.3 Articulate public entrances through architectural detail.
  D-11.4 Prohibit reflective glass.

GOAL D-12 Use signage for business identification purposes only rather than for advertising.
  D-12.1 Design and locate building and freestanding signs in a manner that is compatible with the rural character and neighborhood.
  D-12.2 Prohibit pole signs.
  D-12.3 Choose building and freestanding signs without internal illumination.
  D-12.4 Limit the size of individual business signs to be consistent with the rural character.
  D-12.5 Identify an industrial park with only one sign along SR 162.
  D-12.6 Identify an industrial park using a monument style sign.
## Urban, Rural, and Resource

**GOAL D-13** Consider and protect important environmental features in the design of any development.

- **D-13.1** Promote the retention of clusters of trees.
- **D-13.2** Minimize the obstruction of territorial views and scenic vistas.
- **D-13.3** Protect and enhance scenic routes.
- **D-13.4** Protect viewsheds, skylines, and ridgelines.
- **D-13.5** Screen or remove negative elements.

## Home Occupations

**GOAL D-14** Harmoniously integrate home occupations and cottage industries within the existing residential surroundings.

- **D-14.1** Encourage landscaping and screening to blend uses.
- **D-14.2** Require site design to mitigate noise, lighting, and visual impacts to neighboring properties.
- **D-14.2.1** Provide incentives for new and existing structures to conform to design guidelines.

## Outdoor Lighting

**GOAL D-15** Utilize lighting to assist with vehicle and pedestrian safety and accentuate special features of buildings without imposing on neighboring residential properties or wasting energy.

- **D-15.1** Promote a consistent visual image in the use of lighting.
- **D-15.2** Maintain street lighting in areas of safety concern, such as at intersections and on arterials near facilities.
- **D-15.3** Avoid using roadway illumination in rural areas unless required to enhance safety.
- **D-15.3.1** Ensure that street lighting is consistent with safety requirements and the rural character.

## Signs

**GOAL D-16** Establish a system of sign controls that is uniform, balanced, and minimizes the number and size of signs while ensuring an opportunity for effective advertising.

- **D-16.1** Adequately control the size, type, design, and location of signs.
D-16.2 Address the removal of nonconforming signs over time.
D-16.3 Promote the clear identification of and direction to businesses.
D-16.4 Complement site and building design.
D-16.5 Encourage visual consistency at street level and for passing motorists.

**Sustainable Design**

**GOAL D-17** Conserve energy through materials and systems that reduce energy and resource consumption.

D-17.1 Promote the capture and re-use of existing on-site resources.
D-17.2 Encourage energy-efficient lighting solutions.
D-17.3 Promote materials and systems with long life cycles to reduce replacement waste.
D-17.4 Encourage the use of recycled building materials.
D-17.5 Promote recyclable or conservation-oriented building materials and techniques.
D-17.6 Encourage water quality treatment techniques within overall site design.
D-17.7 Encourage building, landscaping, and site design that maximize passive solar gain.
Chapter 6: ECONOMIC DEVELOPMENT ELEMENT

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**INTRODUCTION**

Pierce County strives to strengthen existing business and industry and assist new business to locate in the County. This adds to the diversity of economic opportunity and employment, increasing the ratio of jobs to housing, and decreasing the proportion of workers commuting long distances to work.

The main goal of the Economic Development Element is to support the business community. This is done through policies and programs that protect companies from incompatible neighboring uses; connect them with available resources; help them navigate government regulations; assure room for new or expanding companies; protect and enhance freight corridors; support resource-based uses, and; provide and support educational opportunities for businesses and the labor force. Those areas of focus are intended to enhance the ability of businesses to operate profitably in Pierce County and thereby increase opportunities for employment and improve the *jobs-housing balance*. Businesses are the entities that create jobs. Increasing employment opportunities within the county requires more than making sure there is sufficient land to accommodate businesses. It requires proactively working with companies so they can be as competitive as possible. By increasing the number of jobs close to where people live and play, the proportion of the workforce that commutes out of the county for work can be decreased, with a simultaneous increase in quality of life.

**COMMUTE TRENDS**

Table 6-A shows that just over 70% of the labor force living in Pierce County also work in Pierce County. The vast majority of workers who commute out of Pierce County for employment work in King and Snohomish counties. About 86,000 people, or nearly 28% of the labor force, regularly commute north. Another 11,000 workers travel to Kitsap and Thurston counties, with about 5,500 traveling to other locations. Having those workers who commute out of the county work closer to home would reduce traffic congestion and air pollution, as well as make more time available for them to spend with their families or be involved in civic life.

**Table 6-A: Workforce Commute Patterns**

<table>
<thead>
<tr>
<th>Total Labor Force</th>
<th>363,698</th>
<th>100.0%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work in Pierce County</td>
<td>261,035</td>
<td>71.8%</td>
</tr>
<tr>
<td>Work in King or Snohomish</td>
<td>86,223</td>
<td>23.7%</td>
</tr>
<tr>
<td>Work in Kitsap</td>
<td>4,025</td>
<td>1.1%</td>
</tr>
<tr>
<td>Work in Thurston</td>
<td>6,829</td>
<td>1.9%</td>
</tr>
<tr>
<td>Work Elsewhere</td>
<td>5,586</td>
<td>1.5%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2006-2010 American Community Survey
Pierce County’s economy is anchored by three main industry clusters, including healthcare and medical services, commerce related to the Port of Tacoma, and the military operations at Joint Base Lewis-McChord. While manufacturing still provides an important base of economic activity that exports value and therefore brings new dollars into the county, the service sector has steadily increased as a proportion of total employment for the last four decades. Most recently, earnings from goods-producing industries have declined from 18.4% of non-farm earnings in 2001, to 13.6% in 2013. At the same time, the non-goods-producing sectors increased from 81.6% of non-farm earnings to 86.4%.

Comparison of industry employment in Pierce County to the United States as a whole reflects the core anchor industries, but also reflects the diversity of the local economy. The top five private-sector industries according to location quotient (LQ), a measure of relative employment concentration, are: Construction with 7.75% of private employment; Transportation and Warehousing with 5.59% of private employment; Health Care and Social Assistance with 20.65% of private employment; other Services with 4.51% of private employment, and; Retail Trade with 14.91% of private employment. Manufacturing accounts for 7.75% of private employment which is substantially lower than the national proportion of 10.62%.

<table>
<thead>
<tr>
<th>Industry</th>
<th>Pierce County LQ</th>
</tr>
</thead>
<tbody>
<tr>
<td>Base Industry: Total, all industries</td>
<td>1.00</td>
</tr>
<tr>
<td>NAICS 11 Agriculture, forestry, fishing and hunting</td>
<td>0.35</td>
</tr>
<tr>
<td>NAICS 21 Mining, quarrying, and oil and gas extraction</td>
<td>0.10</td>
</tr>
<tr>
<td>NAICS 22 Utilities</td>
<td>0.58</td>
</tr>
<tr>
<td>NAICS 23 Construction</td>
<td>1.50</td>
</tr>
<tr>
<td>NAICS 31-33 Manufacturing</td>
<td>0.75</td>
</tr>
<tr>
<td>NAICS 42 Wholesale trade</td>
<td>1.08</td>
</tr>
<tr>
<td>NAICS 44-45 Retail trade</td>
<td>1.12</td>
</tr>
<tr>
<td>NAICS 54 Professional and technical services</td>
<td>0.51</td>
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<tr>
<td>NAICS 55 Management of companies and enterprises</td>
<td>0.24</td>
</tr>
<tr>
<td>NAICS 56 Administrative and waste services</td>
<td>0.93</td>
</tr>
<tr>
<td>NAICS 61 Educational services</td>
<td>0.78</td>
</tr>
<tr>
<td>NAICS 62 Health care and social assistance</td>
<td>1.33</td>
</tr>
<tr>
<td>NAICS 48-49 Transportation and warehousing</td>
<td>1.49</td>
</tr>
<tr>
<td>NAICS 51 Information</td>
<td>0.55</td>
</tr>
<tr>
<td>NAICS 52 Finance and insurance</td>
<td>0.75</td>
</tr>
<tr>
<td>NAICS 53 Real estate and rental and leasing</td>
<td>1.08</td>
</tr>
<tr>
<td>NAICS 71 Arts, entertainment, and recreation</td>
<td>1.02</td>
</tr>
</tbody>
</table>
Industries in Pierce County with the greatest relative industry concentration or total share of employment are not the industries with the highest average annual wages. Construction, which ranks first in LQ, ranks 10th in average annual wage, Transportation and Warehousing ranks 11th, Health Care and Social Assistance ranks 12th, Other Services ranks 18th and Retail Trade ranks 17th. Of those five industries, Other Services and Retail trade pay well below the overall county average and account for 17.4% of the total employment. The highest compensated industries, Utilities, Finance and Insurance, and Management of Companies, account for only 3.5% of total employment. Federal, state and local government employment accounts for 20.5% of total employment and ranks 9th in average annual wage, while manufacturing, which ranks 4th in wages accounts for 6.3% of total employment.

### Table 6-C: Average Annual Wages and Employment by Industry

<table>
<thead>
<tr>
<th>2 digit</th>
<th>Industry description</th>
<th>Firms</th>
<th>Total 2013 wages paid</th>
<th>Average Annual Employment</th>
<th>Average annual wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAICS 72</td>
<td>Accommodation and food services</td>
<td>124</td>
<td>$27,416,362</td>
<td>809</td>
<td>$33,889</td>
</tr>
<tr>
<td>NAICS 81</td>
<td>Other services, except public administration</td>
<td>26</td>
<td>$45,589,550</td>
<td>601</td>
<td>$75,856</td>
</tr>
<tr>
<td>NAICS 99</td>
<td>Unclassified</td>
<td>2,180</td>
<td>$867,733,383</td>
<td>16,643</td>
<td>$52,138</td>
</tr>
<tr>
<td>31-33</td>
<td>Manufacturing</td>
<td>555</td>
<td>$1,025,740,197</td>
<td>17,015</td>
<td>$60,284</td>
</tr>
<tr>
<td>42</td>
<td>Wholesale trade</td>
<td>1,104</td>
<td>$667,231,009</td>
<td>32,163</td>
<td>$56,430</td>
</tr>
<tr>
<td>44-45</td>
<td>Retail trade</td>
<td>1,516</td>
<td>$963,996,982</td>
<td>32,163</td>
<td>$59,960</td>
</tr>
</tbody>
</table>
One of the most striking shifts in the structure and composition of industrial activity can be attributed to the Federal civilian and military sectors. Federal civilian and military operations constituted the largest industry category in the County in 1970, accounting for fully 24.2% of non-farm earnings. By 2001, this had dipped to 12.3%. With the advent of two wars in the Middle East and Army transformation, the sector increased steadily until 2011 when it represented 21.7% of total non-farm earnings.

**WAGES AND EARNINGS**

As shown in Table 6-D, the average wage per job in Washington as a percent of the national average has fluctuated in the past four decades from a high of 110% in 1999 to a low of 96.5% in 1988. Pierce County's percentage of national average wage per job has stayed fairly stable during that time, averaging 92.5%. The county's percentage of Washington's average wage per job also remained fairly stable from 1970 through 1995, averaging 92.6%. It then fell sharply from 1996 through 2000 and hovered around that lower rate through 2013, averaging just 86.2%, indicating that some benefits from a stronger economy in parts of Washington have not been felt across all areas.

<table>
<thead>
<tr>
<th>2 digit NAICS</th>
<th>Industry description</th>
<th>Firms</th>
<th>Total 2013 wages paid</th>
<th>Average Annual Employment</th>
<th>Average annual wage</th>
</tr>
</thead>
<tbody>
<tr>
<td>55</td>
<td>Management of companies and enterprises</td>
<td>41</td>
<td>$58,392,892</td>
<td>932</td>
<td>$62,653</td>
</tr>
<tr>
<td>56</td>
<td>Administrative and waste services</td>
<td>974</td>
<td>$590,144,634</td>
<td>14,592</td>
<td>$40,443</td>
</tr>
<tr>
<td>61</td>
<td>Educational services</td>
<td>205</td>
<td>$150,266,599</td>
<td>3,897</td>
<td>$38,560</td>
</tr>
<tr>
<td>62</td>
<td>Health care and social assistance</td>
<td>1,535</td>
<td>$1,915,524,857</td>
<td>39,210</td>
<td>$48,853</td>
</tr>
<tr>
<td>71</td>
<td>Arts, entertainment, and recreation</td>
<td>224</td>
<td>$82,389,695</td>
<td>3,949</td>
<td>$20,863</td>
</tr>
<tr>
<td>72</td>
<td>Accommodation and food services</td>
<td>1,259</td>
<td>$400,687,728</td>
<td>23,276</td>
<td>$17,215</td>
</tr>
<tr>
<td>81</td>
<td>Other services, except public administration</td>
<td>8,168</td>
<td>$352,871,128</td>
<td>14,787</td>
<td>$23,864</td>
</tr>
<tr>
<td>GOV Government</td>
<td>GOV Government</td>
<td>193</td>
<td>$2,954,874,478</td>
<td>55,252</td>
<td>$53,480</td>
</tr>
</tbody>
</table>

Table 6-D: Pierce County Percentage of US and Washington Average Wage per Job

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington percent of U.S.</td>
<td>103.4%</td>
<td>107.7%</td>
<td>97.9%</td>
<td>106.5%</td>
<td>106.5%</td>
</tr>
<tr>
<td>Pierce County percent of U.S.</td>
<td>94.4%</td>
<td>98.7%</td>
<td>89.6%</td>
<td>90.6%</td>
<td>89.4%</td>
</tr>
<tr>
<td>Pierce County percent of WA</td>
<td>91.3%</td>
<td>91.6%</td>
<td>91.5%</td>
<td>85.1%</td>
<td>84.0%</td>
</tr>
</tbody>
</table>

Trends in employment, wages and industry change have been long-standing. With data from the U.S. Bureau of Economic Analysis, components of income were compared with the State, the nation and other Washington counties. Pierce County, with the 2nd largest population in Washington also had the second highest total personal income in 2013. The County had 11.8% of the State’s population and captured 10.5% of the total State personal income. Average annual change in total personal income in Pierce County, adjusted for inflation, has remained fairly steady in each of the successive past four decades, from 2.7% in the 1970s, to 2.9% in the 1980s, and 1990s, returning to 2.7% in the 2000’s. Pierce County ranked 34th in income growth in the State in the 1970s, 10th during the 1980s, 17th in the 1990's, and 9th in the 2000’s.

Paralleling a national trend, net industry earnings grew much less than property income and transfer payments in Pierce County. Transfer payments (income from retirement or social service sources) increased 233% in real terms between 1970 and 2000, and another 106% from 2001 through 2013. Property income (income from dividends, interest, rents and royalties) grew by 211% and 74% respectively. Net industry earnings (wages from employment), in comparison, increased a modest 75% in the earlier period and 57% most recently. By 1989, roughly one out of every three dollars of Pierce County personal income came from either transfer payments or property income. That proportion stayed fairly steady through the 1990s, but had increased to 36% by 2013. Part of this change is due to the presence of military installations in the County which contributes to a high concentration of military retirement pensions and veterans' benefit payments.

In 2013, per capita income in Pierce County was $43,982. Per capita income was $783 or 1.7% below that of the national average and $3,735 or 7.8% below the Washington average. Pierce County ranked 8th among Washington’s 39 counties in per capita income in 2013. The difference between per capita income in Pierce County and the nation grew fairly steadily from the 70’s through the 90’s. Per capita income was 106% of the national average in 1970, but slipped to a four-decade low of 91% in 1988 and 1989, before rising to 103% in 2009 and dropping somewhat to 98% in 2013. During the same period, State per capita income fluctuated relative to the national average from a low of 101% to a high of 109%.

**Employment and Education**

One correlate of the very low industry concentrations in industries such as Information, Professional and Technical Services and Management of Companies is low levels of educational attainment relative to other counties in the region, shown in Table 6-E. Of the 5 counties that border the southern end of Puget Sound, Pierce County has the highest proportion of 18- to 24-
year-olds with less than a high school diploma, and at 17.4%, a rate higher than the state as a whole. It also has the second lowest rate in the region of young people with a Bachelor’s degree or higher, and at 6.2% that rate is lower than the state as a whole. For the population 25 years and older, Pierce County has a higher rate of people who have completed 9th through 12th grade without achieving a diploma than other counties in the region and the State as a whole, and lower rates of attaining Bachelor’s and Graduate degrees, and has the highest proportion of people who’s highest level of educational attainment is high school.

Table 6-E: Educational Attainment

<table>
<thead>
<tr>
<th>Subject</th>
<th>Washington Estimate</th>
<th>King Estimate</th>
<th>Kitsap Estimate</th>
<th>Pierce Estimate</th>
<th>Snohomish Estimate</th>
<th>Thurston Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 18 to 24 years</td>
<td>659,539</td>
<td>178,915</td>
<td>26,483</td>
<td>80,727</td>
<td>63,774</td>
<td>23,663</td>
</tr>
<tr>
<td>Less than high school graduate</td>
<td>16.40%</td>
<td>13.00%</td>
<td>13.90%</td>
<td>17.40%</td>
<td>16.80%</td>
<td>15.80%</td>
</tr>
<tr>
<td>High school graduate (includes equivalency)</td>
<td>29.70%</td>
<td>23.50%</td>
<td>38.70%</td>
<td>34.30%</td>
<td>33.50%</td>
<td>30.70%</td>
</tr>
<tr>
<td>Some college or associate’s degree</td>
<td>44.50%</td>
<td>45.70%</td>
<td>41.50%</td>
<td>42.10%</td>
<td>41.90%</td>
<td>46.10%</td>
</tr>
<tr>
<td>Bachelor’s degree or higher</td>
<td>9.30%</td>
<td>17.80%</td>
<td>5.90%</td>
<td>6.20%</td>
<td>7.90%</td>
<td>7.50%</td>
</tr>
</tbody>
</table>

| Population 25 years and over   | 4,575,140           | 1,375,760     | 170,748         | 526,671         | 487,130             | 174,318           |
| Less than 9th grade            | 4.10%               | 3.50%         | 1.80%           | 3.00%           | 2.90%               | 2.20%             |
| 9th to 12th grade, no diploma  | 5.90%               | 4.40%         | 4.50%           | 6.50%           | 6.10%               | 4.80%             |
| High school graduate (includes equivalency) | 23.60%           | 17.00%        | 23.50%          | 28.90%          | 24.40%              | 23.20%            |
| Some college, no degree        | 25.10%              | 20.40%        | 30.00%          | 27.40%          | 27.10%              | 27.50%            |
| Associate’s degree             | 9.50%               | 8.10%         | 10.60%          | 10.10%          | 10.60%              | 9.90%             |
| Bachelor’s degree              | 20.40%              | 29.10%        | 19.00%          | 15.60%          | 20.30%              | 19.70%            |
| Graduate or professional degree | 11.50%              | 17.40%        | 10.50%          | 8.40%           | 8.60%               | 12.60%            |

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

The impact of lower education levels on poverty and earnings is dramatic and persistent, as shown in Table 6-F. In all five South Sound counties and the State as a whole, between 22% and 27% of people age 25 and older with less than a high school degree are in poverty, while for people with a Bachelor’s degree or higher the rate ranges from 3.2% to 4.2%. Just achieving a high school equivalency is associated with a poverty rate half that of non-completers.
Earnings follow a similar pattern. In Pierce County, people with less than a high school diploma have median earnings just over half that of people who have completed high school equivalency. Earnings continue to rise with increased levels of education. For Pierce County residents, having some college or an associate’s degree, which includes certification from a vocational/technical program, is associated with median earnings nearly equal to the countywide median for all workers 25 years and older.

Table 6-F: Poverty Rate for the Population 25 Years and Over for Whom Poverty Status is Determined by Educational Attainment Level

<table>
<thead>
<tr>
<th>Education Level</th>
<th>Washington</th>
<th>King</th>
<th>Kitsap</th>
<th>Pierce</th>
<th>Snohomish</th>
<th>Thurston</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than high school graduate</td>
<td>26.20%</td>
<td>27.40%</td>
<td>25.00%</td>
<td>25.30%</td>
<td>21.80%</td>
<td>22.40%</td>
</tr>
<tr>
<td>High school graduate (includes equivalency)</td>
<td>12.50%</td>
<td>13.00%</td>
<td>12.40%</td>
<td>11.20%</td>
<td>10.40%</td>
<td>9.40%</td>
</tr>
<tr>
<td>Some college or associate’s degree</td>
<td>9.70%</td>
<td>9.40%</td>
<td>7.80%</td>
<td>8.90%</td>
<td>7.90%</td>
<td>9.60%</td>
</tr>
<tr>
<td>Bachelor’s degree or higher</td>
<td>4.20%</td>
<td>4.10%</td>
<td>3.20%</td>
<td>3.70%</td>
<td>3.30%</td>
<td>3.90%</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Table 6-G: Median Earnings in the Past 12 Months (In 2013 Inflation-Adjusted Dollars)

<table>
<thead>
<tr>
<th>Education Level</th>
<th>Washington</th>
<th>King</th>
<th>Kitsap</th>
<th>Pierce</th>
<th>Snohomish</th>
<th>Thurston</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population 25 years and over with earnings</td>
<td>$39,381</td>
<td>$46,534</td>
<td>$40,666</td>
<td>$40,098</td>
<td>$43,102</td>
<td>$41,757</td>
</tr>
<tr>
<td>Less than high school graduate</td>
<td>$20,821</td>
<td>$22,231</td>
<td>$19,979</td>
<td>$22,713</td>
<td>$25,775</td>
<td>$20,543</td>
</tr>
<tr>
<td>High school graduate (includes equivalency)</td>
<td>$30,768</td>
<td>$31,350</td>
<td>$30,558</td>
<td>$32,973</td>
<td>$34,546</td>
<td>$32,995</td>
</tr>
<tr>
<td>Some college or associate’s degree</td>
<td>$36,596</td>
<td>$39,568</td>
<td>$39,708</td>
<td>$39,104</td>
<td>$41,239</td>
<td>$39,549</td>
</tr>
<tr>
<td>Bachelor’s degree</td>
<td>$53,044</td>
<td>$58,811</td>
<td>$53,083</td>
<td>$52,513</td>
<td>$58,618</td>
<td>$51,759</td>
</tr>
<tr>
<td>Graduate or professional degree</td>
<td>$67,443</td>
<td>$75,879</td>
<td>$66,513</td>
<td>$65,282</td>
<td>$71,376</td>
<td>$65,716</td>
</tr>
</tbody>
</table>

Source: U.S. Census Bureau, 2009-2013 5-Year American Community Survey

Resource-Based Industries

Resource-based industries represent a relatively small portion of employment, wages and economic output in Pierce County. But they play an important role in the overall land use strategy and economic activities in rural areas. Farming, ranching, aquaculture, mining and forestry make use of living landscapes to generate goods and raw materials for the urban areas, as well as export out of the county which brings in new money. Food and landscape plants find their way into farmers markets, stores and restaurants. Clams, oysters and geoduck are served.
in local restaurants and are favorite imports in Asian countries. Sand and gravel from Pierce County has been used in the construction of the region’s cities for over a century, and the timber harvested here is used to frame and furnish homes and make paper products for everyday life. In addition to their realized economic contribution, the rural resource lands also assist with natural functions such as storm water control, carbon uptake and biological diversity.

GOODS MOVEMENT

Seventy percent of the goods that arrive at the Port of Tacoma by ship are transported to markets in other parts of the nation, and those that are manufactured by local industry are mainly shipped to markets outside of Pierce County. Given the importance to the Pierce County economy of activities at the Port of Tacoma and the manufacturing and the transportation and warehousing industry clusters, it follows that the area is dependent on a robust transportation network. Freight transportation networks, like any networks, are most efficient and robust when redundancy is built into the system. Existing freight corridors that connect the Frederickson Manufacturing and Industrial Center with the Port of Tacoma, and connect all of the areas of industrial concentration in Pierce County to markets in other regions are incomplete and lack redundancy. A complete freight transportation network, including the completion of SR 167, SR 704 and the Canyon Road northerly extension, would increase system efficiency and reliability, and facilitate the creation of well-paying jobs in the County.

Businesses create jobs, and an operating environment supportive of new and expanding businesses is also conducive to job creation. The challenges facing Pierce County’s economy, such as lower levels of educational attainment, lower concentrations of high-paying industries and lower average wages contribute to a high level of out-commuting by the local labor force. The policies contained in the Economic Development Element are intended to address some of the core issues of workforce and business development, as well as support the completion of the County’s freight transportation network and recognize the importance of resource-based industries to the rural areas. (See Map 6-1 and Map 6-2)
Map 6-2: Connections Needed to Complete the Freight Network
ECONOMIC VITALITY

GOAL EC-1  
Encourage employment growth within designated areas throughout the County.

EC-1.1  
Protect existing viable business activities from incompatible neighboring uses.

EC-1.1.1  
Recognize the urban or rural context of the area where business development efforts are pursued.

EC-1.2  
Create and encourage partnerships between government and business.

EC-1.2.1  
Develop coordinated programs that provide a variety of assistance to small businesses.

EC-1.2.2  
Develop an inventory of available business assistance programs.

EC-1.2.3  
Provide information and technical assistance to aid the retention and expansion of existing business.

EC-1.2.4  
Create new mechanisms to fund infrastructure and support commercial and industrial development.

EC-1.2.5  
Encourage redevelopment to convert outdated and underutilized land and buildings to high-valued or appropriate land uses, when such ventures provide public benefits.

EC-1.3  
Assist businesses with government regulation.

EC-1.4  
Consider the cumulative financial impacts on businesses when adopting new regulations, policies, and decision making processes.

EC-1.4.1  
Coordinate with other local and regional jurisdictions and organizations to minimize duplication of efforts and maximize resources.

EC-1.5  
Expand economic activity and diversify the economic base by encouraging growth opportunities and recruiting new business to the region.

EC-1.5.1  
Support the work of the Puget Sound Regional Council’s Prosperity Partnership and regional economic development strategy.

EC-1.5.2  
Support the work of the Economic Development Board in promoting local industry clusters.

EC-1.6  
Support work to enhance the military value of Joint Base Lewis-McChord.

EC-1.7  
Encourage programs that support tourism and recreation.

EC-1.7.1  
Encourage the development of appropriate facilities for tourist use.

INDUSTRIAL USES AND FREIGHT MOVEMENT

GOAL EC-2  
Emphasize new industrial development and expansion of existing uses within industrial areas.
EC-2.1 Support the state’s allowance of industrial revenue bonds.
EC-2.2 Determine the long-range demand for commercial and industrial space and identify suitable areas for commercial and industrial development.
EC-2.3 Reserve land for future industrial development on large sites well suited for industrial uses based on current population growth forecasts and recent trends in industrial job density.
EC-2.4 Work closely with Pierce County cities and towns to assist with industrial development throughout the County.
EC-2.5 Ensure that Frederickson is maintained as a Regional Manufacturing/Industrial Center under the Puget Sound Regional Council criteria for centers.
EC-2.6 Support PSRC designation of a Manufacturing/Industrial Center as proposed by the cities of Sumner and Pacific.
EC-2.7 Support and actively engage in efforts to complete the freight movement transportation network throughout the County, concentrating on completion of State Routes 167 and 704, and congestion relief for Interstate 5.
EC-2.8 Provide sufficient road capacity in commercial/industrial areas to allow freight traffic to flow smoothly and be kept away from residential areas.
EC-2.9 Develop regulations and zoning which encourage industrial development.

COMMERCIAL AREAS

GOAL EC-3 Develop programs that support economically vibrant commercial areas throughout the County.
EC-3.1 Provide education and marketing assistance,
EC-3.2 Encourage programs that highlight property maintenance and façade improvement.
EC-3.3 Support community events.
EC-3.4 Work with existing business associations.
EC-3.5 Evaluate the needs unique to each area.
EC-3.6 Provide a point of contact within County government to help address needs.

RESOURCE-BASED USES

GOAL EC-4 Emphasize the importance of resource industries as a part of Pierce County’s heritage, which provide public benefit, including open space, hydrologic function, and food security.
EC-4.1  Enhance and protect resource-based industries and promote their ability to provide public goods.

EC-4.2  Raise awareness of and facilitate consumer access to local resource products.

EC-4.2.1  Reduce barriers to resource production.
EC-4.2.2  Include resource industries in business development programs.
EC-4.2.3  Promote the Transfer of Development Rights (TDRs).
EC-4.2.4  Provide information regarding Current Use Assessment and other such programs to reduce operational costs.
EC-4.2.5  Consider requiring title notification for parcels adjoining resource uses where such protections could help avoid conflicts.
EC-4.2.6  Support development of accessory and associated uses such as non-timber forest products, custom saw mills, food processing, and resource tourism.
EC-4.2.7  Coordinate with applicable organizations to assist local resource-based businesses.

EC-4.3  Promote the sale of primarily locally grown agricultural products between May and November as they are harvested.

EC-4.4  Consider and mitigate potential negative impacts to existing agricultural operations.

EC-4.4.1  Locate new development to minimize or prevent future conflicts.
EC-4.5  Commit resources to improving the viability of agriculture.
EC-4.6  Investigate and implement a variety of methods to provide funding for agricultural viability.

BUSINESS AND WORKFORCE EDUCATION AND TRAINING

GOAL EC-5  Actively participate in the development of a properly educated and trained workforce.

EC-5.1  Encourage all levels of educational opportunities and training for Pierce County citizens such as universities, colleges, vocational schools, and apprenticeship programs.
EC-5.2  Provide educational opportunities to businesses on topics that are not sufficiently addressed through other venues.

GOAL EC-6  Encourage business owners to participate in local programs and educational seminars.

EC-6.1  Target and promote educational opportunities that teach small business operation.

Industries include (EC-4.1):
- Agriculture
- Aquaculture
- Forestry
- Mining
- Marine-related businesses
EC-6.2  Promote available information, technical assistance, and loans for business expansion and job creation.

EC-6.3  Provide information and technical assistance to aid expansion of existing businesses.

EC-6.3.1  Coordinate business assistance activities with other local organizations.

EC-6.4  Utilize the resources of local organizations to provide business services.

GOAL EC-7  Promote job search and skills training opportunities for employers and potential employees.
Chapter 7: Environment Element

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INTRODUCTION

The Environment Element emphasizes maintaining our natural environment and protecting people’s lives and properties through responsible land use management. Pierce County has historically been an attractive area to live in because of attributes of the natural environment; clean air and water, lush forest areas, and a beautiful physical setting situated between saltwater and mountains. Protection of clean air, land, and water is essential if residents of Pierce County are to maintain a healthy lifestyle and have the resources to support population growth and economic development.

Critical areas are defined in the Growth Management Act (GMA) to include wetlands, areas with a critical recharging effect on aquifers used for potable water (aquifer recharge areas), fish and wildlife habitat areas, frequently flooded areas, and geologically hazardous areas. These areas are further defined in Washington Administrative Code (WAC) 365-190.

Achieving conservation and restoration of the environment and protection of lives and property are possible through responsible land use management. Strategies emphasized in this element which achieve these goals include maintenance or improvement of water and air quality, noise control regulations, protection of critical areas, and education to further awareness of environmental issues.

GOAL ENV-1 Conserve and protect critical and environmentally sensitive areas.

ENV-1.1 Recognize the importance of critical areas in supporting and protecting human life and safety.

ENV-1.2 Recognize the importance of critical areas in contributing to a high quality of life.

ENV-1.3 Adopt appropriate regulations and processes to protect environmental resources.

ENV-1.4 Establish annual countywide and agency-specific performance goals included within a sustainability plan or strategic (business) plan, and budgets.

ENV-1.5 Coordinate with other entities to protect critical areas, address environmental issues, and fulfill ecosystem restoration obligations.

ENV-1.6 Explore partnerships with agencies to provide public awareness and educational opportunities that promote environmental stewardship.

RESOURCES:
- Chapter 17A.40 PCC Stormwater Drainage
- Title 18D PCC Development Regulations – Environmental
- Title 18E PCC Development Regulations – Critical Areas
- Title 18J PCC Development Regulations – Design Standards
- Chapter 19D.120 PCC Pierce County Coordinated Water System Plan
- Puget Sound Clean Air Agency
- Tacoma-Pierce County Health Department
ENV-1.7 Provide current and future property owners information regarding land use restrictions associated with the property.

ENV-1.8 Coordinate with state, federal, educational institutions, and Tribal agencies to access the most current and best available science.

**Vegetation Retention**

**GOAL ENV-2** Ensure native vegetation is retained and protected in public and private development.

ENV-2.1 Accurately identify pre-project vegetative conditions through the use of aerial photographs and site visits.

ENV-2.2 Conserve and restore native vegetation with emphasis on riparian vegetation.

ENV-2.3 Provide education on the environmental functions and processes provided by native vegetation.

ENV-2.4 Determine reasonable standards for clearing that can be done for development.

ENV-2.4.1 Require mitigation for vegetation removal.

**Air Quality**

Pierce County is working to improve winter time air quality. Winter time wood smoke from people heating their homes contributes the majority of pollution in the air. The concerns are both human health and economic development.

**GOAL ENV-3** Attain a high level of air quality to ensure a reduction in adverse health impacts and to provide clear visibility for the scenic views.

ENV-3.1 Continue to work to meet federal and state air quality requirements.

ENV-3.2 Encourage use of clean heating sources to decrease air pollution.

ENV-3.3 Provide information to the public on proper use of wood stoves.

ENV-3.4 Develop land use practices which improve air quality, including infill development and concentrating high density land uses which reduce vehicle trips.

ENV-3.5 Recognize the relationship between reducing vehicle trips and reducing carbon emissions.

ENV-3.6 Encourage development and implementation of transportation-based strategies that reduce pollutants, smog, and diesel air-toxins.

Puget Sound Clean Air Agency is a special purpose, regional government agency chartered by state law in 1967 under the Washington Clear Air Act.

**Strategies include (ENV-3.6):**

- The increased usage of transit
- Nonmotorized transportation modes
- The promotion and accommodation of high occupancy vehicles
- The promotion of alternative energy-based transportation infrastructure and fuels
ENV-3.7  Pursue the use of alternative cleaner-burning fuels.

ENV-3.8  Eliminate residential burning of garbage and yard debris by providing curbside solid and organic waste collection services.

ENV-3.9  Consider air quality benefits when reviewing mandatory garbage collection or organic waste subscription services.

GOAL ENV-4  Coordinate air quality improvement efforts with agencies and jurisdictions to monitor transportation demand management programs benefits, share technical information on air quality, and integrate land use and transportation policies.

ENV-4.1  Coordinate with local agencies and jurisdictions to develop transportation control measures and similar mobile source emission reduction programs that may be warranted to attain or maintain air quality health standards.

ENV-4.2  Coordinate with agencies to provide information on air quality problems and measures to improve air quality.

WATER QUALITY

The water quality of streams, lakes, groundwater, and Puget Sound influences the economic, recreational, and natural environments of Pierce County.

Aquifers provide the primary source of domestic and industrial water for most of Pierce County. Aquifer recharge area soils are highly permeable and allow for the infiltration of surface waters into groundwater. Below the surface, the infiltrating water enters the aquifer, a saturated geologic layer which can yield sufficient quantities of water to be used as a source of public or private water supply. The use of low impact development is a priority in order to help protect and enhance the environment, air and water quality, and the availability of water.

GOAL ENV-5  Protect aquifers and surface waters to ensure that water quality and quantity are maintained or improved.

ENV-5.1  Ensure coordination among all appropriate County departments and other agencies in the review and analysis of water quality.

ENV-5.2  Identify and map important aquifers, aquifer recharge areas, and surface waters.

ENV-5.3  Ensure adequate recharge of aquifers utilized for domestic water supplies, and protect the quality of water in those aquifers.

ENV-5.4  Manage and plan water resources on a watershed basis.

ENV-5.5  Develop standards for activities that may adversely impact water quality or quantity in aquifers, watersheds, and surface waters, consistent with state and federal laws.

ENV-5.6  Require performance standards for new development and retrofitting of existing facilities.
ENV-5.7 Encourage the incorporation of permit information from the Tacoma-Pierce County Health Department into the County’s permit review system.

ENV-5.8 Encourage the proper disposal of agricultural animal waste.

ENV-5.9 Require the correction of failing septic systems to prevent contamination of surface water and groundwater.

ENV-5.10 Protect water quality in commercial and recreational shellfish areas.

ENV-5.11 Protect water quality and quantity necessary to support healthy fish populations.

ENV-5.12 Give preference to natural solutions for maintaining aquifer recharge quantity and quality, including the maintenance of undisturbed vegetation for new developments located within mapped aquifer recharge areas.

ENV-5.13 Reduce runoff pollutants into surface and groundwater.

ENV-5.13.1 Address stormwater runoff and problems of nonpoint source pollution.

ENV-5.14 Require the use of low impact development principles and best management practices for stormwater drainage including use of infiltration systems, such as bioretention, rain gardens, and permeable pavement, to maintain water quality for fish and wildlife.

ENV-5.14.1 Examine local factors such as densities and soil types when determining appropriate standards and technologies.

ENV-5.14.2 Design new developments to minimize areas of impervious ground cover.

ENV-5.15 Coordinate with other interested agencies and groups to strengthen educational programs on practices that protect groundwater and surface water quality and methods to conserve water resources.

ENV-5.16 Ensure information regarding saltwater intrusion and techniques for prevention are available.

ENV-5.17 Promote public education on the appropriate type, amount, time, and location for application of pesticides.

ENV-5.18 Conservation measures and best management practices should include a range of technical and land use options.

ENV-5.19 Applicants for building permits, subdivisions, and divisions of land must demonstrate that the potable water needed to support the new development is available and meets drinking water standards.

**SHORELINES**

**GOAL ENV-6** Recognize the adopted Pierce County Shoreline Master Program is the Shoreline Element of the Comprehensive Plan.

ENV-6.1 Implement the approved Shoreline Master Program.
GOAL ENV-7 Establish a long-term plan to evaluate and mitigate the cumulative impacts of land use activities on shorelines.

- ENV-7.1 Ensure coordination among all appropriate County departments in regards to regulated activities along shorelines.
- ENV-7.2 Implement a tracking process to monitor shoreline development, unauthorized activities, mitigation, and restoration.
- ENV-7.3 Establish a review and analysis process to assess the efficiency of the County’s shoreline regulations.

FISH AND WILDLIFE

Pierce County contains a rich diversity of fish and wildlife habitats. Preservation of a full range of habitats provides numerous benefits to county residents, including: ensuring the preservation of rare species and maintaining ecosystems; significant economic benefits from commercial and recreational fishing and hunting; preservation of cultures, lifestyles, and livelihood which center on fish and wildlife resources; and providing aesthetic and open space values which contribute to the overall quality of life in a community.

GOAL ENV-8 Maintain and protect habitat conservation areas for fish and wildlife.

- ENV-8.1 Adopt criteria to determine the presence or absence of fish and wildlife, and their habitat areas.
- ENV-8.2 Place regulatory emphasis on protecting and achieving no net loss of critical habitat areas.
- ENV-8.3 Maintain fish and wildlife movement corridors.
- ENV-8.4 Emphasize the importance of healthy riparian corridors.
- ENV-8.5 Discourage incompatible land uses near habitat conservation areas.
- ENV-8.6 Pursue the permanent protection of fish and wildlife habitat conservation areas through various financing and acquisitions strategies.
- ENV-8.7 Encourage landowners to maintain and enhance habitat areas.
- ENV-8.8 Educate landowners on the importance of habitat conservation areas.
- ENV-8.9 Work with other jurisdictions to address species and habitat restoration and recovery issues.
- ENV-8.10 Encourage public education and outreach efforts that educate the public on ecosystem resources.
- ENV-8.11 Seek cooperation with all entities on issues impacting fish and wildlife habitat.
  - ENV-8.11.1 Support efforts for research and monitoring fish and wildlife species and habitat quality.
TERRESTRIAL AND AQUATIC ECOSYSTEMS

GOAL ENV-9  Maintain and where necessary improve terrestrial and aquatic ecosystems so that they maintain viable, reproducing populations of plants and animals

ENV-9.1  Implement the recommendation of the watershed action plans as adopted by County Council.

ENV-9.2  Coordinate ecosystem restoration strategies with federal, state, and non-profit organizations in watersheds regulated or managed by the County.

ENV-9.3  Identify lands that represent the highest level of biological diversity and promote conservation of these ecosystems.

ENV-9.4  Establish a program to identify long term cumulative impacts and identify mitigation options.

HAZARDOUS AREAS

Flooding is the most common natural disaster to occur in Pierce County, posing threats to lives, properties, and resources. Floods occur when a stream or river receives more water than its channel can accommodate. Severe flood damage can occur when river channels migrate to new locations. Floodways are areas that can be the greatest direct risk to life and property. Floods can originate from natural causes such as heavy rainfall, snowmelt or high groundwater. However, human activities can often increase the frequency and magnitude of flood events. Frequently flooded areas are normally adjacent to rivers or other water bodies and include the entire 100-year floodplain, that area which has a 1% chance of flooding in a given year. The floodplain receives water which overflows from the main channel of a stream or river.

Landslide and erosion hazards are common in hillside areas with steep and unstable slopes. The entire County is at risk in the event of an earthquake. However, areas underlain by certain geologic materials are more prone to ground shaking or liquefaction (the collapse of the ground caused by liquefied soil)—these areas are considered seismic hazard areas. Mine hazard areas are found in the old coal mining regions in eastern Pierce County. Hazards commonly associated with these areas are abandoned open mine shafts and the risk of ground collapse because of failure of underground mine tunnels. Volcanic hazards are found in the river valleys which originate on Mount Rainier. The major volcanic hazard to populous regions of Pierce County is catastrophic mudflows which periodically inundate these valleys.

GOAL ENV-10  Avoid endangerment of lives, property, and resources in hazardous areas.

ENV-10.1  Adopt criteria to determine the presence or absence of hazardous area including geologic and flood hazards.

ENV-10.1.1  Provide public access to available data for known hazardous and critical areas.

ENV-10.2  Develop standards so that future development minimizes threats to lives, property, and resources.
ENV-10.2.1 Require appropriate standards for site development and structural design in areas where the effects of the hazards can be mitigated.

ENV-10.2.2 Encourage low densities and low intensity land use activities in hazardous areas.

ENV-10.2.3 Direct critical and community facilities away from areas subject to catastrophic, life-threatening hazards where the hazards cannot be mitigated.

ENV-10.2.4 Direct sewer lines, utilities, and public facilities away from hazardous areas.

ENV-10.3 Maintain existing flood hazard reduction facilities on rivers and streams including dams, dikes, levees, and revetments.

ENV-10.4 Maintain natural river channel configurations whenever possible.

ENV-10.5 Pursue the public acquisition of flood hazard areas to minimize fiscal, environmental, property, and human loss.

ENV-10.6 Continue to participate in the National Flood Insurance Program Community Rating System so residents can obtain flood insurance.

ENV-10.7 Ensure damage to property and people is minimized.

ENV-10.7.1 Maintain an evacuation plan and lahar warning system for volcanic hazard areas.

ENV-10.7.2 Ensure that evacuation routes, procedures, and actions are in place.

ENV-10.7.3 Educate residents about hazards and what to do and where to go in the event of a natural disaster.

Wetlands

Wetlands are areas which have saturated soils or standing water for a part of the year, soils categorized as hydric, and vegetation associated with wetlands. Areas such as swamps, marshes, and bogs are generally considered wetlands.

GOAL ENV-11 Establish appropriate long-term protection to ensure no net loss of wetlands.

ENV-11.1 Adopt criteria to determine the presence or absence of wetland areas.

ENV-11.2 Allow flexibility in wetland management or mitigation methods.

ENV-11.2.1 Allow the option of mitigation banking.

ENV-11.3 Allow innovation and equitable wetland management methods which protect public health, safety, or welfare.

ENV-11.4 Require wetland mitigation for impacts that cannot be avoided.

ENV-11.4.1 Consider regional needs for wetland functions when identifying mitigation requirements.
ENV-11.4.2 Locate mitigation actions within the same watershed, or ideally within the same sub-basin, if it is the best option for wetland function.

ENV-11.5 Consider regional needs when evaluating mitigation proposals.

ENV-11.6 Allow the management of wetland sites that have been legally altered.

ENV-11.7 Educate landowners on the importance of wetland systems.

ENV-11.8 Pursue the permanent protection of important wetland areas in Pierce County.

LIGHT POLLUTION

GOAL ENV-12 Reduce light pollution.

ENV-12.1 Encourage the use of reflectors and appropriate aiming on new outdoor lighting to minimize the upward scattering of light.

NOISE POLLUTION

GOAL ENV-13 Reduce, mitigate, and where possible eliminate noise problems.

ENV-13.1 Allow innovative methods of reducing or mitigating noise.

ENV-13.2 Reduce, mitigate, and where possible eliminate problems associated with noise-generating land uses.

ENV-13.3 Promote cooperation between Joint Base Lewis-McCord and Pierce County to address the reduction or mitigation of noise generating uses.

ENV-13.3.1 Establish a disclosure process advising property owners of possible noise impacts to property around JBLM.

BEST AVAILABLE SCIENCE, REVIEW, AND ADAPTIVE MANAGEMENT

The GMA (RCW 36.70A.172) requires that local jurisdictions include the best available science (BAS) in developing policies to designate critical areas and adopt development regulations. Pierce County is required to update, as necessary, these regulations based on BAS as part of the Comprehensive Plan Update. Original regulations for protection of geologically hazardous areas, aquifer recharge areas, wetlands, fish and wildlife habitat areas and frequently flooded areas were adopted in 1991 and 1992 and underwent a BAS review and update in 2002. An additional review during the 2015 update of Pierce County policies and regulations, it indicates that the regulations are based on BAS.

GOAL ENV-14 Designate and protect all critical areas using best available science.

ENV-14.1 Give special consideration to conservation and protection of anadromous fisheries.

GOAL ENV-15 Recognize the value of adaptive management for providing flexibility in administering critical area and shoreline regulations.
ENV-15.1 Establish a review and analysis process to assess the efficiency and effectiveness of County environmental regulations.

ENV-15.2 Prioritize post-project compliance monitoring.

ENV-15.3 Utilize new technologies and methodologies where appropriate to resolve environmental problems.

ENV-15.4 Ensure that staff members with expertise are involved in the review process for all critical area matters and all shoreline application types, including exemptions.

ENV-15.5 Require that regulated activities occur with avoidance of impacts as the highest priority, and apply lower priority measures only when higher priority measures are determined to be infeasible or inapplicable (see Table 7-A).

Table 7-A: Mitigation Sequencing

<table>
<thead>
<tr>
<th>Mitigation Sequencing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Higher Priority</td>
</tr>
<tr>
<td>Avoid the impact entirely by not taking a certain action or parts of actions.</td>
</tr>
<tr>
<td>Minimize impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology or by taking affirmative steps to avoid or reduce impacts.</td>
</tr>
<tr>
<td>Rectify the impact by repairing, rehabilitating, or restoring the affected environment.</td>
</tr>
<tr>
<td>Reduce or eliminate the impact over time by preservation and maintenance operations.</td>
</tr>
<tr>
<td>Compensate for the impact by replacing, enhancing, or providing substitute resources or environments.</td>
</tr>
<tr>
<td>Lower Priority</td>
</tr>
<tr>
<td>Monitor the impact and compensation of projects and take appropriate corrective measures.</td>
</tr>
</tbody>
</table>

Adaptation / Mitigation

The County recognizes environmental conditions change. The adaption to these changes is best addressed using an interdisciplinary approach. Policies which provide methods to address these changes can be found in various Elements such as:

- Surface Water Management - Utilities Element
- Flood Hazard Reduction – Environment

Mitigation, including the reduction of greenhouse gases is addressed through the various policies of the Comprehensive Plan. These policies promote reduction in the vehicle miles traveled and the use of alternative energy sources. They can be found in various Elements such as:

- Multi-modal Transportation System – Transportation Element
- Compact Communities – Land Use Element
- Air Quality – Environment Element
- Alternative Energy – Utilities Element
Chapter 8: ESSENTIAL PUBLIC FACILITIES ELEMENT

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Participation ....................................................................................................................... 8-4
**INTRODUCTION**

Essential Public Facilities are defined in the Growth Management Act (GMA) and include large, usually difficult to site facilities such as prisons, solid waste facilities, wastewater facilities, and airports. The County and its cities and towns may have additional public facilities that are essential to providing services to Pierce County residents.

GMA requires that comprehensive plans set out a process for identifying Essential Public Facilities to ensure that they are not precluded from being sited. This element outlines the process for identifying Essential Public Facilities, defines location criteria for siting facilities, and establishes appropriate development standards. The process recognizes and builds upon objectives and approaches adopted in the Pierce County Development Regulations implementing the Comprehensive Plan. The Development Regulations provide for sufficient, properly zoned land to accommodate any potential land use that may be wanted or needed in Pierce County.

**IDENTIFICATION**

**GOAL EPF-1** Establish a process for identifying and siting Essential Public Facilities.

**EPF-1.1** The facility meets the definition of an Essential Public Facility consistent with the GMA provision in RCW 36.70A.200; or

**EPF-1.2** The facility is a public facility of statewide significance and is identified in the State Office of Financial Management list of capital projects consistent with RCW 36.70A.200(4).

**Siting Considerations**

**GOAL EPF-2** Ensure that siting criteria reflect the facility needs to support projected population growth over at least 20 years and provide flexibility to accommodate technological advances.

**EPF-2.1** Site new facilities or expansions to existing facilities to be consistent with the Pierce County Comprehensive Plan.

**EPF-2.2** Work cooperatively with jurisdictions and agencies throughout the region to equitably site Essential Public Facilities.

**EPF-2.3** Establish an interjurisdictional approach to siting Essential Public Facilities.

**EPF-2.4** Consider land use compatibility when siting facilities.

**EPF-2.4.1** Establish development regulations that make facilities compatible with their surroundings.

**EPF-2.4.2** Enable the facility to be permitted outright in appropriate zoning classifications.
EPF-2.5 Require a new permit application when a proposed expansion of a designated Essential Public Facility exceeds the parameters specified in the original permit approval.

EPF-2.6 Essential Public Facilities shall not be precluded from locating in the County and shall be permitted when meeting applicable policies and regulations.

EPF-2.6.1 Conduct an analysis when a specific land use or category of land uses is proposed to be precluded from locating within Pierce County. To be precluded, the analysis must show that the proposal is not an Essential Public Facility or not an allowed use.

EPF-2.7 Establish means for mitigating a disproportionate financial burden and public health on jurisdictions caused by the siting of Essential Public Facilities.

EPF-2.7.1 The County shall review:

EPF-2.7.1.1 Forecasted needs based on the facility's service area and the level of service standard, with an allowance for technological innovations that may affect the forecasted needs;

EPF-2.7.1.2 Existing capacity at similar public facilities located elsewhere in the local community, county, region, or state, based on the service area and the level of significance;

EPF-2.7.1.3 The distribution of similar facilities to demonstrate that no one host community, county, or region is unduly burdened by concentration of such facilities;

EPF-2.7.1.4 Alternative sites that may include locations outside the unincorporated portion of the County;

EPF-2.7.1.5 The long and short-term public benefits and costs stemming from the social, economic, public health, and fiscal impacts from the development of the facility on the surroundings;

EPF-2.7.1.6 Public facilities, services, and utilities needed to support the proposed facility;

EPF-2.7.1.7 Public health and safety;

EPF-2.7.1.8 Nuisance effects from the facility to the surroundings;

EPF-2.7.1.9 Description of site requirements;

EPF-2.7.1.10 Operational and other requirements of the facility, including state and federal requirements, if applicable; and

EPF-2.7.1.11 Public involvement.
RECOGNITION OF EXISTING FACILITIES

GOAL EPF-3  Recognize the solid waste disposal facility located at 304th St. E. and east of SR 161, the Tacoma Narrows Airport, and the McNeil Island Corrections Center as existing Essential Public Facilities, consistent with definitions in the GMA and the Countywide Planning Policies.

EPF-3.1  Designate the property at the Tacoma Narrows as Essential Public Facility-Rural Airport.

EPF-3.1.1  Allow for airport related uses on that portion of the Tacoma Narrows Airport located south of Stone Road.

EPF-3.1.2  Allow R10 uses, other than residential uses, on that portion of the Tacoma Narrows Airport property located north of Stone Road.

EPF-3.2  Include within the Essential Public Facility-State Corrections Overlay on McNeil Island only the main institution located on approximately 89 acres and the existing north complex facility on approximately 87 acres (not any other land on McNeil Island).

EPF-3.2.1  Establish allowed facilities and uses, including those facilities and uses typically associated with a state corrections center, but not including facilities associated with a sexual offender program.

EPF-3.2.2  Provide measures to ensure that the uses and activities associated with the Essential Public Facility-State Corrections Overlay are compatible with the land uses and natural systems on adjacent lands and shorelines.

EPF-3.3  Establish an Essential Public Facility-Solid Waste Facility Overlay for the existing solid waste facility located at 304th St. E. and east of SR 161.

EPF-3.3.1  Consider designating future solid waste facilities using the Essential Public Facility-Solid Waste Facility Overlay.

PARTICIPATION

GOAL EPF-4  Provide broad participation by affected agencies, interests, and citizens.

EPF-4.1  Consult with affected agencies, utilities, and interested citizens of the County in preparing recommendations.

EPF-4.2  Provide opportunities for effective review and comment.

EPF-4.3  In communications with state agencies, emphasize the importance of their compliance with County policies adopted pursuant to the Growth Management Act.
Map 8-1: Essential Public Facilities Map

- McNeil Island State Prison
- Tacoma Narrows Airport
- LRI Landfill
- Joint Base Lewis McChord
- Fort Lewis
- Bonneville Dam
Chapter 9: HOUSING ELEMENT

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INTRODUCTION

Housing is one of the most regulated commodities in our society to ensure the health, safety, and general welfare of its inhabitants. Housing of all types is closely related to economic and social conditions. Availability is influenced by national, regional, and local conditions. A complex series of costs affecting housing production result from changes to government assistance programs, private investment, interest rates, lending practices, local government zoning codes, environmental regulations, development and building costs, market, and availability. Price increases adversely affect the ability of households at or below median income levels to obtain adequate housing.

Housing is typically thought of in terms of multifamily apartment developments, duplexes and triplexes, and single-family homes. It includes stick-built homes, modular housing, manufactured housing, and mobile homes. The arrangement of dwelling units includes traditional units, accessory units, and a variety of non-traditional housing techniques designed to provide for people's wants and needs at a wide range of costs.

Other types of housing are necessary to meet the needs of the changing population and social conditions. Planning for housing means more than providing enough land for residential development; it means encouraging the construction of housing to meet the needs of a changing population.

HOUSING PROFILE

The housing stock in unincorporated Pierce County comprised of 140,160 dwelling units in 2010. This was a 21.6% increase from the 2000 housing unit estimate of 115,227. Table 9-A shows that single-family (one unit) housing was the predominant housing type equaling 72.8% of the total housing stock.

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Number of Units</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Unit</td>
<td>102,070</td>
<td>72.8%</td>
</tr>
<tr>
<td>Two or More Unit</td>
<td>15,722</td>
<td>11.2%</td>
</tr>
<tr>
<td>Mobile Homes and Specials</td>
<td>22,368</td>
<td>16%</td>
</tr>
<tr>
<td>Total</td>
<td>140,160</td>
<td>100%</td>
</tr>
</tbody>
</table>

Table 9-A: Number of Dwelling Units by Housing Type (Unincorporated Pierce County)

Source: OFM reporting of 2010 Census

Table 9-B shows that of the total dwelling units, 129,236 were occupied. The 2010 vacancy rate of 7.79% exceeded what is considered a healthy vacancy rate (6%). Household size decreased from 2.81 persons per household in 2000 to 2.77 in 2010.
Table 9-B: Occupancy/Vacancy Status (Unincorporated Pierce County)

<table>
<thead>
<tr>
<th>Status</th>
<th>Number of Units</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Occupied</td>
<td>129,236</td>
<td>92.21%</td>
</tr>
<tr>
<td>Vacant</td>
<td>10,924</td>
<td>7.79%</td>
</tr>
<tr>
<td>Total</td>
<td>140,160</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: 2010 Census

**Condition**

According to the single-family housing unit data shown in Table 9-C, 3,519 homes (3.7%) are in fair to extremely poor condition, and 197 of those are considered unlivable. These are homes that will require moderate to substantial rehabilitation of major elements to maintain a safe and decent condition. The remaining 92,059 units are in good or average condition, needing no major repair to serve as decent and livable housing stock.

Table 9-C: Condition of Single-Family Housing Stock (Unincorporated Pierce County)

<table>
<thead>
<tr>
<th>Year</th>
<th>Good/Average</th>
<th>Fair</th>
<th>Poor</th>
<th>Very Poor</th>
<th>Extremely Poor</th>
<th>Uninhabitable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pre-1900</td>
<td>38</td>
<td>11</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>2</td>
<td>61</td>
</tr>
<tr>
<td>1900-1909</td>
<td>892</td>
<td>127</td>
<td>51</td>
<td>24</td>
<td>20</td>
<td>31</td>
<td>1,145</td>
</tr>
<tr>
<td>1910-1919</td>
<td>515</td>
<td>91</td>
<td>32</td>
<td>17</td>
<td>10</td>
<td>16</td>
<td>681</td>
</tr>
<tr>
<td>1920-1929</td>
<td>1,250</td>
<td>192</td>
<td>63</td>
<td>26</td>
<td>15</td>
<td>36</td>
<td>1,582</td>
</tr>
<tr>
<td>1930-1939</td>
<td>1,260</td>
<td>195</td>
<td>67</td>
<td>24</td>
<td>18</td>
<td>18</td>
<td>1,582</td>
</tr>
<tr>
<td>1940-1949</td>
<td>2,756</td>
<td>333</td>
<td>92</td>
<td>26</td>
<td>20</td>
<td>34</td>
<td>3,261</td>
</tr>
<tr>
<td>1950-1959</td>
<td>3,380</td>
<td>283</td>
<td>59</td>
<td>23</td>
<td>12</td>
<td>15</td>
<td>3,772</td>
</tr>
<tr>
<td>1960-1969</td>
<td>8,050</td>
<td>370</td>
<td>75</td>
<td>20</td>
<td>14</td>
<td>24</td>
<td>8,553</td>
</tr>
<tr>
<td>1970-1979</td>
<td>13,695</td>
<td>423</td>
<td>61</td>
<td>21</td>
<td>15</td>
<td>11</td>
<td>14,226</td>
</tr>
<tr>
<td>1980-1989</td>
<td>13,235</td>
<td>243</td>
<td>36</td>
<td>15</td>
<td>5</td>
<td>3</td>
<td>13,537</td>
</tr>
<tr>
<td>1990-1999</td>
<td>23,139</td>
<td>129</td>
<td>17</td>
<td>5</td>
<td>3</td>
<td>1</td>
<td>23,294</td>
</tr>
<tr>
<td>2000-2010</td>
<td>23,849</td>
<td>22</td>
<td>5</td>
<td>2</td>
<td>0</td>
<td>6</td>
<td>23,884</td>
</tr>
<tr>
<td>Total</td>
<td>92,059</td>
<td>2,419</td>
<td>560</td>
<td>205</td>
<td>138</td>
<td>197</td>
<td>95,578</td>
</tr>
<tr>
<td>% of Total</td>
<td>96.32%</td>
<td>2.53%</td>
<td>0.59%</td>
<td>0.21%</td>
<td>0.14%</td>
<td>0.21%</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: Pierce County Assessor-Treasurer improvement data, 2014

Opportunity exists for housing to be rehabilitated or redeveloped. Three resources are available to assist in rehabilitation: government assisted programs, private non-profit organizations, and private financial institutions. The total 1,100 dwelling units that comprise the poor, very poor,
The extremely poor and unlivable categories can be examined for the purpose of identifying possible redevelopable dwelling units.

**Market and Affordability**

Assuming that 30% of a household's annual income will be expended for rent or mortgage payments, the annual income required to afford the average monthly payment for each type of dwelling unit is portrayed in Table 9-D.

**Table 9-D: Market Affordability for Pierce County**

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>Monthly Payment</th>
<th>Annual Required Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family House¹</td>
<td>$1,625</td>
<td>$65,000</td>
</tr>
<tr>
<td>Condo¹</td>
<td>$1,168</td>
<td>$46,720</td>
</tr>
<tr>
<td>4 Bedroom Rental</td>
<td>$1,587</td>
<td>$63,480</td>
</tr>
<tr>
<td>3 Bedroom Rental</td>
<td>$1,410</td>
<td>$56,400</td>
</tr>
<tr>
<td>2 Bedroom Rental</td>
<td>$968</td>
<td>$38,720</td>
</tr>
<tr>
<td>1 Bedroom Rental</td>
<td>$776</td>
<td>$31,040</td>
</tr>
<tr>
<td>Studio Rental</td>
<td>$665</td>
<td>$26,600</td>
</tr>
</tbody>
</table>

Source: HUD; The Final FY 2010 Tacoma, WA HUD Metro FMR Area FMRs for All Bedroom Sizes

¹Source: Zillow; Based on the Pierce County median home value of $239,000 and median condo value of $169,000

**Home Values**

In program years 2013-14 and 2014-2015 the County undertook a market study for the HOME program to determine 95% of median value of homes in the Urban County (Excluding the cities of Tacoma, Lakewood, and Bonney Lake). Note that the survey determined the median values for existing housing and housing newly constructed separately. The results of that survey are listed below:

- Median value on October 30, 2013 for existing housing was $225,000.
- Median value on October 30, 2013 for new construction housing was $279,990.
- Median value on July 15, 2014 for existing housing was $227,500.
- Median value on July 15, 2014 for new construction housing was $289,450.

In the Urban County from October 2013 to July 2014 the market rose 1.1% for existing housing and 3.27% for new construction housing.

**Table 9-E: Monthly Rent (Urban Pierce County)**

<table>
<thead>
<tr>
<th>Monthly Rent</th>
<th>Efficiency (no bedroom)</th>
<th>1 Bedroom</th>
<th>2 Bedroom</th>
<th>3 Bedroom</th>
<th>4 Bedroom</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fair Market Rent</td>
<td>$689</td>
<td>$839</td>
<td>$1,093</td>
<td>$1,611</td>
<td>$1,936</td>
</tr>
<tr>
<td>High HOME Rent</td>
<td>$638</td>
<td>$767</td>
<td>$999</td>
<td>$1,178</td>
<td>$1,295</td>
</tr>
<tr>
<td>Low HOME Rent</td>
<td>$615</td>
<td>$658</td>
<td>$790</td>
<td>$913</td>
<td>$1,018</td>
</tr>
</tbody>
</table>

Urban Pierce County: All of urban Pierce County, including cities/towns except Tacoma and Lakewood.
**Future Housing Need**

Based on the adopted housing targets compared to the existing housing stock, there is a need for an additional 37,773 additional housing units within the 20-year planning period. Of this total, 28,270 dwelling units would be needed in urban unincorporated Pierce County, and 9,503 housing units would be needed in rural lands. **Housing capacity** is further outlined in the *Buildable Lands Report*.

### Table 9-F: Housing Needs (Unincorporated Pierce County)

<table>
<thead>
<tr>
<th>Area</th>
<th>2010 Housing Estimate&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Adopted Housing Target&lt;sup&gt;2&lt;/sup&gt;</th>
<th>Additional Need</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unincorporated Urban</td>
<td>76,303</td>
<td>104,573</td>
<td>28,270</td>
</tr>
<tr>
<td>Rural</td>
<td>63,857</td>
<td>73,360</td>
<td>9,503</td>
</tr>
<tr>
<td><strong>Unincorporated Pierce County Total</strong></td>
<td><strong>140,160</strong></td>
<td><strong>177,933</strong></td>
<td><strong>37,773</strong></td>
</tr>
</tbody>
</table>

<sup>1</sup>2010 Census.

<sup>2</sup>Pierce County Council Resolution No. 2011-36s. Does not include displaced units associated with underutilized parcels identified in the 2014 Buildable Lands Report

**Special Needs Populations**

There are groups of the population requiring special housing accommodations. Special accommodations include group housing with a shared living space, or accessible housing for people with disabilities. Special needs populations include homeless, single parents, physical or mentally disabled, and other individuals or groups as designated by HUD. A special needs housing project is housing that is specifically targeted to provide shelter and appropriate supportive services for those with special needs.

**Homeless**

People become homeless for many reasons. The type of housing and related support services needed depends on the individual's needs.

Three general categories of homelessness are:

- Temporary homeless
- Short-term homeless
- Long-term homeless

Emergency shelters are needed for all categories to provide individuals and families with a safe, warm place to sleep. Temporary and short-term homeless people also need reliable temporary housing to get back on their feet financially. Transitional housing assistance should be from three to twenty-four months to allow them to stabilize their living situation and develop the necessary skills to live independently in non-assisted housing.
The most difficult population of homeless to provide for is those with severe mental illness or drug addictions. A number of strategies may be required before any permanent housing situation can be obtained. In all circumstances, appropriate supportive services are needed when working with these populations:

- Medical care is needed at shelters to meet emergency needs.
- Safe havens are needed for persons who are severely dependent on drugs or alcohol.
- Transitional housing is needed for persons with personal behaviors or mistrust of systems that must be overcome before permanent housing is appropriate.

**AGING AND DISABLED**

In some cases, physically disabled people need physical barriers removed and other modifications made to their residences to move about safely and maintain normal daily life activities.

The elderly population of the County continues to grow and is distributed among owner-occupied and rental units. The low-income elderly who own their homes do not always have resources to maintain them. As a result, their residences have a high incidence of deferred maintenance. Many elderly persons are disabled and in need of special housing assistance, including the removal or modification of barriers that will allow them to live safely and independently at home.

State policies are encouraging and developing in-home care as a method by which many persons can remain in their homes. Financial issues, including the payment of property taxes, insurance, and utilities, also need to be addressed. There are cases where it is no longer possible for individuals to live in their own residence by themselves even with in-home care. Alternatives include adult family homes, nursing homes, or convalescent centers.

**SEVERE MENTAL ILLNESS**

Individuals with severe mental illness may require the services of institutionalized care either in a group home, nursing facility, congregate care, or other form of housing. Due in part to the high cost of the operation of mental health institutions and the changes in federal and state laws, more persons with mental

**Temporarily homeless** include people who have experienced:

- A loss of income
- An illness in the family
- Unanticipated bills which prevents rent from being paid

**Short-term homeless** are primarily single people or couples without minor children who are:

- Lacking permanent employment
- Pregnant teenagers who have left the family home
- Homemakers who have been displaced due to separation or divorce
- Victims of domestic violence

**Long-term homeless** can include people with:

- Mental or physical disabilities
- Alcohol or drug addiction
- Mental illness
- Chronic unemployment
- Released offenders
illness are being placed in supervised supportive housing that is based in the community. Permanent supportive housing is needed for disabled or mentally ill persons who have certain capacities to live in a semi-independent environment.

**PERSONS WITH AIDS AND RELATED DISEASE(S)**

People with AIDS and related diseases often require a variety of housing types depending on the nature and severity of their condition. Affordable housing that is close to necessary services and integrated into the community is needed. Housing options include transitional housing, assisted living, permanent housing, and shared housing.

**NEED BY INCOME**

**LOW INCOME**

Low income is defined as households whose income at or below 80% of the average median income (AMI). Those that fall within this economic level are often faced with paying more than 30% of their gross annual income for housing, which is considered to be "cost burdened," and many are considered to have special needs as described below. Many of these households are severely cost burdened whereby they pay more than 50% of gross income for housing expenses.

Households in this category include homeowners, renters, and those who own manufactured housing and lease the land on which the dwelling is sited. Often on fixed incomes or working at lower paying jobs, their incomes do not keep pace with the rate of escalating housing costs.

Table 9-G: Disproportionately Greater Need 50 - 80% AMI (Urban Pierce County)

<table>
<thead>
<tr>
<th>Jurisdiction as a whole</th>
<th>Has 1+ of the 4 housing problems</th>
<th>Has none of the 4 housing problems</th>
<th>Household has no/negative income, but none of the other housing problems</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17,589</td>
<td>13,302</td>
<td>0</td>
</tr>
<tr>
<td>White</td>
<td>14,349</td>
<td>10,857</td>
<td>0</td>
</tr>
<tr>
<td>Black / African American</td>
<td>931</td>
<td>428</td>
<td>0</td>
</tr>
<tr>
<td>Asian</td>
<td>651</td>
<td>566</td>
<td>0</td>
</tr>
<tr>
<td>American Indian, Alaska Native</td>
<td>117</td>
<td>178</td>
<td>0</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>145</td>
<td>49</td>
<td>0</td>
</tr>
<tr>
<td>Hispanic</td>
<td>868</td>
<td>842</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: 2006-2010 Comprehensive Housing Affordability Strategy

Urban Pierce County: All of urban Pierce County, including cities/towns except Tacoma, Lakewood, and Bonney Lake

Table 9-G shows the majority of low income households have one or more of the four housing problems. By far the biggest housing problem is cost burden.
**VERY LOW INCOME**

Very low income is defined as households whose income at or below 50% of the median income. Those that fall within this economic level are often faced with paying more than 30% of their gross annual income for housing, which is considered to be "cost burdened," and many are considered to have special needs as described below. Many of these households are severely cost burdened whereby they pay more than 50% of gross income for housing expenses.

Households in this category include homeowners, renters, and those who own manufactured housing and lease the land on which the dwelling is sited. Often on fixed incomes or working at lower paying jobs, their incomes do not keep pace with the rate of escalating housing costs.

**Table 9-H: Disproportionally Greater Need 30 - 50% AMI (Urban Pierce County)**

<table>
<thead>
<tr>
<th>Housing Problems</th>
<th>Has 1+ of the 4 housing problems</th>
<th>Has none of the 4 housing problems</th>
<th>Household has no/negative income, but none of the other housing problems</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jurisdiction as a whole</td>
<td>12,089</td>
<td>3,936</td>
<td>0</td>
</tr>
<tr>
<td>White</td>
<td>9,269</td>
<td>3,251</td>
<td>0</td>
</tr>
<tr>
<td>Black / African American</td>
<td>807</td>
<td>118</td>
<td>0</td>
</tr>
<tr>
<td>Asian</td>
<td>710</td>
<td>149</td>
<td>0</td>
</tr>
<tr>
<td>American Indian, Alaska Native</td>
<td>88</td>
<td>69</td>
<td>0</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>158</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Hispanic</td>
<td>725</td>
<td>243</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: 2006-2010 Comprehensive Housing Affordability Strategy

Urban Pierce County: All of urban Pierce County, including cities/towns except Tacoma, Lakewood, and Bonney Lake

Table 9-H shows the majority of very low income households have one or more of the four housing problems. By far the biggest housing problem is cost burden.

**EXTREMELY LOW INCOME**

Extremely low-income is defined as households whose income at or below 30% of the median income. Those that fall within this economic level are more than likely faced with paying more than 30% of their gross annual income for housing, which is considered to be "cost burdened," and many are considered to have special needs as described below. Most of these households are severely cost burdened whereby they pay more than 50% of gross income for housing expenses.

Households in this category include homeowners, renters, and those who own manufactured housing and lease the land on which the dwelling is sited. Often on fixed incomes or working at lower paying jobs, their incomes do not keep pace with the rate of escalating housing costs.

Table 9-I shows the majority of extremely low income households have one or more of the four housing problems. By far the biggest housing problem is cost burden. Table 9-J and Table 9-K outline the cost burden of lower income households.
### Table 9-I: Disproportionally Greater Need 0 - 30% AMI (Urban Pierce County)

<table>
<thead>
<tr>
<th>Housing Problems</th>
<th>Has 1+ of the 4 housing problems</th>
<th>Has none of the 4 housing problems</th>
<th>Household has no/negative income, but none of the other housing problems</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jurisdiction as a whole</td>
<td>12,543</td>
<td>1,547</td>
<td>1,255</td>
</tr>
<tr>
<td>White</td>
<td>9,636</td>
<td>1,297</td>
<td>964</td>
</tr>
<tr>
<td>Black / African American</td>
<td>682</td>
<td>83</td>
<td>70</td>
</tr>
<tr>
<td>Asian</td>
<td>650</td>
<td>20</td>
<td>63</td>
</tr>
<tr>
<td>American Indian, Alaska Native</td>
<td>190</td>
<td>0</td>
<td>25</td>
</tr>
<tr>
<td>Pacific Islander</td>
<td>100</td>
<td>24</td>
<td>35</td>
</tr>
<tr>
<td>Hispanic</td>
<td>833</td>
<td>85</td>
<td>44</td>
</tr>
</tbody>
</table>

Source: 2006-2010 Comprehensive Housing Affordability Strategy
Urban Pierce County: All of urban Pierce County, including cities/towns except Tacoma, Lakewood, and Bonney Lake

### Table 9-J: Cost Burden > 30% (Urban Pierce County)

<table>
<thead>
<tr>
<th>Number Of Households</th>
<th>Renter 0-30% AMI</th>
<th>&gt;30-50% AMI</th>
<th>&gt;50-80% AMI</th>
<th>Total 0-30% AMI</th>
<th>&gt;30-50% AMI</th>
<th>&gt;50-80% AMI</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Related</td>
<td>2,952</td>
<td>3,535</td>
<td>3,854</td>
<td>10,341</td>
<td>1,251</td>
<td>1,225</td>
<td>4,390</td>
</tr>
<tr>
<td>Large Related</td>
<td>404</td>
<td>1,079</td>
<td>824</td>
<td>2,307</td>
<td>227</td>
<td>441</td>
<td>1,379</td>
</tr>
<tr>
<td>Elderly</td>
<td>1,328</td>
<td>1,280</td>
<td>1,092</td>
<td>3,700</td>
<td>1,762</td>
<td>2,259</td>
<td>2,560</td>
</tr>
<tr>
<td>Other</td>
<td>2,291</td>
<td>2,213</td>
<td>2,127</td>
<td>6,631</td>
<td>1,107</td>
<td>691</td>
<td>1,404</td>
</tr>
<tr>
<td>Total need by income</td>
<td>6,975</td>
<td>8,107</td>
<td>7,897</td>
<td>22,979</td>
<td>4,347</td>
<td>4,616</td>
<td>9,733</td>
</tr>
</tbody>
</table>

Source: 2006-2010 Comprehensive Housing Affordability Strategy
Urban Pierce County: All of urban Pierce County, including cities/towns except Tacoma, Lakewood, and Bonney Lake

### Table 9-K: Severe Cost Burden > 50% (Urban Pierce County)

<table>
<thead>
<tr>
<th>Number Of Households</th>
<th>Renter 0-30% AMI</th>
<th>&gt;30-50% AMI</th>
<th>&gt;50-80% AMI</th>
<th>Total 0-30% AMI</th>
<th>&gt;30-50% AMI</th>
<th>&gt;50-80% AMI</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Small Related</td>
<td>2,798</td>
<td>1,653</td>
<td>508</td>
<td>4,959</td>
<td>1,083</td>
<td>988</td>
<td>2,205</td>
</tr>
<tr>
<td>Large Related</td>
<td>367</td>
<td>504</td>
<td>105</td>
<td>976</td>
<td>193</td>
<td>303</td>
<td>468</td>
</tr>
<tr>
<td>Elderly</td>
<td>1,095</td>
<td>586</td>
<td>405</td>
<td>2,086</td>
<td>1,311</td>
<td>1,000</td>
<td>1,167</td>
</tr>
<tr>
<td>Other</td>
<td>2,178</td>
<td>1,128</td>
<td>319</td>
<td>3,625</td>
<td>973</td>
<td>553</td>
<td>899</td>
</tr>
<tr>
<td>Total need by income</td>
<td>6,438</td>
<td>3,871</td>
<td>1,337</td>
<td>11,646</td>
<td>3,560</td>
<td>2,844</td>
<td>4,739</td>
</tr>
</tbody>
</table>

Source: 2006-2010 Comprehensive Housing Affordability Strategy
Urban Pierce County: All of urban Pierce County, including cities/towns except Tacoma, Lakewood, and Bonney Lake
AFFORDABLE HOUSING

The Growth Management Act does not provide a definition of affordable housing; it is the responsibility of each jurisdiction to define this term in a manner consistent with its Countywide Planning Policies. It is Pierce County's perception that affordable housing encompasses all economic segments of the community; However, low-income households with incomes less than 80%, and specifically very low-income households with incomes less than 50%, of the Pierce County median income have much less ability to find housing that is affordable. Pierce County defines affordable housing as housing for which a household does not pay more than 30% of their gross income for housing costs which includes rent or mortgage and utilities.

The U.S. Department of Housing and Urban Development (HUD) publishes The Metropolitan Statistical Area Income Limits. The development of affordable housing for very low-income households who are below 50% of median income shall be given special emphasis in the policy section of the Housing Element.

The HUD defined income limits for the Pierce County area as of 2014 are shown in Table 9-L.

<table>
<thead>
<tr>
<th>Gross Annual Income</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-30% AMI</td>
<td>14,100</td>
<td>16,100</td>
<td>19,790</td>
<td>23,850</td>
<td>27,910</td>
<td>31,970</td>
<td>36,030</td>
<td>40,090</td>
</tr>
<tr>
<td>&gt;30-50% AMI</td>
<td>23,450</td>
<td>26,800</td>
<td>30,150</td>
<td>33,500</td>
<td>36,200</td>
<td>38,900</td>
<td>41,550</td>
<td>44,250</td>
</tr>
<tr>
<td>&gt;50-80% AMI</td>
<td>37,550</td>
<td>42,900</td>
<td>48,250</td>
<td>53,600</td>
<td>57,900</td>
<td>62,200</td>
<td>66,500</td>
<td>70,800</td>
</tr>
</tbody>
</table>

Source: HUD program income limits (Section 8, Section 221(d)(3) BMIR, Section 235 and Section 236). Tacoma HMFA 2014, effective 12/18/2013. Revised for Extremely Low Income Limits, effective 07/01/2014.

Shown in Table 9-M, there were a total of 182 subsidized housing projects in unincorporated Pierce County by 2013, totaling 2,382 units. The majority of these units (59.4%) were affordable to households earning between 30%-51% of the adjusted median income.

<table>
<thead>
<tr>
<th>Number of Projects</th>
<th>Total Units</th>
<th>Less than 30% AMI</th>
<th>Between 31%-50% AMI</th>
<th>Between 51%-80% AMI</th>
<th>Between 81%-100% AMI</th>
</tr>
</thead>
<tbody>
<tr>
<td>182</td>
<td>2,382</td>
<td>248</td>
<td>1,414</td>
<td>475</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: PSRC Subsidized Housing Summary Table, 2013

PIERCE COUNTY CONSOLIDATED PLAN

The County prepares a Consolidated Plan for submission to HUD every five years that details how the County plans to use the entitlement funds it receives from HUD including HOME, CDBG and ESG. The plan includes an affordable housing needs assessment, a housing market analysis, and a strategic plan for affordable housing. The current plan covers 2015 through 2019. As part
of the market analysis section of the plan, the County conducted a countywide survey of subsidized affordable rental housing units. Note that the County will continue to update the survey a minimum of every five years to coincide with the preparation of the Consolidated Plan.

The strategic plan section of the Consolidated Plan includes goals for the number of affordable housing units to be developed and/or preserved over the five year period of the plan. The goals are reviewed and updated annually at the end of HUD's program year. The revised goals are submitted to HUD through the annual action plan. The actual number of affordable housing units developed and/or preserved are included in the year-end report (CAPER) submitted to HUD and the end of each program year. The 2015-2019 Consolidated Plan, annual action plans, CAPER and affordable housing survey can be located on the Community Connections website.

In addition, the Washington State Department of Commerce conducted a statewide needs assessment of affordable housing by County. The Department of Commerce affordable housing needs assessment for Pierce County can be located on the Community Connections website.

SOLUTIONS TO HOUSING ISSUES

The Housing and Land Use Elements provide direction to accommodate enough affordable housing for all economic segments of the community. Land use strategies may include: allowance for accessory dwelling units; infill development; rehabilitation of existing housing; mixed use development; and smaller lot sizes. Regulatory strategies may include streamlined approval processing and priority permit processing.

The Land Use Designations Map in the Land Use Element identifies ten land use designations within an Urban Growth Area to accommodate projected housing needs: Moderate Density Single-Family, High Density Single-Family, Master Planned Communities, Activity Centers, Community Centers, Neighborhood Centers, Mixed Use Districts, High Density Residential Districts, and Urban Villages. Of these designations, the Moderate Density Single-Family, High Density Single-Family, and the High Density Residential Districts are to accommodate only residential uses.

Low income and government assisted households can be provided single-family or multifamily structures. Housing policies in this Comprehensive Plan encourage income diversity within neighborhoods and guarantee an adequate supply of housing for all economic segments of the population.

It is the intent of the policies within the Housing Element to create solutions for affordable housing that collectively address all economic segments of the population, emphasizing low income, very low income, and extremely low income households ($\leq 80\%$ area median income, $\leq 50\%$ area median income, and $\leq 30\%$ area median income, respectively).
GOAL H-1  Allow for a range of housing types in appropriate areas of the County.

H-1.1  Encourage a variety of housing types that allow high densities and creative use of land within the urban area.

H-1.2  Ensure that housing types within the rural and resource areas retain the rural character, and respect the features of the lands.

H-1.3  Encourage creative solutions to housing issues through quality design which is functional as well as livable.

GOAL H-2  Encourage the development of new housing within the Urban Growth Areas where facilities and services exist or are planned.

H-2.1  Increase density in communities with existing infrastructure.

H-2.2  Allow for accessory dwelling units, cottage housing, and Katrina cottages to reduce housing costs for residents.

H-2.3  Redevelop properties where infrastructure exists.

H-2.3.1  Ensure that housing structures do not exceed infrastructure capabilities.

H-2.3.2  Identify County surplus property that could be used for developments that provide for affordable housing.

H-2.3.3  Develop a process for disposing of County surplus properties for affordable housing purposes.

GOAL H-3  Consider the economic implications of regulations and practices on housing costs.

GOAL H-4  Promote and assist in the development of the necessary financial tools to address affordable housing for County citizens.

GOAL H-5  Seek way to prevent discrimination in the development and maintenance of housing.

GOAL H-6  Promote the availability of special needs housing.

AFFORDABLE HOUSING

GOAL H-7  Create solutions for affordable housing issues that benefit all economic segments of the population.

H-7.1  Investigate and implement planning and zoning tools that have been identified as techniques to achieve affordable housing, including:

H-7.1.1  Transfer of Development Rights;

H-7.1.2  Development and redevelopment of vacant, blighted properties that are already utilizing existing infrastructure;

H-7.1.3  Construction of accessory dwelling units, cottage housing, and Katrina cottages as ways to realize affordable housing; and
H-7.1.4 Voluntary and inclusionary housing methods to require housing attainable by households earning 80% or less of the County median household income within developments.

H-7.2 Promote innovative programs and techniques that minimize the cost of affordable housing.

H-7.2.1 Provide incentives for developers to construct affordable housing for households earning 80% or less of the median household income for the County.

H-7.2.2 Consider fee exemptions for residential projects that incorporate housing affordable to households earning 80% or less of the County median household.

H-7.3 Seek funding for nonprofit developers to build affordable housing.

H-7.4 Ensure consistent, streamlined regulations and procedures.

H-7.4.1 Consider allowing bonus densities.

H-7.4.2 Consider allowing reduced design standards such as parking, height restrictions, and bulk requirements.

H-7.4.3 Provide for expedited permitting.

H-7.4.4 Ensure building practices do not compromise human health, structural integrity, or longevity.

H-7.5 Implement the federally funded program, which provides assistance to households earning below the County median income, who are willing to help build or remodel their own housing.

H-7.6 Coordinate with Pierce County cities and towns to ensure a fair share distribution of affordable housing within new master planned communities.

H-7.7 Require inclusionary housing provisions in future developments associated with Comprehensive Plan amendments to increase development potential.

H-7.8 Identify specific development fees and processes that may be waived if a residential development guarantees inclusionary housing provisions.

H-7.9 Integrate required affordable housing units within a development.

H-7.9.1 Encourage provision of units through various types of housing structures.

H-7.9.2 Ensure the architectural features of the affordable units are consistent with the overall project.

H-7.10 Regulatory amendments to implement inclusionary housing provisions should define:

H-7.10.1 The number of affordable units;

Various types of housing structures include (H-7.9.1):
- Accessory dwelling units
- Single-family detached
- Single-family attached
- Duplex
- Triplex
- Fourplex
- Multifamily
H-7.10.2 The level of affordability achieved for low income households;
H-7.10.3 The duration of time that the units would be maintained as affordable; and
H-7.10.4 A method for monitoring and maintaining affordability over time.
H-7.11 Pierce County’s goal is to, at a minimum, provide low-income affordable housing for 25 percent of the adopted population growth target.

**Manufactured/Mobile Home Parks**

**GOAL H-8** Consider allowing mobile home parks in Moderate Density Single-Family areas, Mixed Use Districts, and High Density Residential Districts.

H-8.1 Allow for the placement of manufactured housing within mobile home parks in addition to the traditional single-wide mobile home units.

**GOAL H-9** Advocate state legislative actions addressing manufactured/mobile home communities.

H-9.1 Support state legislation that promotes long-term preservation of existing manufactured/mobile home parks in their present use, and the ability of residents to purchase their park.

H-9.2 Consider a current use tax incentive conditioned on maintaining the land use as a manufactured/mobile home park and requiring repayment of abated taxes in the event of a manufactured housing community closure or change of use.

**Housing Education and Awareness**

**GOAL H-10** Promote education and awareness addressing compatibility between various dwelling types and community standards.

**GOAL H-11** Encourage training, seminars, programs, and partnerships that educate about middle and lower income housing options.

H-11.1 Provide information on alternative housing markets, advantages of smaller, higher density housing developments, and on nontraditional dwelling types, occupancy styles, and construction methods.

**Existing Housing Stock**

**GOAL H-12** Reuse the existing housing stock to help meet the housing demand.

H-12.1 Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of existing buildings is not cost-effective.

H-12.2 Review regulatory restrictions prohibiting rehabilitation of existing housing stock.

H-12.3 Develop and implement rehabilitation programs and opportunities to reuse existing housing stock.
DIVERSITY IN HOUSING

GOAL H-13 Recognize the different physical, social, and economic needs of the residents.

H-13.1 Provide a broad range of housing choices in terms of cost, size, design, and suitability for various household types, e.g., families, elderly, couples, and persons with disabilities or special needs.

H-13.2 Review and revise the development code to permit temporary shelter and transitional housing and supportive services that assist homeless individuals and families.

H-13.3 Review and revise the development code to permit single room occupancy units that are defined separately from group homes.

GOAL H-14 Promote the availability of special needs housing and the necessary supportive services, and support the availability of this housing for all individuals and households.

H-14.1 Encourage and support the development of affordable special needs housing in Pierce County by providing incentives and technical assistance for housing development.

H-14.2 Strengthen inter-jurisdictional efforts to ensure a fair, equitable and rationale distribution of low-income, moderate-income and special needs housing consistent with land use policies, transportation, and employment locations.

MONITORING

GOAL H-15 Monitor the success of the housing policies in accomplishing the goals

H-15.1 Conduct an assessment of the housing demands and monitor the achievement of the housing policies not less than once every 5 years.

H-15.2 Develop a series of benchmarks to measure the development of affordable housing units for low income populations.
INTRODUCTION

Multiple Pierce County agencies acquire and manage land for open space purposes - from recreation, to habitat conservation, to flood hazard reduction.

Pierce County’s definition of open space is organized into categories around functional attributes of open space, or the expressed reason for preservation of the value attributed to that type of open space. Policies for the management and preservation of open space for habitat are very different than policies for working lands or outdoor recreation.

For example, a property with a high value wetland may be acquired for preservation for the stormwater function provided by the wetland, and would be classified as open space for public health and safety. The property would be managed first for stormwater function. It may have secondary value as wildlife habitat, and partial value as part of a trail system, but the secondary values are implemented only if they do not interfere with the primary stormwater function.

DEFINITION

Open Space - any parcel or area of land or water which is devoted to a functional open space use as defined by any one of the following categories:

A. **Habitat.** Open space for the preservation of plant and animal habitat may include habitat for fish and wildlife species; rivers, streams, bays, and estuaries; and coastal beaches, lakeshores, and banks of rivers and streams.

B. **Working Lands.** Open space used for the managed production of working lands may include forest lands, agricultural lands, and areas of economic importance for the production of food or fiber.

C. **Outdoor Recreation.** Open space for outdoor recreation may include athletic fields, recreation facilities, playgrounds, picnic areas, meadows, wooded areas, and trails; and access to beaches and shorelines for swimming, fishing, boating, and beachcombing.

D. **Community-Defined Values.** Open space for community-defined values may include areas used for buffers between communities, respites from the built environments, and for connecting with nature; and areas of outstanding scenic, historic, and cultural value.

E. **Public Health and Safety.** Open space for public health and safety may include areas used for stormwater management, flood control, water quality for public use, air quality, and carbon sequestering.
<table>
<thead>
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<th>Policies</th>
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<td>Policies for the protection and management of each category of open space will reside in the appropriate element(s) of the Comprehensive Plan.</td>
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This section lists general open space policies that pertain to all types of open space. Policies for specific types of open space are listed in various elements of the Comprehensive Plan that relate to the different categories of open space.

**GOAL OS-1**

County programs that provide for the acquisition and/or preservation of open space shall have established priorities.

**OS-1.1** Priorities for the preservation of open space shall be in conformance with the policies established in [Chapter 19D.170](#), Pierce County Open Space Priorities.

**OS-1.2** These priorities shall be coordinated with any subsequent updates of the Parks and Recreation Plan for the County.

**OS-1.3** At a minimum, the priorities will be used for the following programs and regulations:

- **OS-1.3.1** Conservation Futures Program (open space acquisition);
- **OS-1.3.2** Current Use Assessment Program/Public Benefit Rating System (tax incentive); and
- **OS-1.3.3** Development Regulations-Zoning (density bonus incentive).

**GOAL OS-2**

Ensure that Pierce County open space properties, open space passive recreation parks, conservation easements, and conservation futures covenants are managed and maintained to provide long-term stewardship of the open space function and value.
OS-2.1  Publicly-owned or acquired open space properties may be transferred to a local land trust for long-term management and stewardship where appropriate.

OS-2.2  Pierce County should work closely with local and national land trusts and with other private and nonprofit organizations interested in open space in the management of Pierce County open space properties.

OS-2.3  Pierce County should review its land holdings to determine if any parcels fall within the adopted open space/greenbelt network that might be suitable for transfer to a local land trust.

OS-2.4  Linkages between open space and screening buffers occur, encourage the provision of public easements.

OS-2.5  Where possible, open spaces should be located contiguous to other open space areas creating the potential for open space corridors.
Chapter 11: PARKS AND RECREATION ELEMENT

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INTRODUCTION

The values of Pierce County residents and their aspirations for the future are guiding forces in this Park, Recreation, and Open Space Element. This element defines the vision, goals, and objectives that illustrate the preferred future for the parks, open spaces, trails, facilities, and programs provided by Pierce County Parks and Recreation (PCParks).

For consistency and clarity, the term ‘park system’ will be used throughout this document to refer to all parks, open spaces, trails, facilities, and recreation programs managed by PCParks.

A vision is an aspirational description of what an organization would like to achieve or accomplish in the future. It is intended to serves as a clear guide for choosing current and future courses of action. The Pierce County Vision for parks, recreation, and open space is:

Create livable communities by providing opportunities for people to:

- Connect with Nature
- Live Healthy Lifestyles
- Share Vibrant Community Spaces
- Learn about Sustainable Practices

PARK SYSTEM

GOAL PR-1  Provide a regional park system that supports opportunities for active and passive recreation, promotes healthy lifestyles, and conserves and enhances significant environmental or historical resources.

PR-1.1  Assume direct responsibility for the development, operation, and maintenance of facilities that have regional benefits and align with PC Parks’ vision and primary role as a regional service provider.

PR-1.1.1  Support countywide sports, recreation programs, and special events through the provision of facilities.

PR-1.1.2  Support objectives in adopted Community Plans that align with the role of a regional park provider and meet identified countywide needs.

PR-1.2  Plan for the annexation or incorporation of unincorporated Urban Growth Areas.

PR-1.2.1  Land-bank sites for local parks identified in Community Plans if capital funding is designated for that purpose.

PR-1.2.2  Land-bank sites should only be developed in partnership with a local jurisdiction as part of an agreement to transfer the site to the local jurisdiction.

PR-1.2.3  Establish a list of transitional properties that are not part of the regional system and may be transferred to other jurisdictions.

“Transitional properties” (PR-1.2.3): Those properties that are better served by a local jurisdiction.
PR-1.2.4 Actively seek opportunities to transfer local parks to jurisdictions associated with potential annexation areas.

PR-1.3 Ensure the park system is integrated with and complements other park and recreation service providers in Pierce County.

PR-1.3.1 Forge partnerships for park development with local jurisdictions or park districts when regional facilities are consistent with meeting the needs of city and county residents.

PR-1.3.2 Develop where appropriate a select number of regional facilities that are oriented to the highest competitive playing standard for multi-agency use.

PR-1.3.3 Focus development of new ball fields on field complexes developed in partnership with a school district or other service provider.

PR-1.4 Ensure land acquisitions, donated property and land-banked sites are consistent with the vision set forth in this Plan.

PR-1.5 Ensure an equitable distribution of park facilities across the County.

PR-1.6 Develop new facilities only if on-going operation and maintenance funding is provided at a level necessary to safely operate and maintain the facility at adopted levels of service.

PR-1.7 Implement a whole system management approach to improving and maintaining the park system through integration of long term sustainability; promoting flexibility of uses and activities; ensuring equity across the system; providing a variety of activities; ensuring adequate support facilities; and, designing with cost effective methods and partnerships.

GOAL PR-2 Promote active, healthy lifestyles through the development of park system facilities and programs that reduce obesity and enhance the health of County residents.

PR-2.1 Ensure facilities and programs are available for all people regardless of ability, age, race, ethnicity, or income.

PR-2.2 Ensure healthy food and snacks choices when provided at events and within park facilities.

PR-2.3 Prohibit the use of tobacco within the park system.

PR-2.4 Work toward an interconnected system of parks and trails in the urban area that safely connects to schools, civic facilities, shopping, and recreational facilities.

PRIORITIZATION OF FACILITIES AND PROJECTS

GOAL PR-3 Prioritize the use of park capital facility funding sources.

PR-3.1 Capital projects should be prioritized based on:

PR-3.1.1 First maintain the system by preserving the quality and capacity of the existing facilities.
PR-3.1.1.1 Capital replacement decisions should be based on safety, loss of function, regulatory upgrades, end of useful life and a balance of cost benefit.

PR-3.1.2 Second, increase the capacity at existing park sites by upgrading or adding new facilities to flexibility for multiple uses or increase public use.

PR-3.1.3 Third, increase system capacity by developing new park facilities at new park sites.

PR-3.2 Prioritize development of new park sites based on:

PR-3.2.1 Demonstrated need.

PR-3.2.2 Population served.

PR-3.2.3 Ability to implement programming which advances PCParks vision.

PR-3.2.4 Improves equity of service.

LOCATION CRITERIA

GOAL PR-4 PCParks sites will be located in consideration of the following:

PR-4.1 Readily accessible via public roads or where roads can be reasonably extended to access the site.

PR-4.2 Located close to prospective users.

PR-4.3 Within the Urban Areas of the County, sewer, potable water and other utilities should be available within reasonable distance from the site.

PR-4.4 Sites should be suitable for the type of recreation proposed.

DEVELOPMENT STANDARDS

GOAL PR-5 Develop facilities that exemplify sustainable practices, connect to surrounding neighborhoods, universally accessible, safe, and cost effective to maintain.

PR-5.1 Provide attractive, vibrant community facilities and spaces that promote opportunities for citizens to learn about sustainable practices.

PR-5.2 Incorporate sustainability practices into the development, management, and maintenance of the park system.

PR-5.3 Development of facilities should contribute to community identity.

PR-5.4 Provide facilities that are accessible for all populations and are adaptable to changing recreational, demographic, and economic trends.

PR-5.5 Provide park system properties that are connected to the surrounding communities through safe pedestrian and bicycle routes.
PR-5.6 Incorporate scenic viewpoints.
PR-5.7 Buffer facilities from incompatible uses.
PR-5.8 Develop and manage the park system to maximize opportunities for recreation, public access, and participation without high cost capital investments.
PR-5.9 Design recreation facilities with the flexibility and capacity to support increased programming, respond to changing needs, and provide year-round opportunities.
PR-5.10 Develop and implement unified standards to minimize future design and maintenance costs and to promote an identifiable image for the park system.
PR-5.11 Use Master Plans to guide park development and ensure public support. Plans should identify types of uses and development, public access, stewardship, and restoration.
PR-5.11.1 Ensure capital projects are consistent with the Master Plan in type of use and intensity.

**Stewardship**

**GOAL PR-6** Manage the park system in a sustainable and environmentally beneficial manner that contributes to a healthy, livable community, and a rich natural park experience.

- **PR-6.1** Stewardship management plans should be prepared for all park system properties.
  - **PR-6.1.1** Management of park properties and open space lands should be based on the purpose for which they were acquired and consider the regional context of ecosystems and adjacent land uses.
  - **PR-6.1.2** Management of individual open space lands should follow good stewardship practices that protect and preserve natural and cultural resources.
- **PR-6.2** Develop minimum park standards that would allow public access to undeveloped properties on a limited basis.

**Funding**

**GOAL PR-7** Develop secure funding strategies to adequately build, maintain, operate, and promote the park, recreation, and open space system.

- **PR-7.1** Develop partnerships with public and private agencies to increase park and recreation benefits for County citizens.
- **PR-7.2** Establish protocol for accepting donations for the park system.
- **PR-7.3** Periodically evaluate park impact fees and other revenue sources to meet increased system demands due to growth.
- **PR-7.4** Implement asset management system to support cost effective long term maintenance of the park system.
**PR-7.4.1** Implement and fund maintenance protocols that maximize the life of park assets.

**PR-7.4.2** Invest in preventative maintenance and upgrades to the park system to maximize long-term benefits.

**PR-7.5** Ensure operation and maintenance costs are included when acquiring, developing, or renovating parks facilities and open space lands.

**PR-7.5.1** Adjust the operating budget accordingly to maintain clean, safe, and inviting parks.

**REGIONAL COORDINATION**

**GOAL PR-8** Serve as a regional coordinator, leading the effort to forge partnerships and foster opportunities for countywide collaboration for parks, open space, trails, water access, programs, and services.

**PR-8.1** Provide leadership in the joint planning and provision of programs with other park and recreation providers to meet County recreation needs.

**PR-8.2** Coordinate with other park agencies and districts to provide a range and supply of formal recreation facilities and programs in Pierce County.

**PR-8.3** Lead efforts to coordinate and partner with county departments, cities and other agencies to define, identify, retain, and conserve open space lands and recreational opportunities.

**PR-8.4** Provide technical assistance to local jurisdictions for the conservation, development, operation and maintenance of parks and recreational facilities of interest to local communities.

**EDUCATION AND OUTREACH**

**GOAL PR-9** Engage Pierce County residents in the planning, stewardship, and programming of the park system.

**PR-9.1** Provide effective community outreach and marketing to increase public awareness and support of recreation services.

**PR-9.2** Promote Pierce County as a recreation and tourist destination by increasing name recognition and marketing the region’s system of open spaces, park facilities and activities.

**PR-9.3** Increase public awareness of the County amenities, location, and value of the park system.

**PR-9.4** Enhance customer service by making information and registration more accessible to the community.
PR-9.5  Promote volunteerism to enhance community ownership and stewardship of the County’s park system.

PR-9.6  Provide opportunities for public input in park planning and design decisions.

TRAILS

GOAL PR-10  Provide a connected system of trails that link communities to parks, open spaces, public facilities, and areas of interest and provide nonmotorized transportation and recreation opportunities.

PR-10.1  Create healthy communities by promoting active lifestyles, reducing reliance on the automobile and offering opportunities for recreation through the trail system.

PR-10.2  Accommodate nonmotorized transportation modes safely and comfortably.

PR-10.3  Improve transportation by completing the regional interconnected trail system and encouraging its use for commuting.

GOAL PR-11  Develop regional trail routes, crossings and trail facilities that are accessible to all.

PR-11.1  Reduce accessibility barriers and provide safe crossing of streets and other transportation routes.

PR-11.2  Ensure safety of all users through the provision of well maintained, visible, and well signed trail corridors with adequate emergency access.

GOAL PR-12  Incorporate design techniques that offer a variety of experiences while minimizing impacts to the natural environment and neighboring uses.

GOAL PR-13  Provide access for equestrian use in the rural area on routes that serve public stables or other equestrian pathways and do not limit other transportation uses in the corridor.

GOAL PR-14  Develop planting standards that prohibit vegetation from negatively impacting the long term maintenance of the trail network.

Design should take into consideration (PR-11.1):
- Visibility
- Pavement markings
- Signage
- Intersection angle
- Pavement texture
- Use of color
- Lighting

If deemed necessary, use techniques such as (PR-11.2):
- Emergency call boxes
- Geographic positioning identifiers (GPS)
- Lighting
- Security vehicle access
- Landscaping

FACILITIES AND SERVICES

GOAL PR-15  Provide facilities and trail support services to accommodate the needs of trail users.

PR-15.1  Provide rest stations, restrooms, seating, picnic tables, water fountains, bike racks and recycling/trash receptacles at reasonable distances.
PR-15.2 Site trailheads in areas that allow for shared parking and infrastructure with other community facilities or major destination points such as libraries, schools, community centers, and shopping complexes.

PR-15.3 Provide for wildlife or scenic viewing opportunities where appropriate.

**MAINTENANCE**

**GOAL PR-16** Provide trail maintenance that is responsive, cost effective and resourceful for the long term success of the regional trails system.

**REGIONAL CONNECTIVITY**

**GOAL PR-17** Provide and enhance connectivity to important County and regional destinations, between multiple jurisdictions, and to neighboring counties.

- **PR-17.1** Create connections between key community destinations.
- **PR-17.2** Connect to trails in neighboring counties and to trails in local jurisdictions.
- **PR-17.3** Work with Federal, State, and local agencies to identify and procure public property to further the regional trail system.

**GOAL PR-18** Coordinate with cities and local communities, federal agencies, tribes, park districts, user groups, and neighboring counties to develop a successful regional trail system.

- **PR-18.1** Coordinate and cooperate with surrounding jurisdictions and providers to create a seamless regional trail system.
- **PR-18.2** Encourage special purpose districts, cities, towns, ports, tribes, and community plan areas to provide trail connections and provide access to the regional trail system.
- **PR-18.3** Encourage developers and private land owners to provide trail connections through developments to the regional trails system.
- **PR-18.4** Promote public/private partnerships in development, implementation, operation, and maintenance trail projects.

**WATER ACCESS**

**GOAL PR-19** Provide public waterfront access through the provision of public piers, swimming beaches, motorized and nonmotorized boat launches, public boat moorage, and water viewpoints.

- **PR-19.1** Cooperate with other agencies to acquire and preserve shoreline access.

**Community destinations include (PR-17.1):**
- Regional and county park sites
- Schools
- Employment centers
- Transit centers
- Significant natural areas
- Landmarks

**Methods may include (17.3):**
- Land dedication
- Purchase
- Use of vacated rail lines (rail-banking) and other rights-of-way
- Donation of land
- Public easements
- Use agreements
PR-19.2 Enhance the existing system of water trails to support recreation opportunities for nonmotorized watercraft users.

PR-19.3 Provide access to shorelines in a manner that is aesthetically compatible with the adjacent properties and sensitive to ecological function.

PR-19.4 Provide for increased shoreline and water access in concert with increased demand from growth and development.

PR-19.5 Promote appropriate water access to help inspire appreciation and stewardship of aquatic resources and habitat.

PR-19.6 Support the development of the Kitsap Peninsula Water Trails Management Plan in collaboration with jurisdictions in Kitsap and Mason Counties.

PR-19.7 Explore implementation of the Kitsap Peninsula Water Trails Management Plan as applicable to facilities in Pierce County.

**RECREATION PROGRAMMING**

**GOAL PR-20** Provide recreation programs that serve regional needs and encourage greater participation in areas not served by other providers.

**PR-20.1** Focus on core program areas that support PCParks’ vision of encouraging active, healthy lifestyles, connecting people to nature, supporting vibrant communities, and providing opportunities to learn about sustainability practices.

**PR-20.1.1** Provide or collaborate with multidisciplinary health partners in developing programs that support improved physical activity, health, and well-being.

**PR-20.1.2** Provide environmental programming that accommodates direct exposure to nature as a means of contributing to physical and emotional health.

**PR-20.1.3** Educate the public about how they may achieve health and wellness.

**PR-20.2** Provide innovative, facility-based special events to provide social and cultural recreation opportunities.

**PR-20.3** Tailor programs and services to the demographics and needs of the community.

**PR-20.4** Identify and reduce physical and financial barriers to participation.

**PR-20.5** Ensure equitable programming for all regardless of age, abilities, race, ethnicity, or income.

**OPEN SPACE**

**GOAL PR-21** Provide a system of open space experiences and corridors to support livable communities, offer relief from the built environment, allow people to connect with nature and ensure the long-term health of the natural environment and citizens.
PR-21.1 Provide leadership for the planning, coordination and conservation of open space corridors that include unique environmental systems and scenic vistas on a countywide basis.

PR-21.2 Incorporate natural areas and unique ecological features into the park system to protect threatened species, conserve significant resources and habitat, and retain migration corridors that are unique and important to local wildlife.

PR-21.3 Provide open space corridors within the unincorporated Urban Growth Area (UGA) to protect wildlife corridors, provide open spaces for people to enjoy and to create buffers between communities.

PR-21.4 Coordinate and support open space identification, acquisition, and management with other County departments and agencies to look for opportunities to leverage resources and reduce expenditures.

PR-21.5 Protect property valued for plant, fish, and wildlife habitat rarity, diversity, or connectivity.

PR-21.5.1 Preserve opportunities for people to observe and enjoy fish and wildlife.

PR-21.5.2 Prioritize acquisition of habitats that are considered unique in the Puget Trough or West Cascade ecoregion, are identified biodiversity management areas, contain listed species, or provide habitat connection to these areas.

PR-21.5.3 Prioritize the acquisition of habitat that completes an interconnected network of corridors or spaces.

PR-21.6 Acquire habitat that is supported by multiple county goals in adopted county or inter-jurisdictional plans.

PR-21.7 Develop partnerships with public agencies and jurisdictions, private organizations and businesses for implementation of habitat conservation across the county.

PR-21.8 Manage, restore, and maintain publicly owned habitat and open space lands.

PR-21.8.1 Develop and implement stewardship management plans for open space properties.
Chapter 12: TRANSPORTATION ELEMENT

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MULTI-MODAL TRANSPORTATION SYSTEM

The population of Pierce County and the demand on the transportation system are both expected to increase significantly over the 20-year planning period. To keep our economy and environment healthy, it is essential for the transportation system to be able to meet the demands of tomorrow. The challenges of addressing transportation needs include population growth, transportation financing, and the variety of policy options for addressing issues. The County strives to meet the transportation needs of the community while achieving the lowest long-term costs.

In order to accommodate needs of all aspects of moving people and goods, it is becoming increasingly important to consider all modes of travel and a wide range of transportation options. The County supports an increase in the use of transit and other alternatives to the single-occupant vehicle. Alternatives to single-occupant vehicles are needed to reduce the cost of transportation and to provide the infrastructure to attract and retain businesses.

Transportation improvements include the information and infrastructure to change travel habits. Transit strategies include improved bus service, high occupancy vehicle lanes, vanpools, and carpools with safe and convenient access to park-and-ride lots. Active transportation systems include facilities to support activities such as bicycling, walking, and skating. It is anticipated that Transportation Demand Management will play a greater role in integrating transit, ride sharing, and active transportation systems.

Pierce County's urban travel needs are met by a system of freeways and arterials, bike trails and bike lanes, a bus transit system, commuter rail, and light rail. In addition, the County is served by a maritime port, several general aviation airports, and ferry services. Joint Base Lewis-McChord (JBLM) is a major military facility with complex transportation systems and travel needs.

TRANSPORTATION SYSTEM DEVELOPMENT

GOAL T-1  Collaborate in the development of a countywide multimodal transportation system that considers the mobility needs of all residents, emphasizes safety, minimizes impacts to the natural and built environments, and facilitates goods movement.

T-1.1  Strategically expand capacity and increase efficiency of the system to move goods, services, and people to and within the Urban Growth Area.

T-1.2  Focus on investments that produce the highest benefits with the least amount of environmental impacts.

The urban transportation system includes (T-1.1):

- Roadways
- Fixed-route public transit and shuttle services
- Bicycle and pedestrian facilities
- Water, rail, air, and industrial port and intermodal facilities
- Passenger and freight rail

For more background and technical information see the Technical Sections of this Element
T-1.3  Provide information to users of all modes on the rules of the road.

GOAL T-2  Forecast traffic to plan for transportation infrastructure that accommodates planned growth and maintains service standards.

T-2.1  Base traffic forecasts on assumptions from the Land Use Element of the Comprehensive Plan and adopted County population, housing, and employment growth targets, which are consistent with the Vision 2040 Regional Growth Strategy.

GOAL T-3  Invest in all five categories of MOPIA (Maintenance, Operations, Preservation, Improvements, and Administration) in stewardship of the transportation system. Maintenance, Operations, and Preservation are the highest priorities.

T-3.1  Lower the overall life-cycle costs through effective maintenance and preservation programs.

T-3.2  Adequately maintain roadways, rights-of-way, and associated County property, while adhering to established levels of service.

T-3.3  Promote an efficient roadway system through operational activities, improvements, and education.

T-3.3.1  Recognize that operational improvements can lead to a reduction in the need for new project construction.

T-3.4  Preserve the County roadway system.

T-3.4.1  Repave and overlay roadways in a timely manner

T-3.4.2  Replace or refurbish infrastructure when needed.

T-3.5  Improve roadways through widening and extensions to keep pace with growth and enhance safety, particularly in urban areas.

T-3.6  Provide adequate staffing to administer the maintenance, operations, preservation, and improvement activities.

GOAL T-4  Place a high priority on roadway safety.

T-4.1  Complement Washington State’s zero death and disabling injury target through safety improvements and education.

GOAL T-5  Prioritize transportation capacity improvements in the following order:

T-5.1  Upgrade or build new transportation facilities to encourage and support growth and economic development in urban areas of the County.

T-5.2  Upgrade or build new transportation facilities in the more rural areas of the County to serve large lot, low density residential development at appropriate service levels.

T-5.2.1  Construction of new roads and addition of travel lanes should be avoided in the rural area, except when essential for safe and efficient interurban travel.
GOAL T-6  Place particular emphasis on the development of an interconnected, multimodal transportation system within designated centers and along corridors connecting centers.

T-6.1  Provide for the needs of freight movement and employees to and from the Frederickson Manufacturing/Industrial Center by ensuring a variety of transportation modes, and designing and funding road improvements to accommodate freight movement.

RIGHT-OF-WAY

The land that contains transportation corridors is referred to as right-of-way. Right-of-way exists for roads, trails, rail lines, and access to navigable waters.

GOAL T-7  Acquire and preserve rights-of-way.

T-7.1  Preserve right-of-way for future transit alignments and high capacity transit.

T-7.2  Require dedication of right-of-way as a condition for development.

T-7.3  Request donations of right-of-way to the County.

T-7.4  Include donated right-of-way in development density calculations so developers who donate are not penalized.

T-7.5  Purchase rights-of-way.

T-7.6  Purchase development rights from property owners.

T-7.7  Require property owners to grant public easements.

T-7.8  Preserve County rights-of-way that terminate at navigable waters.

T-7.9  Preserve rail rights-of-way for future rail or other transportation purposes.

T-7.9.1  Identify abandoned or to be abandoned rail lines and rights-of-way.

T-7.9.2  Support and encourage the State allocate funds for the preservation of identified rail lines and rights-of-way.

T-7.10  Protect public rights-of-way from encroachment by any structure, vegetation, landscaping materials, or other obstruction.

T-7.11  Establish minimum setbacks for property improvements to preserve sufficient right-of-way to serve future transportation needs.

T-7.12  Assess the potential uses of rights-of-way for all forms of travel to preserve and implement their highest and best transportation use.

Right-of-way can be used to (T-7):

- Protect access and provide safety for all users
- Preserve the integrity of County roads, drainage systems, and other publicly-provided and maintained facilities
ROADWAYS

The road system in Pierce County consists of Federal, State, County, city, and privately-owned facilities. The County's road system connects with the interstate and state highway system, and city streets, as well as numerous privately constructed and owned roads throughout the County.

GOAL T-8 Encourage direct routing and greater connectivity of the arterial road system, while minimizing impacts to residential neighborhoods and the environment.

GOAL T-9 Utilize traffic calming measures, as appropriate, to reduce high traffic volumes and speeds through residential neighborhoods.

T-9.1 Allow on-street parking on minor local and residential streets.

GOAL T-10 Provide for the safe use and presence of farm vehicles on the rural roadway network.

T-10.1 Coordinate with the farming community to understand the specific operational needs of their industry.

T-10.2 Encourage discussion and analysis of impacts of connectivity as it relates to agricultural lands.

ACCESS

GOAL T-11 Consolidate access to state highways, and major and secondary arterials in order to complement the highway and arterial system.

T-11.1 Identify access to private developments through a system of collector arterials and local access streets.

T-11.2 Consolidate access in developing commercial and high density residential areas through shared-use driveways, frontage roads, and local access streets.

T-11.3 Encourage landowners developing property along highways, and major and secondary arterials to jointly prepare comprehensive access plans that emphasize efficient internal circulation and discourage multiple access points to major roadways.

T-11.4 Consider access management to reduce the number of conflict points between pedestrians and vehicles, with the intention of improving pedestrian safety.

T-11.5 Discourage gated communities that impair emergency vehicle access.

Access control is intended to (T-11):

- Reduce interference with traffic flow on arterials
- Reduce conflicts between motor vehicles and active transportation users
- Discourage through traffic on local access streets or private access roadways
Active TRANSPORTATION

Active transportation systems (nonmotorized) include sidewalks, trails, bike lanes, and roadway shoulders to accommodate pedestrians, bicyclists, and skaters for both transportation and recreational purposes.

GOAL T-12

Develop an interconnected countywide system of active/nonmotorized transportation facilities that provide travel options, promote physical activity and well-being, contribute to a healthier population and cleaner environment, and enhance safety.

T-12.1

Prioritize trail development to form the core of the active transportation system, linking communities, centers, tourist attractions, and other destinations.

T-12.1.1

Work collaboratively with other organizations, including Pierce County Parks and Recreation to develop the Pierce County Regional Trail System, community nonmotorized connections, and local access.

T-12.2

Endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users.

T-12.3

Design and construct complete streets wherever feasible and practicable.

T-12.4

Work to construct missing links in the active transportation system and access to the network.

T-12.5

Inform the community about the economic transportation system performance, and environmental, health, and social benefits of active transportation.

T-12.6

Develop improved programs to encourage increased levels of active transportation.

GOAL T-13

Require the installation of bicycle racks and secure bicycle parking at larger employment sites and within designated centers.

GOAL T-14

Develop, maintain, and improve pedestrian amenities for routes connecting commercial areas to residential neighborhoods, civic uses, and schools.

T-14.1

Realize both the recreational and transportation value of these routes.

T-14.2

Accommodate students’ travel to school and bus stops using safe walking corridors.

T-14.3

Accommodate pedestrians and bicyclists on arterials unless precluded by environmental or physical constraints.

T-14.4

Require developers to include active transportation elements (non-motorized) in all projects.

GOAL T-15

Support active transportation travel modes as a trip reduction strategy.

Active transportation facilities include (T-12):
- Trails
- Pathways
- Sidewalks
- Bike lanes
- Paved shoulders
- Wide curb lanes
- Shared use roadways
T-15.1 Provide facilities for bicyclists and pedestrians to access public transit.

TRANSIT

Transit service in Pierce County is provided by Pierce Transit, Intercity Transit, and Sound Transit. Pierce Transit provides local fixed-route bus service, express bus service to Gig Harbor, a demand response SHUTTLE service for persons with disabilities who are unable to use the fixed-route system, a rideshare program that includes vanpooling, and park-and-ride facilities to support these services. Intercity Transit provides express bus service between Olympia and Tacoma. Sound Transit provides express bus service to Seattle, south King County, and Sea-Tac International Airport, Sounder commuter rail between multiple Pierce and King County cities, and the Tacoma Link light rail.

GOAL T-16  Encourage and cooperate with transit agencies to provide services that meet the needs of residents.

T-16.1 Coordinate with transit agencies to increase the number of routes and frequency, as funding becomes available, especially to underserved areas and designated centers within the unincorporated area.

T-16.2 Cooperate with transit agencies in the location of transit centers, park and ride lots, rail stations, and bus stops.

T-16.3 Support efforts to develop tourist-related transit service that reduces vehicle trips to local attractions, especially Mount Rainier.

T-16.4 Work with transit agencies to improve bus and rail connections to popular bicycle and pedestrian routes and ferry terminals.

T-16.5 Encourage transit agencies to add bicycle lockers and other amenities to accommodate multimodal connections.

T-16.6 Work with transit agencies to identify improvements within the County right-of-way to support transit operations and rider access to transit facilities.

T-16.7 Support the development of the regional park-and-ride lot system.

T-16.8 Encourage the placement of transit shelters that are well lit, clearly visible, well marked, posted with easy-to-read schedules and route maps, equipped with litter receptacles, and that protect users from inclement weather.

T-16.9 Coordinate with the Pierce County Coordinated Transportation Services Coalition to address mobility for people with special transportation needs and to implement the countywide Coordinated Transportation Plan recommendations.

GOAL T-17  Encourage residential developers to provide waiting areas, including bus shelters, for the safe congregation of children transported by bus to school.

GOAL T-18  Encourage transit oriented development and prioritize facilities that help connect people to transit, such as sidewalks, trails, crosswalks, and bicycle parking.
### Ferry

Pierce County is served by two ferry routes, one operated by the County and the other by the Washington State Department of Transportation (WSDOT). The WSDOT ferry route is between Point Defiance in Tacoma and Vashon Island. The Pierce County ferry route connects Anderson and Ketron Island to the mainland in the town of Steilacoom. Both routes accommodate both motor vehicles and passengers.

**GOAL T-19**  Consider the Pierce County Ferry System an extension of the County roadway system.

### Rail and Freight

The efficient movement of freight is a priority for supporting economic development and providing living wage jobs. Movement of goods and services can be achieved using rail systems, trucking, and shipping.

**GOAL T-20**  Work with local communities, the Washington State Department of Transportation, railroads, labor groups, and shippers to:

- **T-20.1**  Identify and preserve all rail lines and services;
- **T-20.2**  Coordinate and implement passenger and freight rail service preservation projects consistent with a regional transportation program; and
- **T-20.3**  Consider localized rail service as a means of public transportation.

**GOAL T-21**  Provide for the needs of freight movement and employees within the Frederickson Manufacturing/Industrial Center by ensuring a variety of transportation modes and funding road improvements to accommodate freight movement.

**GOAL T-22**  Work in cooperation with WSDOT, cities, JBLM, Port Authorities, and other entities to plan and implement projects and programs to meet freight mobility and access needs.

**GOAL T-23**  Support efforts to construct transportation facilities that will benefit freight movement, including the proposed extensions of the SR 167 freeway and SR 704 (Cross-Base Highway).

### Air Transport

Pierce County is served by Seattle-Tacoma International Airport in south King County, two military base airports, and a number of smaller airports owned by the public and private sector.

The largest airports located in the County are the military air facilities on Joint Base Lewis McChord (JBLM) - McChord Field and Gray Field. General aviation is served by the County-owned Tacoma Narrows Airport and Thun Field and several other small private airports.

**GOAL T-24**  Participate in regional airport planning to ensure that County needs are met and that County concerns are addressed.

- **T-24.1**  Support the preservation of air navigation resources and facilities.
T-24.2 Provide adequate ground transportation to move people and goods to and from airports.

**Concurrency and Level of Service**

Level of service standards exist for all arterials and transit routes to serve as a gauge to judge performance of the system. These service standards should be regionally coordinated.

To gauge the performance of the County road system, Pierce County Council adopts level of service standards (hereafter referred to as service standards or standards). The standards are set according to the [Capital Facilities Element](#) of this Plan. The standards reflect the maximum acceptable level of congestion throughout the County.

**GOAL T-25** Establish service standards for County arterials and reflect the level of service standards for state highways to monitor the performance of the system, evaluate improvement strategies, and facilitate coordination for funding.

T-25.1 Annually report transportation concurrency on County roadways based on the adopted County service standard, which reflects the maximum allowable level of congestion on roadways.

T-25.2 Consider the impacts on neighboring jurisdictional roadway facilities, inclusive of the Washington State Department of Transportation (WSDOT), when developing and administering service standards.

T-25.3 Pursue the concept of Ultimate Capacity as applicable to the county roadways. Roadways designated as ultimate capacity facilities would be improved to certain specified levels. These types and levels of improvements would not necessarily meet current or future Pierce County Roadway Concurrency Management System standards. Provisions should be made for providing adequate operational safety and nonmotorized improvements when appropriate. Targeted Transportation Demand Management measures may also be considered.

**GOAL T-26** Transportation improvements or strategies to accommodate the impacts of development must be made concurrent with the development.

T-26.1 Consider varied strategies in the concurrency program to address substandard service standards.

T-26.2 Consider targeted application of transportation demand strategies on roadways that exceed service standard thresholds.

T-26.3 Prohibit development in areas that are served by facilities that do not meet concurrency standards.

**GOAL T-27** Tailor concurrency programs for centers to encourage transit-oriented development.
TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) involves strategies that are targeted towards reducing drive-alone travel. TDM efforts include education, incentives, and the provision of infrastructure.

GOAL T-28

Encourage alternate travel modes within an efficient multimodal transportation system that reduces and shifts travel demand to improve the flow of people and goods.

T-28.1 Partner with other agencies to implement travel demand management (TDM) programs.

T-28.2 Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers, and along corridors connecting centers.

ENVIRONMENTAL AND PUBLIC HEALTH

GOAL T-29

Impacts on health and the natural and built environments shall be important considerations when designing and implementing facilities.

T-29.1 Use low impact development practices or environmentally appropriate approaches for the design, construction, and operation of facilities to reduce and mitigate environmental impacts.

T-29.2 Locate and construct improvements to discourage adverse impacts on water quality and other environmental resources.

T-29.3 Design facilities to fit within the context of the built or natural environment in which they are located.

T-29.4 Strive to use and encourage the use of cleaner fuels and lower-emission vehicles.

T-29.5 Mitigate unavoidable environmental and health impacts, including cumulative impacts.

T-29.6 Where appropriate, use recycled materials in the construction of facilities.

T-29.7 Consider landscaping and other types of buffers along major facilities, where appropriate.

T-29.7.1 Preserve the natural environment and existing vegetation as much as possible.

Strategies to implement TDM include (T-28.1):

- Assist employers and employment centers to promote alternatives to commuting in single-occupant vehicles.
- Inform the public about the benefits of alternative travel modes, especially those relating to physical health and the environment.
- Provide tools and technology, including social media, to disseminate travel options and route information.
- Invest in capital facilities that support alternative modes of travel including park and ride lots, transit amenities, and bicycle and pedestrian projects.
- Focus TDM and TSM strategies to address travel behavior in congested corridors and urban centers.
- Encourage developers to provide bus shelters and stops, bicycle parking, and carpool parking.
T-29.8 Solicit and incorporate the concerns and comments of interested parties regarding environmental issues into the planning, design, construction, operation, and maintenance of the system.

T-29.9 Minimize changes to existing topography and impacts to critical areas.

T-29.9.1 Avoid the removal of trees outside the safety perimeter of roadways in the rural areas.

T-29.9.2 Relocate or replace any trees removed as part of any roadway projects if feasible.

T-29.10 Include roadside native vegetation and trees in the buffer areas adjacent to arterials.

T-29.10.1 Ensure that any plantings do not affect driver visibility or line of sight.

GOAL T-30 Develop a system that minimizes negative impacts to human health and provides opportunities for healthy, non-polluting travel options.

T-30.1 Protect the system against disaster.

T-30.1.1 Develop prevention and recovery strategies, and plan for coordinated responses.

T-30.2 Consider the impacts of noise on both the transportation facility user and the larger population when locating and designing future transportation facilities.

COORDINATION, IMPLEMENTATION, AND FUNDING

GOAL T-31 Coordinate the planning, design, and implementation of improvements with other agencies.

T-31.1 Coordinate with the Puget Sound Regional Council, Pierce County Regional Council, transportation agencies, other organizations, and other jurisdictions in developing and updating the regional plan and the programming efforts that cross jurisdictional lines.

T-31.2 Create interlocal agreements that address development impacts on one another’s facilities, including potential developer mitigation measures.

T-31.3 Coordinate with social service organizations and transit agencies to provide services that meet the needs of transit-dependent residents.

GOAL T-32 Develop a multi-year financing plan that identifies sustainable funding sources adequate to construct and maintain the system.

T-32.1 Prioritize funding transportation improvements in designated regional, local, and manufacturing/industrial centers and in the transportation corridors that provide linkages to these centers.

T-32.1.1 Create a reassessment strategy if revenue forecasts fall short of expectations.
T-32.1.2 The reassessment strategy should include a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that service standards will be met.

GOAL T-33 Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

GOAL T-34 Address anticipated revenue shortfalls through such forums as the newly formed Transportation Benefit District and programs such as the updating of the Traffic Impact Fee Program. This forum and program will assess how to develop additional funding in the context of current land use assumptions and adopted service standards.

T-34.1 Consider the following funding options and possibilities in developing additional revenue for the comprehensive plan time horizon:

T-34.1.1 Changes in state law to allow additional funding sources such as road utilities and additional local option financing mechanisms;

T-34.1.2 Lobbying the state legislature for a more equitable distribution of state funds generated by a jurisdiction and received by that jurisdiction;

T-34.1.3 Reduction or elimination of either/both the Traffic Law Enforcement transfer from the Road Fund (currently $2.65 million per year), or the voter-approved Road Fund Levy Shift (currently over $12 million per year), and further restricting the use of the Road Fund levy to the maintenance, operation, preservation, administration, and improvement of transportation facilities;

T-34.1.4 Encouraging public/private partnerships for financing transportation projects;

T-34.1.5 Sharing costs with other jurisdictions for needed improvements that solve shared transportation objectives;

T-34.1.6 Maximize opportunities when appropriate to utilize the cost recovery mechanism as found in Chapter 12.36 PCC. The cost recovery mechanism would facilitate the cost sharing of projects among private developers and possibly, the County. This would potentially accelerate construction of particular transportation improvements or for additional transportation facilities and services needed to serve new developments, in proportion to the impacts and needs generated by individual projects

T-34.1.7 When cost effective, encourage the use of Road Improvement Districts by local residents to upgrade public and private roads and develop new roads consistent with County public road standards;

T-34.1.8 Continue to seek federal funding for transportation projects that support the military mission and fund the mitigation of its traffic impacts;
**T-34.1.9** Continue to leverage County funds to the highest level by pursuing non-County funding sources for transportation funds and using County funds as matching funds.
The following sections are technical information to supplement the policies and background in the previous section.
PREFACE

This Pierce County Transportation Element represents the first major revision in the County’s transportation plan since June 1992. The Transportation Element has been kept current through the twenty three years since the adoption of that plan through a series of amendments. Some of the amendments were technical in nature, many substantive. This Transportation Element is notable in that it is offered within the context of a larger Comprehensive Plan Update.

SO WHAT HAS CHANGED AND WHERE ARE WE NOW?

Much has changed since 1992. The planning landscape has changed in terms of the people, political geography, regulatory environment, technologies, economy, finance, and environment. Let us review some of the key developments since 1992 that affect how we look at transportation planning in Pierce County today.

THE POLITICAL GEOGRAPHY

The boundaries and land area of unincorporated Pierce County have changed in the past twenty three years. State legislation has set the table for the emergence of new cities and the continued expansion of older ones through annexation of unincorporated lands. Since the first Transportation Plan came three new cities, Lakewood, University Place, and Edgewood. It is notable that this update of the County Comprehensive Plan offers policies that reinforce and encourage the continued process of annexation and incorporations.

PEOPLE

The concept of political geography as described above is important in transportation planning as the boundaries and coverage of this county directly relates to the population and facilities that the County serves. As the unincorporated land areas of this county decrease, so does the population within those areas. This Transportation Element will discuss the changing demography and trends of the County that will influence the demand for transportation and how it will be served.

THE PLANNING SETTING

The transportation planning policies and practices of all levels of agencies and governments have changed enormously. New terms such as Sustainability, Smart Growth, Concurrency, Project Prioritization, MAP 21, Intelligent Transportation Systems, and Climate Change have been added to the lexicon of the transportation planning profession. These are only few of the new terms.
**THE REALITY**

The on the ground reality for transportation planning is somewhat of a *mix* of possibilities. There are enormous opportunities in such things as new high speed transit in nearby cities and a more extensive network of regional bus services developed since 1992. But there is also the almost doubling of traffic and resultant congestion on our state freeway system. There are also the budgetary realities at all levels of government and transportation agencies that have affected both the revenue and expenditure sides.

**THE ASPIRATION**

This Transportation Element considers the current planning setting and projects to the future. It does this through a largely *data driven* process of assessing travel needs, demographics, understanding its financial resources, and proposing approaches to addressing these needs.

It aspires to deliver a transportation future for Pierce County that is safe, sustainable, financially balanced and viable. The strategies presented in this Element are consistent with state law, and regional and countywide policies. It is in this context and more, that we offer the Transportation Element.

**EXISTING CONDITIONS AND TRENDS**

**DEMOGRAPHICS AND TRAVEL**

Pierce County has a mix of demographic and travel patterns that strongly affect the demand for transportation services. This demand or use for the system then influences this jurisdiction’s actions in providing for those services. This section examines current demographic and travel related trends extracted from Census data for the time periods of 1990 and 2010. This cross-section of census periods provides a perspective of demographic change occurring between the adoption of the first transportation plan (1992) to the present day condition.

**POPULATION**

The population of Pierce County in 2010 was 795,225 residents reflecting an increase of more than 200,000 people from 1990. In 1990, the population in cities/unincorporated was 246,278/339,925 respectively. In 2010 the balance changed to 428,487/366,738. These figures at face value may lead one to believe that a significant number of unincorporated residents simply moved to the cities. However, the reality is that the population shift is primarily due to the incorporation of the cities of Lakewood, University Place, and Edgewood in that time period. In 1990 these three jurisdiction’s populaces were counted as unincorporated, whereas in 2010 they were counted as incorporated.
**Age**

According to US Census Bureau data, the distribution in population among age brackets between 1990 and 2010 has changed slightly with increasing elderly population as displayed in Figure 12-A. Note the 30 to 44 years category appears more significant in the graphs due to representing a 15 year age span (versus ten years for most other categories). The 65+ age group also represents a larger age span. The difference in age span of the groups acts to skew the graph.

**Travel Mode**

Pierce County single-occupant-vehicle (SOV) mode for commute trips share falls between 75% and 80% according to Census data. The distribution in mode share has not changed significantly over the 20-year period. The share of carpool and public transportation has remained relatively similar, as shown in Figure 12-B.

**Travel Time**

Figure 12-C shows that the average commute travel time continues to increase in Pierce County. The graphs show that travel times have increased significantly in the unincorporated area, while city travel times have remained relatively stable over the 20-year period.
Figure 12-A: Pierce County Age Distribution

1990

- 65+ years
- 55 to 64 years
- 45 to 54 years
- 30 to 44 years
- 20 to 29 years
- 10 to 19 years
- Under 10 years

2010

- 65+ years
- 55 to 64 years
- 45 to 54 years
- 30 to 44 years
- 20 to 29 years
- 10 to 19 years
- Under 10 years
Figure 12-B: Pierce County Commute Trip Mode Share

1990 (%)

- Worked at home
- Other
- Walked
- Public Transportation
- Carpoled
- Drove alone

2010 (%)

- Worked at home
- Other
- Walked
- Public Transportation
- Carpoled
- Drove alone
Figure 12-C: Pierce County Travel Time to Work

**1990 (%)**

- **60 or more minutes**
- **45 to 59 minutes**
- **30 to 44 minutes**
- **20 to 29 minutes**
- **15 to 19 minutes**
- **10 to 14 minutes**
- **5 to 9 minutes**
- **Less than 5 minutes**

**2010 (%)**

- **60 or more minutes**
- **45 to 59 minutes**
- **30 to 44 minutes**
- **20 to 29 minutes**
- **15 to 19 minutes**
- **10 to 14 minutes**
- **5 to 9 minutes**
- **Less than 5 minutes**
COUNTY TO COUNTY TRAVEL

A significant portion of Pierce County’s residents’ travel is to King County for work. Another significant and growing trend is Pierce County providing jobs for Thurston and King County residents.

Table 12-A: County to County Travel from 1980 to 2010

<table>
<thead>
<tr>
<th>County</th>
<th>Residents Work In</th>
<th>Workers Live In</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pierce</td>
<td>151,846</td>
<td>197,816</td>
</tr>
<tr>
<td>King</td>
<td>26,254</td>
<td>53,657</td>
</tr>
<tr>
<td>Kitsap</td>
<td>2,244</td>
<td>3,626</td>
</tr>
<tr>
<td>Snohomish</td>
<td>354</td>
<td>2,526</td>
</tr>
<tr>
<td>Thurston</td>
<td>2,120</td>
<td>3,750</td>
</tr>
<tr>
<td>Other</td>
<td>21,791</td>
<td>12,214</td>
</tr>
</tbody>
</table>

TRAVEL PERFORMANCE AND LEVEL OF SERVICE

Pierce County’s Transportation Concurrency Management System (TCMS) addresses the Washington State Growth Management Act (GMA) requirement that directs certain counties and cities to set and maintain level of service standards for the arterial roadway system. Pierce County TCMS has been applied for the Transportation Plan Update to identify County-maintained arterial roadways that have projected concurrency deficiencies in 2030 based on the modeled roadway improvement assumptions, estimated population and employment changes, and the adopted Service Standard. This analysis informs and provides recommendations to Pierce County staff and policymakers regarding present and future arterial roadway concurrency issues.

SERVICE LEVEL METHODOLOGY

Pierce County measures traffic conditions on pre-defined arterial segments. Pierce County’s system analyzes County-maintained arterials in a unit called concurrency segment. A concurrency segment may consist of one or more roadway links, whose limits are usually defined by either intersecting arterials (existing or proposed) or jurisdictional boundaries. A link is a single section of roadway as represented in context of the travel demand model. The Transportation Plan Update 2030 modeled roadway network includes 1,018 concurrency segments, comprised of over 2,000 modeled arterial links in unincorporated Pierce County. Defining a concurrency segment is based on the following principles. First, the variation of traffic volumes within a segment should be minimized. Second, the required data for the concurrency analysis should be relatively easy to collect and process. Third, the service level of
the measured segment should be easily interpreted and understood. Lastly, the measurement should realistically reflect the daily operating condition of the facility.

**ARTERIAL SERVICE LEVELS**

The Service Level of an arterial, as defined by Pierce County, is the observed daily traffic volume divided by a Service Threshold, which produces a Volume/Service (V/S) ratio. The Service Threshold is similar to a capacity measure and varies depending on the number of lanes of a facility and the presence of adequate channelization (turn lanes and/or turn pockets). Table 12-B lists the adopted Pierce County Service Thresholds.

<table>
<thead>
<tr>
<th>Travel Lanes (both directions)</th>
<th>Without Turn Channelization</th>
<th>With Turn Channelization</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban 2</td>
<td>17,600</td>
<td>22,000</td>
</tr>
<tr>
<td>Urban 3</td>
<td>24,600</td>
<td>30,800</td>
</tr>
<tr>
<td>Urban 4</td>
<td>35,200</td>
<td>44,000</td>
</tr>
<tr>
<td>Rural 2</td>
<td>15,800</td>
<td>19,800</td>
</tr>
<tr>
<td>Rural 4</td>
<td>31,600</td>
<td>39,600</td>
</tr>
</tbody>
</table>

Service Threshold was defined by Annualized Average Daily Traffic (AADT).
1. Urban Classifications include arterials with Federal Urban Arterial status and/or within the County's Urban Growth Area.
2. Rural Classifications include arterials that are not classified as Urban per the above definition.
3. Turn Channelization consists of a roadway having a center two-way left turn lane or exclusive turn pockets at key locations.
4. Three-lane thresholds pertain to uneven 3-lane arterials, which have one lane in one direction and two lanes in the other. Assumes 60% of a 2-lane capacity is in the direction with one lane (e.g. 0.6*17,600=10,560), plus 40% of a 4-lane capacity in the direction with two lanes (e.g. 0.4*35,200=14,080). Example total = 10,560+14,080=24,640 or 24,600. If turn channelization is present, the Service Threshold increases to 30,800.
5. An additional capacity Service Threshold of 47,400 was derived for 4-lane arterials possessing access control. This capacity is applied to 176th St E after completion of capacity improvement.
6. Details of the methods used to create Service Thresholds can be found in the Pierce County Traffic Impact Fee Rate Study and the Technical Memorandum #3 of the Pierce County Traffic Impact Fee Notebook (September 30, 2005)


While the Service Threshold measures the traffic saturation level based on daily V/S ratio, the adopted Allowable Arterial Service Standard sets the threshold at which a roadway is considered to have failed concurrency. The Allowable Arterial Service Standard for long range planning in the Transportation Plan is 1.0.

**END-OF-YEAR 2010 TRAFFIC VOLUME ESTIMATION**

The current daily V/S ratio is derived by dividing the observed or estimated end-of-year 2010 daily traffic volume by the Service Threshold for each link. It is not viable to collect traffic counts on every link in the concurrency system, so a subset of County arterials was identified for annual count collection. After the data was assembled, it was further processed to match the count data with the corresponding model links. For those links that have 2009 traffic...
counts but not 2010, regression equations were developed to estimate 2010 daily volumes. The remaining link volumes were estimated based on traffic volumes of adjacent roadways.

**FORECASTED TRAFFIC VOLUMES**

The forecasted daily volumes were post-processed by applying the net change between 2010 and 2030 model outputs to the 2010 observed or estimated counts. This procedure is intended to minimize the impacts of individual link based forecasting errors that are inevitable in almost all travel demand models.

**COUNTY ARTERIAL PERFORMANCE**

The Service Level of a concurrency segment is based on the weighted average of daily V/S ratio which is defined as:

\[
\text{Weighted Segment Daily V/S} = \frac{\sum (\text{Link Volume} \times \text{Link Length}) / \sum (\text{Link Length})}{\sum (\text{Link Threshold} \times \text{Link Length}) / \sum (\text{Link Length})}
\]

The use of the weighted average is designed to smooth data variations among individual model links contained in a concurrency segment. The V/S ratios resulting from these calculations are then compared with the Pierce County Service Standard of 1.0 to determine whether a particular segment is out of compliance with the Standard. Details and examples of TCMS procedures and outputs can be found in the latest published Transportation Concurrency Management System Annual Report.

**STATE LEVEL OF SERVICE**

As per WAC 365-196-430(1)(iii) regarding level of service standards for highways, the condition of state highways was examined in this Transportation Element. The methodology used is consistent with the County methodology listed above with some approved changes to capacity thresholds. This methodology is based on Florida Department of Transportation (FDOT) Level of Service methodology. Washington State Department of Transportation (WSDOT) has reviewed the methodology and outputs and has given consent.

**HIGHWAYS OF STATEWIDE SIGNIFICANCE AND REGIONALLY SIGNIFICANT STATE HIGHWAYS**

The LOS standards for Highways of Statewide Significance (HSS) are determined by Washington State Department of Transportation (WSDOT). WSDOT and the Puget Sound Regional Council together determine the Regionally Significant State Highways (non-HSS). These roadways are graphically depicted in Appendix B-3 and Appendix B-4. Per WSDOT staff comments, HSS tables
and maps with V/S in urbanized areas refers to V/SVd, which is equivalent to LOS D and in rural areas V/SVc which is equivalent to LOS C. Non-HSS have been categorized into 3 tiers:

- Tier 1 – Inner urban area: state routes within a 3-mile buffer around the most heavily travelled freeways and designated urban centers.
- Tier 2 – Outer urban area: state routes outside the 3-mile buffer that connect the main urban growth areas to the first set of satellite urban growth areas.
- Tier 3 – Rural areas: regionally significant state routes in rural areas that are not in Tier 2.

Table 12-C lists LOS standards applied to the different categories. Appendix Table B-1 lists the Florida Department of Transportation (FDOT) LOS threshold tables for the different standards.

**Table 12-C: State Facility LOS Standards**

<table>
<thead>
<tr>
<th>Area Type</th>
<th>Highways of Statewide Significance (HSS)</th>
<th>Regionally Significant State Highways (non-HSS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tier 1 - Inner Urban Area</td>
<td>D (SVd)</td>
<td>E Mitigated¹</td>
</tr>
<tr>
<td>Tier 2 - Outer Urban Area</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Tier 3 - Rural Area</td>
<td>C (SVc)</td>
<td>C</td>
</tr>
</tbody>
</table>

Note 1: Congestion should be mitigated when PM peak hour LOS falls below LOS E.
Source: WSDOT (2010)

**Evaluation of Current County Maintained Arterial System**

In 2010, the entire County maintained arterial system consisted of approximately 700 roadway miles in the unincorporated area. Urban arterials accounted for about two-thirds of the roadway miles and rural arterials account for the other one-third. Figure 12-D exhibits the detailed breakdown of each functional class in both urban and rural areas. It is observed that there are significantly more urban roadway miles across each functional class.

**Figure 12-D: Roadway Miles by Functional Class**
The estimated total daily vehicle miles traveled (VMT) in 2010 was over 2,850,000 on the County arterial system. The estimated total vehicle hours traveled (VHT) is about 81,000. Table 12-D presents a detailed breakdown of VMT and VHT by roadway functional classes in urban and rural areas. Generally, the percentages of VMT and VHT on both urban and rural arterials are closely matched to the hierarchy system of road functional classification. Urban major arterials carry the highest amount of VMT and VHT than any other sub-group, followed by urban secondary and collector.

### Table 12-D: Unincorporated Area 2010 Daily VMT and VHT Summary - Pierce County, WA

<table>
<thead>
<tr>
<th>Functional Class</th>
<th>VMT</th>
<th>VMT %</th>
<th>VHT</th>
<th>VHT %</th>
<th>Implied Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major</td>
<td>1,150,509</td>
<td>46.43%</td>
<td>31,968</td>
<td>44.79%</td>
<td>35.99</td>
</tr>
<tr>
<td>Secondary</td>
<td>901,581</td>
<td>36.38%</td>
<td>25,960</td>
<td>36.38%</td>
<td>34.73</td>
</tr>
<tr>
<td>Collector</td>
<td>426,046</td>
<td>17.19%</td>
<td>13,438</td>
<td>18.83%</td>
<td>31.70</td>
</tr>
<tr>
<td><strong>Sub Total</strong></td>
<td>2,478,136</td>
<td>100.00%</td>
<td>71,366</td>
<td>100.00%</td>
<td>34.72</td>
</tr>
<tr>
<td><strong>Rural</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major</td>
<td>185,356</td>
<td>47.81%</td>
<td>4,349</td>
<td>43.38%</td>
<td>42.62</td>
</tr>
<tr>
<td>Secondary</td>
<td>141,213</td>
<td>36.43%</td>
<td>3,731</td>
<td>37.21%</td>
<td>37.85</td>
</tr>
<tr>
<td>Collector</td>
<td>61,108</td>
<td>15.76%</td>
<td>1,947</td>
<td>19.42%</td>
<td>31.39</td>
</tr>
<tr>
<td><strong>Sub Total</strong></td>
<td>387,677</td>
<td>100.00%</td>
<td>10,027</td>
<td>100.00%</td>
<td>38.66</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>2,865,813</td>
<td>100.00%</td>
<td>81,392</td>
<td>100.00%</td>
<td>35.21</td>
</tr>
</tbody>
</table>

1. County arterials within Federal Urban Boundary or within County’s Urban Growth Area.
2. County arterials outside Federal Urban Boundary or outside County’s Urban Growth Area.

### COUNTY ARTERIAL PERFORMANCE 2010

The 2010 roadway performance measurement is determined by the ratio of daily traffic counts and the assumed arterial capacity (see Table 12-B for generalized capacities). The computation was calculated for every modeled County classified arterial in the unincorporated area. Map 12-1 graphically portrays 2010 daily V/S ratios on all County arterials. Table 12-E reveals that there were twelve segments with daily V/S ratios of 0.95 or over in 2010. Ten of twelve segments surpass the daily V/S 1.0 ratio threshold, thus were out of compliance with the Standard. The remaining two segments had ratios below the threshold.

All identified 2010 deficient roadways were improved and brought into compliance. However, Spanaway Loop Rd S. from Military Rd S to approximately 820 feet south of Military Rd fell out of compliance again in 2012, shortly after striping to add a southbound lane. It is noted that Table 1-5 as shown below reflects more current segment limits used in the analysis. This Transportation Element proposes an approach to address this capacity issue with a concept.
referred to as *Ultimate Capacity* defined in the *Population, Jobs, Travel Characteristics, and Performance* section.

**Table 12-E: County Segments with Daily V/S Equal to Greater than 0.95 in 2010**

<table>
<thead>
<tr>
<th>Segment Name</th>
<th>Segment Limit</th>
<th>Daily Statistics</th>
<th>Improvement Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Count</td>
<td>Capacity</td>
</tr>
<tr>
<td>176th St E</td>
<td>Waller Rd E to 36 Ave E</td>
<td>17,350</td>
<td>17,600</td>
</tr>
<tr>
<td>176th St E</td>
<td>36 Ave E to 38 Ave E</td>
<td>17,575</td>
<td>17,600</td>
</tr>
<tr>
<td>176th St E</td>
<td>Canyon Rd E to 63 Ave E</td>
<td>23,316</td>
<td>22,000</td>
</tr>
<tr>
<td>176th St E</td>
<td>63 Ave E to 70 Ave E</td>
<td>22,992</td>
<td>22,000</td>
</tr>
<tr>
<td>176th St E</td>
<td>70 Ave E to 74 Ave E</td>
<td>22,668</td>
<td>22,000</td>
</tr>
<tr>
<td>176th St E</td>
<td>74 Ave E to 78 Ave E</td>
<td>22,668</td>
<td>22,000</td>
</tr>
<tr>
<td>176th St E</td>
<td>78 Ave E to 82 Ave E</td>
<td>22,345</td>
<td>22,000</td>
</tr>
<tr>
<td>176th St E</td>
<td>82 Ave E to 86 Ave E</td>
<td>22,345</td>
<td>22,000</td>
</tr>
<tr>
<td>176th St E</td>
<td>86 Ave E to Gem Heights Dr E</td>
<td>22,345</td>
<td>22,000</td>
</tr>
<tr>
<td>Spanaway Loop Rd S</td>
<td>Approx. 3,208 ft. S of Military Rd S to 174 St S</td>
<td>24,975</td>
<td>22,000</td>
</tr>
<tr>
<td>Spanaway Loop Rd S</td>
<td>Military Rd S to Approx. 3,208 ft. south of Military Rd S</td>
<td>24,975</td>
<td>22,000</td>
</tr>
<tr>
<td>Wollochet Dr NW</td>
<td>Artondale Dr NW to East Bay Dr NW</td>
<td>22,675</td>
<td>22,000</td>
</tr>
</tbody>
</table>

**Color Legend for Daily V/S Ratio**
- **Red**: 0.95 <= V/S < 0.99
- **V/S >= 1.00**: **Blue**

Table 12-F provides a summary of VMT and VHT grouped by daily V/S ranges. The arterials that exceed the 1.0 V/S Standard account for less than 4% of VMT and 5% of VHT of the totals for County arterial roadways. It should be noted that capacity related improvements have been completed for all of the deficient roadways since 2010. Map 12-1 displays the daily V/S ratios County maintained arterials in 2010.

**Table 12-F: Summary of Daily Statistics for County Roads – 2010 Base**

<table>
<thead>
<tr>
<th>Daily V/S</th>
<th>Daily VMT Summary</th>
<th>Daily VHT Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VMT</td>
<td>%</td>
</tr>
<tr>
<td>0.01 - 0.79</td>
<td>2,670,152</td>
<td>92.92%</td>
</tr>
<tr>
<td>0.80 - 0.94</td>
<td>85,858</td>
<td>2.99%</td>
</tr>
<tr>
<td>0.95 - 0.99</td>
<td>8,370</td>
<td>0.29%</td>
</tr>
<tr>
<td>1.00 or Over</td>
<td>109,349</td>
<td>3.81%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,873,728</strong></td>
<td><strong>100.00%</strong></td>
</tr>
</tbody>
</table>
2010 State Highway Performance

While Pierce County is responsible for maintaining, operating, and monitoring its own local network of roadways, it is important to acknowledge the importance and function of the state roadways. The state highways perform a critical role in carrying traffic within and outside the county. It is important to understand the operations of the state highway network in assessing the overall performance of the transportation system.

State highway performance for 2010 was post-processed and analyzed in a separate database developed specifically for this analysis. The daily V/S ratios were calculated by using the same method as for County arterials. Table 12-G portrays base year (2010) highway performance in terms of daily V/S ratios. It shows that highway segments with daily V/S ratios of 1.0 or above account for more than 51% of VMT and over 55% of VHT of the totals for State highways.

Map 12-2 graphically depicts the daily V/S ratios on State highways. The figure shows congestion on most of the regional freeways including I-5, SR 167, and SR 512. Numerous segments on the surface highways of SR 7, SR 161, SR 162, and SR 410 also show congestion.

Table 12-G: Summary of Daily Statistics for Federal/State Roads-2010 Base

<table>
<thead>
<tr>
<th>Daily V/S</th>
<th>Daily VMT Summary</th>
<th>Daily VHT Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VMT¹</td>
<td>%</td>
</tr>
<tr>
<td>0.01 - 0.79</td>
<td>2,363,811</td>
<td>27.29%</td>
</tr>
<tr>
<td>0.80 - 0.94</td>
<td>1,384,878</td>
<td>15.99%</td>
</tr>
<tr>
<td>0.95 - 0.99</td>
<td>462,441</td>
<td>5.34%</td>
</tr>
<tr>
<td>1.00 or Over</td>
<td>4,451,399</td>
<td>51.39%</td>
</tr>
<tr>
<td>Total</td>
<td>8,662,528</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

¹Highway Ramps were not included in this analysis.
Pierce County Transit Service Providers

Since the completion of the 1992 Transportation Plan, transit in this County has both expanded and contracted. The formation and initiation of Sound Transit has brought light rail into downtown Tacoma, Commuter rail into a number of cities of Pierce County, and express bus service to many areas of the County. Local and regional networks are depicted in Map 12-4 and Map 12-5, respectively. While there has been an expansion of regional transit service, there has also been a decrease of the transit area coverage offered by Pierce Transit. The Pierce Transit Benefit Area (PTBA) is shown in Map 12-3, which is the area where an incremental sales tax is collected to fund Pierce Transit operations. The cities of Bonney Lake, Buckley, DuPont, Sumner, and Orting as well a portion of the unincorporated county, are no longer part of the PBTA. Figure 12-E shows annual boardings by service type.

Pierce Transit provides local fixed route bus service and is also contracted by Sound Transit to operate some express bus service. In addition, Pierce Transit coordinates vanpool service and provides SHUTTLE (paratransit specialized) service. Map 12-3 shows the service area for SHUTTLE.

Figure 12-E: Annual Boardings (Pierce Transit)

Source: Pierce Transit Development Plan 2014-2019
Map 12-3: Pierce Transit SHUTTLE (Paratransit Specialized) Service Area

Shuttle Service Areas based on Fixed Route Service Changes
Effective September 28, 2014

This map was developed by Pierce Transit. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features.
Map 12-4: Pierce Transit System Map (as of February 15, 2015)
Map 12-5: Sound Transit System Map
CURRENT TRANSPORTATION PLANS, PROGRAMS, AND PROJECTS

BACKGROUND

In order to understand and effectively engage in the transportation future of Pierce County, it is important to understand the many plans and programs that influence, both directly and indirectly, the future of transportation in this County. This section provides information on a select number of the transportation plans that have been consulted in the development of this Transportation Element. Also referenced here are a number of programs and projects that directly relate to and sometimes implement the transportation plans.

TRANSPORTATION PLANS AND PROJECTS

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

The Washington State Department of Transportation (WSDOT) has a wide range of transportation plans and programs relating to almost all modes of travel. Among these plans and programs are:

- The 2015-2018 Statewide Transportation Improvement Program- This document is required in order for the State and jurisdictions to receive more than $2 Billion in funding within the program time period.

- The 2007-2026 Washington Transportation Plan- This is described as a data driven guide to transportation priorities. It is a compendium of the state of the State’s transportation services and facilities that culminates in policy recommendations for moving forward.

- The 2007-2026 Highway System Plan focuses on the state highways and is a component of the State Multimodal Transportation Plan. It is currently undergoing revision.

WSDOT has a number of other plans covering ferries, nonmotorized, rail, and generalized freight transport.

THE PUGET SOUND REGIONAL COUNCIL

The Puget Sound Regional Council (PSRC) covers the four counties of Kitsap, Snohomish, King and Pierce and their respective incorporated areas. Plans and projects of special note include:

- Vision 2040- Built around the theme of People, Prosperity, and Planet, this plan adopted by the constituent jurisdictions in 2008, provides both a policy and a technical template around which member jurisdictions develop their local plans.

- Transportation 2040- This plan is the transportation companion to Vision 2040 and identifies how the additional 1.5 million people and 2.2 million jobs will be accommodated by our transportation system.
• It should be noted that PSRC, like WSDOT, has a wide range of plans covering modes or programs such as Transportation Demand Management and Nonmotorized Travel.

• Transportation Prioritization – PSRC staff and constituent jurisdictions developed a methodology that takes all regional transportation projects and evaluates them using criteria derived from current plans. The resultant scoring from this process results in projects being categorized as being within the Constrained or Unprogrammed portion of the regional plan. Within the category of the Constrained portion of the plan are the subcategories of approved, conditionally approved, and unprogrammed. This categorization was used to balance the regional plan’s financial strategy. It is important to note that only the Constrained List projects are eligible to apply for the competitive federal transportation funding that PSRC administers.

**PIERCE COUNTY**

• The 1992 Transportation Plan – The plan was developed over a four year period and involved extensive technical studies and examined a variety of land use scenarios. This plan preceded the development and adoption of the comprehensive plan. This was originally a standalone document, until it later became was incorporated into the Transportation Element of the 1994 Pierce County first Comprehensive Plan. This document developed both policies and projects that carried over into the subsequent Transportation Element updates.

• The Pierce County Nonmotorized Transportation Plan – Pierce County council adopted this plan in June 1997, at which time it became part of the Transportation Element of the Comprehensive Plan. This plan created a vision, policies, and projects focusing on nonmotorized travel in the county. Nonmotorized transportation planning is exclusively discussed in the Active Transportation/Nonmotorized Transportation section of this Element.

• Various Pierce County Community Plans – There are 11 community plans that contain a transportation component and are listed in the previous section of this Element. The County facilitated meetings with communities reaching and documenting consensus on transportation policies and project needs.

• Traffic Impact Fee Program – Adopted in 2006, the Traffic Impact Fee Program is currently active in the County.

• The Transportation Concurrency Management System.

• Six-Year Transportation Improvement Program – Describes future plans for transportation programs, projects and priorities.

• Corridors and Connectors – This is an Ordinance adopted by the County Council in 2012 (Ordinance No. 2012-81), promoting the preservation of Right-of-Way for projects that allow additional connections within our roadway system (See Map 12-8 and Map 12-9). These maps are adopted as part of the Ordinance.
The Traffic Impact Fee (TIF) Program identifies 2025 corridor and intersection needs for County roadways. The TIF includes a schedule of fees for developers based on their location and proposed land use action. The TIF Program will be updated in the near future. Map 12-6 shows the 2025 roadway improvement needs that are part of the current system.

Map 12-6: Road Improvements Needed by 2025

Pierce County’s Transportation Concurrency Management System (TCMS) plays a vital role in maintaining system performance by identifying and monitoring currently congested locations and predicting potential near term congestion. Solutions are typically identified and prioritized in the Pierce County Six-Year Transportation Improvement Program (TIP). For currently identified congested locations see Map 12-7.
Map 12-7: 2012 Daily V/S Ratios
BACKGROUND

To understand trends in transportation demand we must understand why people travel. Common reasons include commuting to work, traveling to school, to shop, vacation, visiting friends, and for business purposes. Future demographic and travel predictions, informed by past trends and policy driven targets, inform transportation policies and investment decisions. This section examines forecasted land use and predicted travel patterns for the current 2010 to 2030 planning horizon.

POPULATION AND JOB GROWTH

Pierce County expects to accommodate more than 200,000 new residents and 150,000 new jobs within the 20-year planning period, as shown in Figure 12-F. The majority of growth is expected within cities and concentrated within regional centers consistent with the Puget Sound Regional Council’s (PSRC) Vision 2040 Regional Growth Strategy (RGS).

Figure 12-F: Pierce County- Population and Employment History and Forecasts

The Pierce County Council adopted Growth Targets are reflected in the Land Use and Transportation Elements. These targets align with the Office of Financial Management (OFM).
County projections from 2007 (used in target setting) and more recent 2012 projections. (RCW 43.62.035). Figure 12-G depicts the relationship between the OFM numbers and County Target.

Figure 12-G: Adopted Growth Targets

OFM cohort data reveals elderly population grows significantly within the 20-year planning period. The proportion of population ages 65+ grows from 87,785 (11% of total) in 2010 to 185,413 (19% of total) by 2030. See Figure 12-H.

Figure 12-H: The Growing Elderly Population
We expect more than 75,000 new residents and nearly 30,000 jobs within the 20-year planning period in unincorporated Pierce County. Pierce County’s cities combined expect approximately 144,000 jobs and 134,000 population growth as shown in Figure 12-I.

Unincorporated growth is mostly expected within the urban area. For details see Pierce Ordinance No. 2011-36s for adopted growth targets.

**Figure 12-I: Population and Employment Growth Projections in Pierce County 2010-2030**

![Figure 12-I: Population and Employment Growth Projections in Pierce County 2010-2030](image)

<table>
<thead>
<tr>
<th></th>
<th>2010</th>
<th>Growth (2010 to 2030)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unincorporated Employment</td>
<td>29,557</td>
<td>75,519</td>
</tr>
<tr>
<td>Unincorporated Population</td>
<td>112,737</td>
<td>366,738</td>
</tr>
<tr>
<td>City Employment</td>
<td>207,795</td>
<td>134,025</td>
</tr>
<tr>
<td>City Population</td>
<td>428,487</td>
<td>144,228</td>
</tr>
</tbody>
</table>

**Figure 12-J: Pierce TAZ**

Population and job growth targets are distributed to small areas referred to as traffic analysis zones (TAZs), shown in Figure 12-J, to support transportation forecast modeling and analysis.

Pierce County developed an allocation model to estimate the proportion of growth by TAZ using buildable lands capacities and constraints. A schematic of the process and inputs is shown in Figure 12-K.

**Figure 12-K: Schematic of the process and inputs**
Planned developments are allocated directly to TAZs in proportion to site development plans and/or land capacity. The Frederickson Manufacturing/Industrial Center (M/IC) is included as an employment control total allocation for multiple TAZs. Table 12-H shows the number of housing units and jobs allocated to major developments.

Table 12-H: Major Project Development Assumptions (Unincorporated Urban Pierce)

<table>
<thead>
<tr>
<th>Regional Manufacturing/Industrial Center</th>
<th>Housing Units</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederickson Manufacturing Industrial Center</td>
<td>-</td>
<td>6,500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Major Planned Development (MPD)</th>
<th>Housing Units</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tehaleh</td>
<td>4,000</td>
<td>2,200</td>
</tr>
<tr>
<td>Lipoma</td>
<td>1,700</td>
<td>-</td>
</tr>
<tr>
<td>Sunrise</td>
<td>2,200</td>
<td>-</td>
</tr>
<tr>
<td>MPD Total</td>
<td>7,900</td>
<td>2,200</td>
</tr>
</tbody>
</table>

MPD% of Total Adopted Growth Target Unincorporated Urban Growth Target

27% 7%

Summary of Key Land Use Assumptions and Inputs:

- Adopted growth targets consistent with PSRC Vision 2040 RGS forecasts used in Land Use and Transportation Elements.
- Targets coordinated and used regionally.
- Buildable lands data provided land capacity information for allocating future growth consistent with future planned land use, zoning, observed densities, and development regulations.
- Environmental constraints developed for buildable lands data limit/prohibit growth where appropriate.
- Planned developments are directly allocated using latest expectations.
- Growth allocation is modeled in rough proportion to buildable lands capacity.
- The land use allocation model is consistent with planned land use, zoning and observed densities in buildable lands, urban growth areas, and all zoning and development regulations.

Travel

To understand trends in transportation demand we must understand why people travel. Common reasons include commuting to work, traveling to school, to shop, vacation, visiting friends, and for business purposes. Pierce County’s analysis tools are structured to consider these and other reasons for travel to predict current and future travel behavior. Figure 12-L shows the major steps in the travel demand model process.
GMA requires Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth (RCW 36.70A.070(6)(a)(iii)(E)).

Twenty years of forecasted land use growth as contained in the Land Use Element were used to predict future travel conditions. Travel models predict current and forecasted travel using occupied housing units also referred to as households. The adopted countywide housing unit target (440,588) is modeled as 411,000 households consistent with a natural vacancy rate of 6.5%. Unincorporated housing unit growth adopted at 29,714 is modeled as a 27,783 increase in households. An employment growth target of just over 160,000 jobs was distributed by jurisdiction, roughly maintaining today’s employment breakdown by employment sector. Jobs are expected to increase at a faster rate than population within Pierce County.
Pierce County Comprehensive Plan | Transportation Element

Pierce County has developed a customized set of computer programs and mathematical procedures, referred to as the travel model that implements the steps shown in Figure 12-L, to simulate current and future travel patterns and conditions within the four counties of the Puget Sound region. The travel model provides detailed information on travel characteristics, system usage, and potential impacts of future growth and development. The travel model projects transportation conditions for the year 2030. Existing and future conditions are then analyzed and solutions to projected congestion explored.

**Types of Proposed Motorized Roadway Improvements**

The list of proposed motorized projects is divided into 5 categories: Assumed County Projects, Corridors and Connectors, Economic Development, Concurrency Needs and Ultimate Capacity projects. The types of proposed motorized projects are be found in Table 12-I.

<table>
<thead>
<tr>
<th>Project Categories</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assumed County Projects</td>
<td>This list is a summary of projects completed on county facilities from the base year (2010) to current year. It also includes a few projects that are currently assumed to be constructed by 2030.</td>
</tr>
<tr>
<td>Corridors and Connectors</td>
<td>Projects within this category are derived directly from the Corridors and Connectors program (Ordinance No. 2012-81). Not all Corridor and Connector projects were added to the proposed list. Projects perceived to provide a greater corridor level connection and projects with a higher probability of completion have been added to this category.</td>
</tr>
<tr>
<td>Economic Development</td>
<td>These corridor improvements promote regional mobility and help to facilitate connectivity between industrial/manufacturing centers within the county. They enhance interaction between state, county, and city facilities.</td>
</tr>
<tr>
<td>Concurrency Needs</td>
<td>Review of existing and forecast traffic data such as AADT, operations, and Level of Service to provide added capacity to road segments that are projected to fall below the County’s LOS standard by 2030.</td>
</tr>
<tr>
<td>Ultimate Capacity</td>
<td>This list identifies corridors that are assumed to be built out to their full road configuration with no foreseeable capacity improvements provided by the county. For further details on Ultimate Capacity refer to Pierce County policy <a href="#">T-24.3</a></td>
</tr>
</tbody>
</table>

**Intersection Improvement Projects**

For the purpose of developing a financial plan that would consider all capital improvements in the future years, intersection improvements will be examined in a programmatic approach, assuming an average of 3 signalized intersection projects and 4 channelization projects per year. The assumed cost for these improvements is $10 million a year. Capacity, safety, and
operational concerns will be taken into account when determining intersection improvement priorities.

**ANALYSIS OF FUTURE ROADWAY SYSTEM PERFORMANCE**

The outlined V/S analysis methodology and process in the *Existing Conditions and Trends* section was also applied to analyze the 2030 roadway performance. Similar measurements were used to identify future congested roadway segments for both County and State roadways. For the purposes of the future roadway network configuration a list of state and city projects were held fixed in the different county scenarios. Discussion with Washington State Department of Transportation staff provided a list of projects with high probability of completion by 2030. Six- year Transportation Improvement Program lists were examined for city projects and those city projects with sufficient funding secured were included. These projects are mapped in Appendix B-2, Map 12-14.

Two different county roadway networks were tested under the 20-year housing and employment targets in our analysis and can be found on Map 12-12.

A. Limited Action – 2010 roadway network plus assumed roadway projects (Appendix Table C for the detailed list of roadways included in the analysis).


**ANALYSIS OF 2030 COUNTY ROADWAY SYSTEM**

One of the key measurements for future roadway performance analysis is to understand the distributions or usages of different roadway segments by their daily V/S ratios which directly reflect the service conditions of our roadway system. In this section of analysis, only County maintained arterials were included. Highways were analyzed separately and are reported in the following section.

Table 12-J presents a breakdown of daily V/S ratio ranges by VMT and VHT for both Limited Action and Preferred Actions scenarios. Map 12-10 and Map 12-11 depict the V/S for these two scenarios. In general, the Preferred Action networks provide better traffic flows in terms of service level due to the additional County road improvements. Another important observation is the total VMT and VHT on those segments with daily V/S ratios approaching 1.0 or above. In both network scenarios, only small percentage of the total unincorporated VMT and VHT occurs on these segments. The majority of future usage, 90% or above, will be on roadways with relatively lower daily V/S ratios in 2030. Roadways that show a V/S greater than 1.0 after the improvements are completed will be monitored and analyzed further through the Transportation Concurrency Management System Annual Report.
Table 12-J: Summary of Daily Statistics for County Roads

<table>
<thead>
<tr>
<th>V/S</th>
<th>Limited Action</th>
<th></th>
<th>Preferred Action</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Daily V/S</td>
<td>Daily VMT Summary</td>
<td></td>
<td>Daily VMT Summary</td>
</tr>
<tr>
<td></td>
<td></td>
<td>VMT¹</td>
<td>%</td>
<td>VHT¹</td>
</tr>
<tr>
<td></td>
<td>Limited Action</td>
<td></td>
<td></td>
<td>Preferred Action</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>VHT¹</td>
<td>%</td>
<td>VHT¹</td>
<td>%</td>
</tr>
<tr>
<td>0.01 - 0.79</td>
<td>3,260,107</td>
<td>82.38%</td>
<td>91,332</td>
<td>81.50%</td>
</tr>
<tr>
<td>0.80 - 0.94</td>
<td>435,499</td>
<td>11.00%</td>
<td>12,181</td>
<td>10.87%</td>
</tr>
<tr>
<td>0.95 - 0.99</td>
<td>61,387</td>
<td>1.55%</td>
<td>1,819</td>
<td>1.62%</td>
</tr>
<tr>
<td>1.00 or Over</td>
<td>200,416</td>
<td>5.06%</td>
<td>6,735</td>
<td>6.01%</td>
</tr>
<tr>
<td>Total</td>
<td>3,957,409</td>
<td>100.00%</td>
<td>112,068</td>
<td>100.00%</td>
</tr>
<tr>
<td>0.01 - 0.79</td>
<td>3,297,446</td>
<td>81.33%</td>
<td>92,105</td>
<td>80.54%</td>
</tr>
<tr>
<td>0.80 - 0.94</td>
<td>550,553</td>
<td>13.58%</td>
<td>15,427</td>
<td>13.49%</td>
</tr>
<tr>
<td>0.95 - 0.99</td>
<td>65,878</td>
<td>1.62%</td>
<td>1,846</td>
<td>1.61%</td>
</tr>
<tr>
<td>1.00 or Over</td>
<td>140,337</td>
<td>3.46%</td>
<td>4,977</td>
<td>4.35%</td>
</tr>
<tr>
<td>Total</td>
<td>4,054,214</td>
<td>100.00%</td>
<td>114,355</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Future transportation improvement needs were identified in a manner similar to base year analysis. However, the future year analysis requires not only the forecasted 2030 daily traffic volumes for different network alternatives but also the intended improvements to address the needs for the new growth. Appendix Table C lists all identified County roadway improvements that are needed by 2030. Map 12-12 graphically depicts the locations of projects on County roadways.
### Table 12-K: County Road Improvement Needs to Serve New Growth by 2030

<table>
<thead>
<tr>
<th>Proj. ID</th>
<th>Facility Name</th>
<th>Facility Limits</th>
<th>Proposed Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>92nd Ave E</td>
<td>152 St E to 160 St E</td>
<td>2 new lanes w/center turn lane &amp; add channelization to a 2 lane road</td>
</tr>
<tr>
<td>C2</td>
<td>86th Ave E</td>
<td>152 St E to 160 St E</td>
<td>2 new lanes w/center turn lane &amp; add channelization to a 2 lane road</td>
</tr>
<tr>
<td>C3</td>
<td>86th Ave E</td>
<td>170 St E to 175 St E</td>
<td>2 new lanes</td>
</tr>
<tr>
<td>C4</td>
<td>78th Ave E</td>
<td>160 St E to 176 St E</td>
<td>2 new lanes w/center turn lane &amp; add center turn lane to a 2 lane road</td>
</tr>
<tr>
<td>C5</td>
<td>124th St E</td>
<td>74 St E to 73 Ave E</td>
<td>2 new lanes</td>
</tr>
<tr>
<td>E1</td>
<td>Canyon Rd North E Ext</td>
<td>99 St Ct E to N Levee Rd E</td>
<td>4 new lanes w/center turn lane &amp; widen to 4 lanes w/center turn lane</td>
</tr>
<tr>
<td>E2</td>
<td>Canyon Rd South Ext</td>
<td>196 St E to 224 St E</td>
<td>Widen to 4 lanes w/center turn lane &amp; add channelization to a 2 lane road</td>
</tr>
<tr>
<td>N1</td>
<td>122nd St E/Military Rd E</td>
<td>Military Rd E to 120 St E</td>
<td>Add center turn lane to a 2 lane road</td>
</tr>
<tr>
<td>N2</td>
<td>Military Rd E/Shaw Rd E</td>
<td>Reservoir Rd E to Puyallup C/L</td>
<td>Add center turn lane to a 2 lane road</td>
</tr>
<tr>
<td>N3</td>
<td>122nd Ave E</td>
<td>136 St E to Sunrise Pkwy E</td>
<td>Add center turn lane to a 2 lane road</td>
</tr>
<tr>
<td>N4</td>
<td>94th Ave E/152nd St E</td>
<td>136 St E to SR 161</td>
<td>Widen to 4 lanes w/center turn lane &amp; add channelization to a 2 lane road</td>
</tr>
<tr>
<td>N5</td>
<td>160th St E</td>
<td>58 Ave E to 70 Ave E &amp; 78 Ave E to 86 Ave E</td>
<td>Add center turn lane or channelization to a 2 lane road</td>
</tr>
<tr>
<td>N6</td>
<td>Portland Ave E</td>
<td>97 St E to 99 St E &amp; approx. 1,342 ft. S of 72 St E to 80 St E</td>
<td>Add center turn lane to a 2 lane road</td>
</tr>
<tr>
<td>N7</td>
<td>Spanaway Loop Rd S/Steele St S</td>
<td>Tule Lake Rd S to 112 St S</td>
<td>Widen to 4 lanes w/center turn lane</td>
</tr>
</tbody>
</table>

It should be noted that Table 12-K does not list County roadway improvements within the Assumed Projects and Ultimate Capacity categories. For a complete list of road improvements by segments including all project categories, please refer to Appendix Table C.

An additional analysis was conducted to understand the changes between Limited and Preferred scenarios. Table 12-L displays results of this comparison. The segments with daily V/S ratios of 1.0 or over show the largest percentage decreases of both VMT and VHT. In other words, the identified 2030 road improvement projects effectively address our future congestion by providing additional roadway capacity or connections, which greatly improve the future mobility for all drivers.
<table>
<thead>
<tr>
<th>Daily V/S</th>
<th>Daily VMT Summary</th>
<th>Daily VHT Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VMT</td>
<td>%</td>
</tr>
<tr>
<td>0.01 - 0.79</td>
<td>37,339</td>
<td>1.15%</td>
</tr>
<tr>
<td>0.80 - 0.94</td>
<td>115,054</td>
<td>26.42%</td>
</tr>
<tr>
<td>0.95 - 0.99</td>
<td>4,491</td>
<td>7.32%</td>
</tr>
<tr>
<td>1.00 or Over</td>
<td>-60,080</td>
<td>-29.98%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>96,804</strong></td>
<td><strong>2.45%</strong></td>
</tr>
</tbody>
</table>
The analyses of the Federal/State highway system focus on the highway daily V/S ratios by its daily usage through the measurements of VMT and VHT. Table 12-M displays the detailed V/S ratios breakdown by Limited Action and Preferred Action. In both scenarios, the VMT and VHT data display a similar pattern in terms of percentage of these metrics that occur on highways with the highest daily V/S ratios. It reveals that around 50% of future VMT will occur on those highway segments with V/S ratios equal to or over 1.0. More dramatically, close to 60% of VHT will occur on those highways with daily V/S ratios equal to or greater than 1.0 in 2030 for both network scenarios. Daily V/S ratios resulting from the two scenarios can be viewed on Map 12-13 and Map 12-14.

Table 12-M: Summary of Daily Statistics for Federal/State Roads in 2030

<table>
<thead>
<tr>
<th>Daily V/S</th>
<th>Daily VMT Summary</th>
<th>Daily VHT Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VMT1</td>
<td>%</td>
</tr>
<tr>
<td>Limited Action</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.01 - 0.79</td>
<td>2,470,282</td>
<td>24.06%</td>
</tr>
<tr>
<td>0.80 - 0.94</td>
<td>1,940,078</td>
<td>18.89%</td>
</tr>
<tr>
<td>0.95 - 0.99</td>
<td>638,380</td>
<td>6.22%</td>
</tr>
<tr>
<td>1.00 or Over</td>
<td>5,220,111</td>
<td>50.83%</td>
</tr>
<tr>
<td>Total</td>
<td>10,268,851</td>
<td>100.00%</td>
</tr>
<tr>
<td>Preferred Action</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0.01 - 0.79</td>
<td>2,484,462</td>
<td>24.34%</td>
</tr>
<tr>
<td>0.80 - 0.94</td>
<td>1,987,833</td>
<td>19.48%</td>
</tr>
<tr>
<td>0.95 - 0.99</td>
<td>726,142</td>
<td>7.11%</td>
</tr>
<tr>
<td>1.00 or Over</td>
<td>5,007,522</td>
<td>49.06%</td>
</tr>
<tr>
<td>Total</td>
<td>10,205,959</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Table 12-N compares the changes of VMT and VHT between two scenarios (Limited vs. Preferred). It shows the decreases of both VMT and VHT on the highway system with the improvements of additional County roadway facilities in the Preferred Action, although no additional improvements are identified for highways within Pierce County. It implies that the highway system will benefit greatly by the County’s roadway improvements identified in the Preferred Action scenario. Overall, the estimated VMT travel on the highway system will decline by roughly 62,900 miles. More noticeably, there will be large reductions of VMT and VHT for those highway segments with the worst congestion. Table 12-M shows that highway segments with daily V/S ratios of 1.0 or are expected to experience decreases of approximately 212,600 miles and nearly 8,000 hours, largely due to County roadway improvements.
### Table 12-N: VMT/VHT Changes for Federal/State Roads (Limited Action vs. Preferred)

<table>
<thead>
<tr>
<th>Daily V/S</th>
<th>Daily VMT Summary</th>
<th>Daily VHT Summary</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>VMT¹</td>
<td>%</td>
</tr>
<tr>
<td>0.01 - 0.79</td>
<td>14,180</td>
<td>0.57%</td>
</tr>
<tr>
<td>0.80 - 0.94</td>
<td>47,755</td>
<td>2.46%</td>
</tr>
<tr>
<td>0.95 - 0.99</td>
<td>87,762</td>
<td>13.75%</td>
</tr>
<tr>
<td>1.00 or Over</td>
<td>-212,588</td>
<td>-4.07%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>-62,891</td>
<td>-0.61%</td>
</tr>
</tbody>
</table>

¹Highway Ramps were not included in this analysis.
Map 12-14: State Facilities Preferred Alternative – 2030 Daily V/S Ratios

Legend

State Facilities Preferred Alternative: 2030 Daily V/S Ratios
THE RECOMMENDED PLAN

THE KEY COMPONENTS

The key components for the continuing planning, administration, operation and improvement of the future transportation system are the following:

1. The transportation policies that are updated in this Comprehensive Plan
2. The County’s highest **regional** project priorities includes the following:
   
a. The Puget Sound Gateway Project- This is the *package of projects* that would complete the SR 509 and SR 167 connections to I-5. This project advances regional mobility and completes critical freight links between the ports of Seattle and Tacoma. This project supports the regional economy and promotes job growth. While this is a state highway project, the County fully endorses it. A critical *piece* of the larger Gateway Project is the extension of SR 167 to the Port of Tacoma as shown in Map 12-15.

Map 12-15: Puget Sound Gateway Project

Source: WSDOT
b. The Completion of the Canyon Road East Corridor – This project would serve the Frederickson and Port of Tacoma Regional Manufacturing Industrial Centers.

**Map 12-16: Canyon Road East Corridor Project**

The Canyon Road East Corridor Project would increase connectivity to the Port of Tacoma and also capitalize on the SR 167 Completion or “Gateway” Project.
c. I-5 Interchange improvements – Starting from SR 16 and moving down to the Joint Base Lewis McChord interchanges, the traffic congestion has become more acute not simply due to JBLM traffic but also due to growth in background traffic.

Map 12-17: I-5 Interchange Improvements

3. The County’s Arterial Network

This list of candidate projects is comprised of the compendium of project recommendations gathered from the **Transportation Plan of 1992**, The past County Community Plans, the Corridors and Connectors Study, the ongoing Transportation Concurrency Management Program, and the Traffic Impact Fee Program. It is notable that while some of the County road needs relate to transportation concurrency, there are projects are targeted to build more connectivity into our roadway network. These projects are recommended to provide better mobility options for residents in the urban areas.
The Population, Jobs, Travel Characteristics, and Performance section recommends a specific set of improvements that are categorized as Concurrency, Economic Development, and Corridors and Connectors. These project costs are found in the Financing the Transportation Future section.

Map 12-18: County Road Improvement Projects

It should be noted that among these recommendations are roads that would be designated as “Ultimate Capacity.” A roadway with the designation of ultimate capacity would be improved to a certain operational capacity and would indicate the need to make certain that the full operational and safety needs are met. Also required is a stronger understanding and linkage between the motor vehicular circulation, nonmotorized needs, and transit and ridesharing opportunities.

4. Nonmotorized Planning and Transportation Demand Management

These topics are covered in the Active Transportation/Nonmotorized Transportation and Transportation Demand Management (TDM) sections.

5. Last here, but in certain terms first, the primary priority of this Element is the maintenance, operations, and preservation of the transportation system. The safety of the system is served in part by sound operations and maintenance but there are also specific safety projects that are part of the larger program.
FINANCING THE TRANSPORTATION FUTURE

Figure 12-M: Forecasted Transportation Revenues and Expenditures (2015-2030)

- **Revenue TBD**
  - Pierce County Council formed a Transportation Benefit District (TBD) in December 2014. The TBD provides an opportunity for the Council to discuss the longer term transportation funding shortfall and how to address it.
  - $151,400,000

- **TIF (Traffic Impact Fee)**
  - The TIF charges new development for a share of their impact upon the County road network.
  - $142,000,000

- **Grants**
  - The County applies to a large number of grant sources. Many of these grants are competition based.
  - $179,000,000

- **Miscellaneous**
  - Includes revenue generated from property sales and fees.
  - $4,100,000

- **Forest Tax**
  - The County receives revenues from timber harvests.
  - $5,800,000

- **Fuel Tax**
  - The County allocation of State Gas Tax.
  - $167,700,000

- **Property Tax**
  - This is the County’s key transportation funding source for its maintenance and operations of the road system.
  - $724,000,000

**Forecasted Total Transportation Revenues**

**Forecasted Total Transportation Expenditures**

- **Improvement Costs**
  - These costs include new corridors, connecting roadways, widening existing roadways and nonmotorized and safety improvements.
  - $451,000,000

- **Preservation**
  - These projects include asphalt overlay and shoulder restoration. Preservation assures that the County achieves the “lowest lifecycle cost” of its infrastructure.
  - $265,000,000

- **Maintenance & Operations**
  - This covers a wide array of activities addressing various activities such as repairing potholes, bridges, guardrail and sidewalks. It also encompasses snow and ice removal, refreshing the paint on roadway striping, controlling vegetation, and repairing signs.
  - $624,000,000

- **Administration**
  - This includes the staff and facilities necessary to manage transportation services, acquire grant money, and comply with federal and state grant rules.
  - $90,000,000

$0.0B $0.1B $0.2B $0.3B $0.4B $0.5B $0.6B $0.7B $0.8B $0.9B $1.0B $1.1B $1.2B $1.3B $1.4B

Pierce County Comprehensive Plan | Transportation Element
TRANSPORTATION NEEDS AND RESOURCES

It is anticipated that in future years, Pierce County will face more difficult choices in how it spends its transportation funds. As discussed earlier, the past Community Plan forums have voiced that the improvement needs are important for both motorized and nonmotorized travel. It has become more apparent that the transportation needs will continue to be greater than the financial resources at hand.

Figure 12-M above compares the forecasted aggregate transportation needs (expenditures) with the revenues (resources). A key value of the above graphic is in comparing the aggregate future revenues with the expenditures for the same time period. The graphic indicates that the aggregate expenditures are greater than the revenues by an estimated $151,400,000. This potential “imbalance” between the revenues and expenditures is identified in the above graphic on the revenue side as Revenue TBD (Transportation Benefit District). This section offers more detail in the nature of both the current revenue sources and the expenditure categories.

KEY FINANCE ACTIONS

Pierce County will address the revenue shortfall through a variety of forums and programs such as the already formed Transportation Benefit District (TBD) and the Traffic Impact Fee Program revision effort. The TBD is a forum that will allow a more detailed understanding of the revenue and expenditure options and resultant impacts on the County’s finances and transportation service delivery. It is anticipated that the TBD discussion will advance a financial plan in approximately two years. This plan will more fully describe the options for financing the desired projects and programs for the planning period.

The County has also recently initiated efforts to revise its Traffic Impact Fee (TIF). The update of the TIF would assist in understanding a number of important revenue assumptions, the amount for which new development should pay for additional capacity with the transportation system. The TIF is in the "critical path" of financial decision making as it has been designed to pay for a significant share of roadway capacity costs in the long term.
**TRANSPORTATION REVENUE SOURCES**

The following table summarizes transportation revenues and the aggregate levels anticipated by 2030:

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>2030 Forecasted (Total)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Impact Fee</td>
<td>$142,000,000</td>
<td>The traffic impact fee (TIF) was first collected in 2007. These fees go towards capital improvements that bring new capacity to the transportation system. The TIF cannot be used toward existing deficiencies in the system.</td>
</tr>
<tr>
<td>Grants</td>
<td>$179,000,000</td>
<td>Pierce County has received significant grant amounts from both federal and state funding sources. While it is recognized that the competitive environment has significantly increased for grant opportunities, the expectation is that in order to raise the indicated amount, Pierce County would need to raise significantly more grants funds in the future.</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$ 4,100,000</td>
<td>This revenue category includes funds generated by the issuance of ROW permits and revenues through property sales.</td>
</tr>
<tr>
<td>Forest Tax</td>
<td>$ 9,800,000</td>
<td>This is also known as the “Timber Tax” and represents the County’s share applied toward its roads.</td>
</tr>
<tr>
<td>Property Tax</td>
<td>$ 784,000,000</td>
<td>In 2014, Pierce County collected a maximum of $2.11 per $1000 of assessed valuation on property within the boundaries of unincorporated Pierce County. These funds go to activities associated with the maintenance, operations, and improvement of the roadway and bridge systems within the county.</td>
</tr>
<tr>
<td>Fuel Tax</td>
<td>$167,700,000</td>
<td>While there is only one “fuel tax” within the State of Washington, the funds from this tax are distributed from three legislative measures that starts with the “Pre-2003” State Motor Vehicle Fuel Tax.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$1,286,600,000</strong></td>
<td></td>
</tr>
</tbody>
</table>
TRANSPORTATION EXPENDITURES

Table 12-P below details the forecasted expenditure levels found in Figure 12-M.

Table 12-P: Forecasted Expenditures

<table>
<thead>
<tr>
<th>Expenditure</th>
<th>2030 Forecasted</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance and Operations</td>
<td>624,000,000</td>
</tr>
<tr>
<td>Administration</td>
<td>98,000,000</td>
</tr>
<tr>
<td>Preservation</td>
<td>265,000,000</td>
</tr>
<tr>
<td>Improvement</td>
<td>451,000,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,438,000,000</strong></td>
</tr>
</tbody>
</table>

THE TRANSPORTATION IMPROVEMENT COSTS – ELEMENT RECOMMENDATION

Table 12-Q: Estimated Total County Road Improvement Costs by 2030

<table>
<thead>
<tr>
<th>Proj. ID</th>
<th>Facility Name</th>
<th>Facility Limits</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>92nd Ave E</td>
<td>152 St E to 160 St E</td>
<td>$5,033,000</td>
</tr>
<tr>
<td>C2</td>
<td>86th Ave E</td>
<td>152 St E to 160 St E</td>
<td>$1,541,000</td>
</tr>
<tr>
<td>C3</td>
<td>86th Ave E</td>
<td>170 St E to 175 St E</td>
<td>$4,325,000</td>
</tr>
<tr>
<td>C4</td>
<td>78th Ave E</td>
<td>160 St E to 176 St E</td>
<td>$13,359,000</td>
</tr>
<tr>
<td>C5</td>
<td>124th St E</td>
<td>74 St E to 73 Ave E</td>
<td>$1,806,000</td>
</tr>
<tr>
<td>E1</td>
<td>Canyon Rd North E Ext</td>
<td>99 St Ct E to N Levee Rd E</td>
<td>$194,400,000</td>
</tr>
<tr>
<td>E2</td>
<td>Canyon Rd South Ext</td>
<td>196 St E to 224 St E</td>
<td>$15,514,000</td>
</tr>
<tr>
<td>N1</td>
<td>122nd St E/Military Rd E</td>
<td>Military Rd E to 120 St E</td>
<td>$6,679,000</td>
</tr>
<tr>
<td>N2</td>
<td>Military Rd E/Shaw Rd E</td>
<td>Reservoir Rd E to Puyallup C/L</td>
<td>$13,905,000</td>
</tr>
<tr>
<td>N3</td>
<td>122nd Ave E</td>
<td>136 St E to Sunrise Pkwy E</td>
<td>$12,944,000</td>
</tr>
<tr>
<td>N4</td>
<td>94th Ave E/152nd St E</td>
<td>136 St E to SR 161</td>
<td>$15,202,000</td>
</tr>
<tr>
<td>N5</td>
<td>160th St E</td>
<td>58 Ave E to 70 Ave E &amp; 78 Ave E to 86 Ave E</td>
<td>$8,448,000</td>
</tr>
<tr>
<td>N6</td>
<td>Portland Ave E</td>
<td>97 St E to 99 St E &amp; approx. 1,342 ft. S of 72 St E to 80 St E</td>
<td>$3,711,000</td>
</tr>
<tr>
<td>N7</td>
<td>Spanaway Loop Rd S/Steele St S</td>
<td>Tule Lake Rd S to 112 St S</td>
<td>$4,171,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$301,038,000</strong></td>
</tr>
</tbody>
</table>

This Transportation Element estimates the future improvement needs of the County roadway network at $451M. This amount assumes that improvements are categorized and funded in the following manner: Economic Development projects ($210M), Intersections ($100M), Transportation Concurrency ($65M), Nonmotorized ($20M), Corridor and Connector Projects
(26M), and Safety ($30M). Figure 12-N below shows the percentage distribution of these projects.

Three relevant roadway projects relating to Concurrency, Corridors and Connectors, and Economic Development, are graphically depicted in Map 12-12. The other project categories are more programmatic at this time.

The earlier sections of this report focus upon the improvement of the transportation system. Often the tendency is to pay particular attention to the infrastructure, such as where new roads might be constructed or widened. That is the improvement component of the plan. The improvement projects stand out in aggregate and sometimes individually relative to the rest of the larger basket of transportation services that the County provides the community.

While building new capacity is important, it is not the most important deliverable offered by the County. By policy and in practice, the most important services provided by the County are in taking care of what is in place (maintenance), seeing to the day to day tasks (operations), and replacing the existing assets in the optimal time frame (preservation). The following narrative describes some of the maintenance, operations and preservation activities performed by the County.

**THE FULL COST ACCOUNTING FOR TRANSPORTATION**

Maintaining, operating, and preserving the County’s 1,500 centerline miles of roadway is a long-term investment. It may at times be attractive to local governments to prioritize the
improvement projects ahead of sound maintenance and operations programs. However, the long-term outcomes of deferred road maintenance are often financially devastating and unpopular with citizens. For these reasons, this Plan takes into account what will be needed to maintain, operate, and preserve the County’s existing roadway network. The overall goal of the County’s transportation program is to maintain our transportation system assets with the lowest overall lifecycle cost.

The County continues to maintain its existing transportation assets by:

- Repairing potholes, damaged pavement, bridges, storm drainage systems, guardrail, and sidewalks;
- Grading gravel roads and shoulders;
- Controlling roadside vegetation;
- Inspecting and repairing as needed County traffic signs, luminaires, and traffic signal control components;
- Repainting and refurbishing pavement markings (such as crosswalks, arrows, etc) and restriping roadways;
- Replacing raised pavement markers;
- Responding to citizen calls; and,
- Maintaining the County’s ferry system, including the ferry boats, docks, and terminals.

**Operations**

Operations include activities required to safely operate the County’s transportation system. These include:

- Street sweeping;
- Roadside mowing;
- Cleaning storm drains;
- Removing snow and ice from roadways;
- Removing roadside litter and dead animals;
- Responding to roadway emergencies such as floods, wind storms, mudslides, hazardous materials spills, earthquakes, and volcanic events;
- Responding to citizen concerns and inquiries;
- Collecting data about the County’s transportation system, such as information related to traffic counts and crashes;
- Completing traffic studies and analysis as needed, as well as reviewing traffic impacts from new developments;
- Paying power costs needed to run the County’s traffic signals and lighting systems; and,
- Operating the County’s ferry system, which includes costs such as fuel for the ferries, staff to run the ferries and operate the facilities, and insurance.
**Preservation**

Preservation is the replacement or repair of an asset; whereas maintenance is considered to be a routine activity. Examples of preservation activities are:

- Repaving or overlaying existing roadways, and
- Replacing or refurbishing bridges; sidewalks; retaining walls; guardrails; electrical systems (traffic signals, roadway lighting, etc.); boat launches; pavement markings; and traffic signs.
- Preserving the County’s transportation system also includes replacing or refurbishing the ferries, ferry docks, terminals, and the ferry ticket system.

**Improvements**

**Safety Improvements**

- Projects that work toward safety for the travelling public include:
  - Intersection improvements (turn lanes and traffic signals);
  - Pedestrian improvements;
  - Rural road improvements, such as shoulders, guardrail, and rumble strips; and,
  - Traffic enforcement and education.

**Capacity Improvements**

The Population, Jobs, Travel Characteristics, and Performance section of this document shows the roadway needs within the 20-year planning period. These projects do the following:

- Address anticipated traffic congestion (Concurrency);
- Attract employers to add jobs (Economic Development);
- Add to the continuity of our roadway network (Corridors and Connectors);
- Facilitate travel to future developments (typically paid by the development community) or are assumed to be already in place, such as the 176th Street East widening (Assumed Projects).
- The above projects will cost approximately $300M. It is also assumed that the County will continue to improve intersections throughout the planning horizon. It is anticipated that the County will expend approximately $150M in this endeavor.

**Administration**

The County provides maintenance and operations staff; personnel to manage the County’s transportation budget and apply and administer federal and state grants; and the engineering
and planning staff needed to maintain the current transportation system as well as respond to future County transportation needs. Administration costs also include the physical space staff needs to complete their day-to-day work.

**REVENUES**

The major source of revenues for transportation in our County are:

- Property Tax (tax on private and commercial real estate);
- Fuel Tax (tax per gallon of motor vehicle fuel);
- Forest Tax (tax on logging sales);
- Ferry Receipts (fares);
- Transportation Impact Fees (TIF – fees paid by developers);
- Grants (revenue granted from state or federal agencies).

Some of the revenue sources are subject to fluctuations in the economy (REET, TIF, development), people’s changing habits (fuel tax), or changes in outside agency priorities (grants). Even property tax, which has historically been a stable source of revenue, is capped as of 2002 at a 1% growth rate, plus the value of new construction. This cap has significantly affected receipts, and the gap between receipts and inflation is growing. Given the unpredictability of these revenue sources, the transportation budget will need to be updated periodically to identify needed adjustments in spending or revenue.

**Revenue Shortfall**

*RCW36.70A.70(6) requires as follows:*

A transportation element that implements, and is consistent with, the land use element.

(a) The transportation element shall include the following subelements:

(iv) Finance, including:

(C) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

The above state law gives certain guidance to jurisdictions facing financial shortfalls in the transportation system. Among the responses that may be considered by the County:

- The County could review its current land use and decide how to reduce the future demand on the roadways;
- The Service Standards could be changed either on a global or selective basis. One notes that the use of Ultimate Capacity is used for targeted and specific use that requires other actions from the County;
- The transportation budget could be altered to reduce certain types of services;
- Additional funds may be raised for transportation using existing or new sources.
**ACTIVE TRANSPORTATION/NONMOTORIZED TRANSPORTATION**

**BACKGROUND**

Active transportation, also known as nonmotorized transportation, is increasingly recognized as an important consideration when planning and designing transportation systems. Active transportation modes include walking, bicycling, skating, skateboarding, and travel in wheelchairs and other mobility assistive devices. Active transportation occurs on trails, sidewalks, bike lanes, roadway shoulders, and within the travel lanes. Transit service is an important counterpart to many active transportation trips, since access to and from bus and rail is often made by a nonmotorized means.

Pierce County began formally planning for nonmotorized travel in the 1990s. The 1992 Pierce County Transportation Plan included policy language instructing the County to develop a comprehensive plan for nonmotorized transportation. After an extensive public involvement process, the Pierce County Nonmotorized Transportation Plan (NMTP) was adopted in 1997. The latter plan contains policies and an extensive list of prioritized project recommendations, both on road and off road. The NMTP later became a section of the Transportation Element of the Pierce County Comprehensive Plan.

Subsequent to the NMTP, Pierce County has adopted Community Plans for 11 different unincorporated areas of the county. Most of the Community Plans have included nonmotorized project recommendations which primarily have either reinforced or supplemented the nonmotorized project recommendations in the NMTP. The Community Planning efforts revised the NMTP project descriptions and relative priorities in many cases. A more detailed discussion on project recommendations occurs later in this section.

**ACTIVE TRANSPORTATION PLANNING REQUIREMENTS**

In 2005, the Growth Management Act (GMA) was amended with the passage of Engrossed Substitute Senate Bill 5186 (ESSB 5186). This amendment requires the transportation element of a comprehensive plan to include a pedestrian and bicycle component to include collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Under the GMA, the Puget Sound Regional Council (PSRC) is required to review and certify the transportation elements in comprehensive plans to ensure that they conform to GMA transportation planning requirements and are consistent with PSRC’s regional growth strategy and transportation plans (Vision 2040 and Transportation 2040). The PSRC Local Comprehensive Plan Checklist requires a pedestrian and bicycle component that includes strategies, programs, and projects to improve walking and bicycling. The Vision 2040 Multicounty Planning Policies (MPP) provide specific direction on the ways that Comprehensive...
Plans need to be consistent with regional policy. The following MPPs are particularly pertinent to contents of the active transportation section of Comprehensive Plans:

- **MPP-T-11** Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

- **MPP-T-14** Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility’s function and context as determined by the appropriate jurisdictions.

- **MPP-T-15** Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

- **MPP-T-16** Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

The [Pierce Countywide Planning Policies](#) also include policies relating to active transportation. In particular, policy TR-12 states that the County shall plan and implement programs, as appropriate, for designing, constructing and operating transportation facilities for all users, including motorists, pedestrians, bicyclists, and transit users. Pierce County policies relevant to nonmotorized planning and implementation are found at the end of this section.

**EXISTING NONMOTORIZED PROJECTS**

As mentioned earlier, there are nonmotorized project recommendations with the [Nonmotorized Transportation Plan (NMTP)](#) and the 11 Community Plans. When a project is coincident in the NMTP and a Community Plan, the Community Plan project description and priority rating takes precedence since the Community Plans are more recent documents and are intended to provide detail to the countywide Plan.

The projects in all of the plans were selected by citizen committees. To give projects a relative sense of priority, the committees were asked to place each project in one of four categories: Premier, High, Medium, and Low. The NMTP projects by category are listed in Table 12-R.

<table>
<thead>
<tr>
<th>Table 12-R: Nonmotorized Transportation Plan Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Type</strong></td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Existing County Road</td>
</tr>
<tr>
<td>New County Road</td>
</tr>
<tr>
<td>County Trail or Path</td>
</tr>
<tr>
<td>City or Town</td>
</tr>
<tr>
<td>State or Federal</td>
</tr>
</tbody>
</table>

Pierce County Comprehensive Plan | Transportation Element
As Table 12-R shows, the roads in the unincorporated area (County) are classified in the NMTP as three different project types. The proposals on an *Existing County Road* consist of paved shoulders, sidewalks, wide curb lanes, and/or a trail or pathway adjacent to the roadway. The proposals on a *New County Road* refer to new roads that are proposed for construction that will have pedestrian and bicycle facilities when built. The *County Trail or Path* category encompasses proposals for exclusive nonmotorized facilities that are not within a County road right-of-way. In total, there are 402 projects in the unincorporated area proposed within the NMTP. It should be noted that some of these projects have now been constructed or have been annexed by Cities.

Table 12-R also lists projects in the NMTP that are planned by municipalities and the State or Federal government. These were not given a priority rating, since they are out of the control of Pierce County.

The Community Plan projects are listed in Table 12-S, identified by the area and priority rating. Only those Community Plan projects that included nonmotorized elements are listed.

### Table 12-S: Community Plan Projects that Contain Nonmotorized Elements

<table>
<thead>
<tr>
<th>Community Plan</th>
<th>Premier</th>
<th>Number of Projects by Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Premier</td>
</tr>
<tr>
<td>Alderton-McMillin</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Anderson &amp; Ketron Islands*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Browns Point &amp; Dash Point*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Frederickson</td>
<td>10</td>
<td>7</td>
</tr>
<tr>
<td>Gig Harbor</td>
<td>8</td>
<td>9</td>
</tr>
<tr>
<td>Graham</td>
<td>43</td>
<td>18</td>
</tr>
<tr>
<td>Key Peninsula</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Mid-County</td>
<td>9</td>
<td>8</td>
</tr>
<tr>
<td>Parkland-Spanaway-Midland</td>
<td>45</td>
<td>30</td>
</tr>
<tr>
<td>South Hill</td>
<td>9</td>
<td>9</td>
</tr>
</tbody>
</table>

*Anderson & Ketron Islands and Browns Point & Dash Point did not assign priorities.

Map 12-19 and Map 12-20 show the location of NMTP and Community Plan projects. As noted, there is overlap between projects in the different plans, as well as overlap with the NMTP.
Map 12-19: Nonmotorized Project Recommendations in Adopted County Plans
Map 12-20: Nonmotorized Project Recommendations in Adopted County Plans
PROGRAMS AND STRATEGIES

Pierce County has numerous existing programs and strategies that address the provision and promotion of active transportation facilities and travel. The effort to address and promote nonmotorized travel will increase and diversify over time. The following is a summary of existing and proposed programs related to active transportation.

COMPLETE STREETS

Policy 12.2 in this document instructs the County to endorse the concept of complete streets, which promotes roadways that are safe and convenient for all users. In 2014, the Pierce County Council adopted Ordinance 2014-44s, pertaining to the provision of complete streets. Complete streets is a term used to describe project implementation that provides for safe and convenient roadways for all users, including pedestrians, bicyclists, transit riders, and motor vehicle drivers of all ages and abilities. The ordinance was listed in The Best Complete Streets Policies of 2014, a report published by the National Complete Streets Coalition, a program of Smart Growth America.

The ordinance specifically pertains to newly constructed or reconstructed roads and directs Pierce County to provide features for all users when building new roadway connections or completing major reconstruction of a road. In the urban area, these roadway elements typically would include paved shoulders for bicyclist and sidewalks for pedestrians and other users. In the rural area, where sidewalks are not typically constructed, the improvement would typically consist of a paved shoulder. In some cases, a gravel shoulder or roadside trail or pathway might be constructed.

The Complete Streets ordinance includes provisions for precluding the construction of elements for all modes where there are extreme technical, fiscal, or environmental challenges or other reasons where such improvements are not in the best interests of the County or residents. In these cases, the ordinance recommends that the County consider nearby facilities where nonmotorized users can travel in absence of complete streets implementation on the facility that is under construction.

The ordinance also directs the County to consider projects on roadways that are not undergoing major construction, such as standalone shoulder paving and sidewalk construction. Pierce County has several standalone active transportation projects listed in the 2015 Transportation Programs document, which is a six-year program of projects that is published annually. One of these projects, Park Avenue South between 125th Street South and Garfield Street South, was awarded a $429,000 grant from the 2014 Washington State Transportation Improvement Board Urban Sidewalk Program.

SAFE ROUTES TO SCHOOLS

Pierce County coordinates with school districts to plan and implement safe routes to school for students who travel by nonmotorized means. The three elements of a successful program are engineering and infrastructure improvements, education and encouragement activities, and
enforcement. The County regularly applies for grant funding through the State’s Safe Routes to
School grant program, but has had limited success in the funding competition. The County
strives to expand upon this program and achieve more success in obtaining funding. In 2015,
Pierce County has allocated $200,000 for staff support for developing a plan with public school
districts for identifying priorities, feasibility, and financing options for walking routes near
schools.

TRANSPORTATION DEMAND MANAGEMENT

Pierce County has been involved in Transportation Demand Management (TDM) activities since
the 1990s. The primary focus has been on working with large employers to reduce the number
of drive-alone commute trips, as required by the Washington State Commute Trip Reduction
(CTR) Act.

Pierce County is now investing in more all-inclusive strategies to encourage travel behavior
changes for all types of trip purposes. Bicycling and walking to destinations are important
components of any TDM program. Goal T-27 in this document instructs the County to
encourage alternate travel modes within an efficient multimodal transportation system that
reduces and shifts travel demand to improve the flow of people and goods. In order to develop
a successful TDM program, there must be connectivity to other modes such as walking
bicycling, cars, and transit. A combination of modes often come into play when taking transit
(i.e., walking or bicycling to a transit stop or station). Or sometimes the TDM strategy is simply
planning for one mode, such as bicycling or walking. The Transportation Demand Management
(TDM) section describes the Pierce County TDM Plan and strategies in greater detail.

TRAIL DEVELOPMENT

The Pierce County Parks and Recreation Department is the lead agency developing trails in the
unincorporated areas of the County. Pierce County Public Works provides support in this effort,
including project design and right-of-way acquisition activities. Pierce County coordinates with
municipalities and organizations such as ForeverGreen Trails and the Foothills Rails-to-Trails
Coalition in planning and implementing trail projects.

Natural and built environmental constraints preclude trail construction in some areas, making
sidewalks and roadway shoulders essential extensions of the trail system. Policy 12.1.1 in this
document instructs Public Works to work collaboratively with other organizations, including
Pierce County Parks and Recreation to develop the Pierce County Regional Trail System,
community nonmotorized connections, and local access.

Trail development in the County has largely focused on the Regional Trail System, through the
guidance of the Pierce County Parks, Recreation, and Open Space Plan. The 25-mile long
Foothills Trail in eastern Pierce County, seventeen of which is currently paved, is the most
notable example of trail development in the unincorporated area. More recently, the Public
Works and Parks and Recreation Departments are collaborating to identify a system of
community connectors that would link schools, parks, and neighborhoods in Pierce County and
tie into the Regional Trail System. The desire is to develop a system of trails where possible;
however, it is clear that constraints will require some of the connectors to be sidewalks and/or roadway shoulders.

**AMERICANS WITH DISABILITIES ACT**

The [Americans with Disabilities Act](https://www.ada.gov) (ADA) became Federal law in 1990 and has been updated numerous times over the years. ADA requires public entities to inventory facilities for deficiencies and create a transition plan to bring facilities into compliance with accepted standards. In 2014, Pierce County inventoried all sidewalks, curb ramps, pedestrian crossings, and traffic signal systems located on public roadways in unincorporated Pierce County to determine whether they were in compliance.

In 2015 the County initiated an ADA Transition Plan to document the strategy and timeline for bringing pedestrian facilities into ADA compliance. Ultimately, all facilities will need to be compliant. It should be noted that the ADA Transition Plan will only address existing facilities, not the construction of new facilities.

**IMPLEMENTATION**

As noted earlier, there are a number of roadway improvement projects that have constructed nonmotorized improvements as part of the larger project. Key examples of such projects are the Canyon Road East corridor south of SR 512 and the 176th Street East corridor. Both of these projects increased the number of through lanes and added significant sections of sidewalk for the community.

While these projects are significant in scope, it is evident that there is strong community support for more nonmotorized facilities. This desire for additional walkways and paths has been (and continues to be) expressed in numerous meetings held in community forums. As noted earlier, there are many plan recommendations within the Community Plans and the Nonmotorized Transportation Plan, but very few specifically nonmotorized projects are funded and implemented. The strategy for this Transportation Element calls for the targeting of approximately $20 million through 2030 for the purpose of constructing nonmotorized facilities. These funds may also be used to address projects that may be required as part of the Transition Plan efforts.

One target for expending the above noted $20 million may focus on the needs arising from the ongoing work with the schools, communities, and other stakeholders to build more facilities under the Safe Routes to School Program. The County Council has already tasked staff with reporting on the issue of Safe Routes to School. This Transportation Element suggests that both the short and long term funding capacity of the County be examined to support a program that would work with the local schools and other interested parties to develop partnerships and apply for grant opportunities that would strengthen the chances of winning awards for such a program. For example, in developing this nonmotorized section, Public Works staff worked with the Parks Department in developing a very conceptual network of possible candidate active transportation facilities that could link not only schools to communities but other places.
Figure 12-O below shows a very preliminary product that requires more stakeholders to discuss not just the need for specific types and location of active transportation facilities but also the funding and scoping of tasks involved in achieving success in realizing these valued facilities. It is anticipated that the conversations with nonmotorized stakeholders and an understanding of the needs and resources will result in an updated nonmotorized/Active Living strategy.

**Figure 12-O: Conceptual Graphic – Active Living Facilities**
ULTIMATE CAPACITY

This Transportation Element recommends that the County endorse and adopt measures that would enable the designation of Ultimate Capacity Roadways. As noted earlier, the end result of this designation would allow certain roadways to carry traffic above their designated service standard without being subject to the transportation concurrency requirements. It is important to note that such roadways in being Ultimate Capacity would be reviewed for their operational and safety needs for all users, both motorists and pedestrians. Identification of these needs may also bring certain nonmotorized projects forward for possible implementation.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

INTRODUCTION

Previous sections of this Transportation Element describe a number of both current and future challenges to the mobility of Pierce County and others. As noted earlier, our community is experiencing longer travel times on a number of our state highways and county arterials. The 1992 Transportation Plan recommended an extensive list of highway improvement projects to address the current and anticipated deficiencies. Important capacity projects were constructed in the subsequent years.

This Transportation Element notes that there are still appropriate times to build additional capacity into the roadway system. Also, this Element recommends a more complete roadway network that provides both accessibility and higher levels of mobility within the County. There are a number of connectors and corridors that would serve that purpose.

WHAT IS TRANSPORTATION DEMAND MANAGEMENT (TDM)?

The term Transportation Demand Management (TDM) is no single program or strategy but refers to actions that allow us to use our transportation system more efficiently. High Occupancy Vehicle (HOV) lanes are a long standing example of TDM on our state freeway system. The designation of lanes for carpools and buses allow more people to move in the same amount of space and time. While there are presently no HOV lanes on Pierce County jurisdiction roadways, there is strong evidence of Ridesharing. Ridesharing covers a wide range of transportation evident through our region, including Pierce Transit buses, vanpools, carpools, and taxis. TDM is used in the form of pricing in the High Occupancy Toll (HOT) lanes that are seen north on SR 167.
WHY IS TDM A GOOD IDEA?

All of the TDM strategies can help achieve the following:

• Saves Money – Building additional lanes and new roads has become more expensive. Well designed TDM programs may have a role in decreasing the need for certain types of infrastructure improvements.

• Increase Mobility Opportunities for All – As noted earlier in this Plan, it is estimated there will be approximately 185,400 people between the ages of 65 and above living in Pierce County by the 20-year planning horizon. In 2010 there were 87,800 of that same age group living in the county. This demographic will grow from approximately 11% to 19% of the respective total population. If there are improvements in such services as transit, this type of group could benefit.

• Decrease Energy Consumption and Total Cost – Generally, more people in fewer vehicles equate to less energy used and lower overall costs. It is important to note that while there is a cost savings to a collective group of the population, there may be significant individual savings to each commuter who takes a bus and does not incur costs for gasoline, wear and tear on the vehicle and in some cases, increasing parking costs.

• Improve the Environment – Fewer overall vehicles on the roads equates to lower emission levels and less pollution of air and water.

• Make the community more livable – TDM becomes more significant in a community, the greater presence of ridesharing and other services such as transit orients a community to a higher level of activity.

PIERCE COUNTY NEEDS A SUCCESSFUL TDM PROGRAM

The collective sum of needed County road improvement projects are not environmentally viable and/or exceed our ability to pay. The Financing the Transportation Future describes the high costs associated with building additional capacity on the roadway network within the county. It may easily cost up to $5 M dollars per mile to add one lane on a roadway. As noted earlier in this Element, the roadway improvement costs cannot come at the expense of the cornerstone of a financially responsible and constrained approach of managing our transportation system.

There may also be environmental impacts to adjacent communities that are not proportionate to the benefits of road projects. This Transportation Element recommends that the County designate certain roadways as having Ultimate Capacity. In those corridors where such a designation is indicated, there would be a high level of study and possibly strategies that would attempt to understand if alternative actions such as TDM would play a role in giving affected travelers options for travelling specific corridors.
Pierce County has experience in developing TDM programs

Pierce County is the lead agency for state required Commute Trip Reduction (CTR) efforts in Pierce County. As the lead agency, Pierce County provides the administration oversight, coordinates commuter programs and services, and partners with WSDOT, PSRC, Pierce Transit, Downtown On the Go and the CTR-affected cities. All of the CTR-affected cities, except for the City of Tacoma, contract with Pierce County for basic administration of their CTR Ordinances.

The passage of the state CTR law in 1991, spurred the most populous counties into the TDM arena. Since then, CTR has been the cornerstone of Pierce County’s TDM program.

In the beginning extensive work was completed to develop zones and goals, identify affected employment sites, and develop employer and commute support services. To this day, a TDM/CTR Work Group oversees the CTR efforts in Pierce. The Work Group formally operates under the name Pierce Trips.

Several employer services and programs are in place to help employers with development and implementation of their CTR programs. These services and programs were developed to help employers meet commute trip reduction goals established in the CTR law. Pierce Trips continues to be able to provide these services at no cost to employers through successful federal Congestion Mitigation and Air Quality (CMAQ) grant awards. These programs include:

- Employer site visits and commute options program development assistance
- Training and networking opportunities
- Marketing materials such as posters and brochures
- Campaigns, promotions and incentives
- Emergency Ride Home
- Ridematching and transit trip planning assistance
- Recognition and Awards
- Commuter Information Centers, HOV parking signs and hangtags
- Trip tracking calendar and database
- Online support services

Trip reduction efforts are expanding in Pierce County. Pierce County recognizes that the commute trip is a percentage of the total trips on our roadways. In order to more efficiently manage our network and contribute positively to the livability of our communities, Pierce County must provide more access to all modes for all trips. Initial expansion efforts include:

- Supporting partner endeavors
  - Downtown On the Go, a transportation advocate for Downtown Tacoma
  - University of Washington-Tacoma Trip Options Program enhancements
- Carshare growth in Pierce County
- Focus on the I-5 TDM Corridor between the Thurston/Pierce border and City of Tacoma
  - Formation of JBLM TDM Working Group consisting of JBLM, Pierce County and Pierce Transit staff
  - Formation of a JBLM Stakeholders Group consisting of partner agencies
Development of a JBLM TDM Strategic Implementation Plan

- Collaborating on the Neighborhood based outreach programs
  - City of Tacoma resident outreach program, Stadium In Motion
  - Joint Base Lewis-McChord outreach program, JBLM In Motion
  - City of Puyallup outreach program with a transit/train emphasis, Puyallup In Motion

THE CONSTRAINTS

TRANSIT IS NOT EVERYWHERE

Pierce Transit has cut its routing and frequencies through most of its service area. This makes the concept of leveraging transit as part of a TDM program more challenging.

LAND USE

Unincorporated Pierce County’s historic and current residential development pattern generally conforms to low and moderate density single-family housing. A few major arterials provide for the majority of the commercial and office uses many miles removed from the bulk of the residences in Pierce County. The lack of significant mixed use developments results in a situation where many unincorporated residents drive to their destinations.

Unincorporated Pierce County accounted for over 53% of the overall County housing growth from 2001 to 2010. The low density spread of population makes it challenging to achieve a critical mass of riders along certain corridors.

Figure 12-P: Development Patterns

The Transportation Plan Preview studied five corridors within Pierce County. In all five corridors the residential density was far below the standard threshold levels to sustain transit service.

MOVING THE TDM PROGRAM – THE OPPORTUNITIES

TDM by definition encapsulates strategies that attempt to reduce or redirect the demand for travel. Congestion occurs when the demand for the roadway network exceeds the available supply. Traditional strategies have focused on the supply side such as increasing lanes or
constructing new roads. These have provided for short term relief but demand will eventually outpace these efforts. By replacing or supplementing this with TDM Pierce County may reduce the need for costly construction projects as TDM decreases roadway demand thereby relieving congestion. Pierce County is currently focusing TDM efforts in certain corridors and subareas, which will hopefully be effective in reducing traffic in specific areas.

A well managed TDM program within Pierce County will expand upon the Commute Trip Reduction (CTR) laws currently in effect. The CTR laws target large employers who establish programs to help their employees find alternate mode choices for their commutes. The program has proven successful already and we continue to extend its reach. By encouraging rideshare or nonmotorized commute options we alleviate congestion throughout peak periods when it matters the most.

In comparison to typical supply side strategies, TDM strategies often cost significantly less. While large TDM infrastructure projects such as rail can incur an expense comparable to the expansion of roadways, TDM often employs inexpensive solutions. This allows planners to experiment with a mix of TDM strategies to target different audiences without too much financial commitment. Some TDM efforts such as CTR rely on more private investment than on government and public funding.

TDM can also boost a project’s ability to receive funding. Some grant funds such as CMAQ largely apply to TDM related activities. Other funding sources award points to projects that incorporate TDM that could make or break an award of funds. Such funding has already allowed us to continue and expand our TDM program. Road projects generally receive much more funding than TDM projects. As a counter, our history has shown that we have a higher probability to gain TDM funding compared with our ability to attain roadway funding. In the future we may see a comparative advantage in TDM funding as opposed to roadway construction funding because of the relatively low costs of TDM and effectiveness in gaining funds.

**JBLM**

As noted above the County is now working with JBLM in identifying strategies for removing some of the approximately 100,000 daily trips that cross its boundaries. While funds may be more readily available than before to construct a number of important roadway projects in the JBLM area, it is unlikely that given the magnitude of roadway congestion that a total fix will be implemented in the near future.

There is a potential for additional work to move forward on this front.

**Sound Transit Success**

Sound Transit (ST) has made an impact on how Pierce County residents travel. The scatter plot in Figure 12-Q shows the residential origins of a sample of Sumner commuter rail station riders. This is a parking lot survey showing that unincorporated residents do use the rail station.
This scatter plot of residential location shows that the travel shed or the area of influence of the rail station goes well beyond the five mile ring. The attraction of commuter rail to points north is strong. Fuel costs, traffic, and parking costs of travelling to Seattle are strong incentives for Pierce County residents to share a ride. It is recommended that the County work with Sound Transit, Pierce Transit, and the local residential communities to encourage the use of Sound Transit rail and bus express service. Ideally, riders would use transit or rideshare to these heavily utilized station parking lots.
Figure 12-Q: Sumner Station License Plate Survey

Source: Pierce Transit
OTHER RECOMMENDED ACTIONS

Other actions for the County to pursue include:

- Developing and heavily marketing catchment lots in Pierce County that would help galvanize the formation of carpools and vanpools. This would be a residentially based program that may be especially considered in the Ultimate Capacity corridors.

- Strengthening existing agency and organizational connections and supporting new alliances in the TDM field. Pierce County has worked with Pierce Transit, Tacoma, and a number of other jurisdictions on TDM. These connections need to be strengthened and augmented.

- Pursuing more grant opportunities. As earlier noted the County has had good success in receiving grants that develop and maintain TDM.

- Reinforcing the land use and transportation connection. As noted above the typical housing density is so low that many areas within unincorporated urban county have difficulty providing base level ridership that would make transit viable in the communities. The question in the long term is how does Pierce County achieve the densities required to attract adequate ridership, hence become financially sustainable.

In short, TDM makes good sense in terms of its benefit to the environment, individual, operations of our roadways and transit systems. TDM makes good business sense.

IMPLEMENTING THE PLAN

SELECTED KEY MESSAGES

1. Protect the Core Functions. Assuming a stable revenue and cost scenario, the financial analysis indicates that there are likely enough resources to cover the core functions of maintaining and operating the County transportation system. Given this, the County will need to be selective in the number and magnitude of projects that focus on improving the infrastructure.

2. Consider Ultimate Capacity. In the past twenty years this County has been able to build a number of projects that significantly increased the capacity of certain roadways. In the future, there is a need to review, assess, and potentially act on the concept of limiting the expansion of capacity of certain roadways due to cost, impacts on the built and natural environment, and the need to align with state policy.

3. Transportation Demand Management. Single occupant vehicle travel is the most common travel mode. The key challenge will be to develop meaningful ways to change how we shop, do errands, and go to work. This Element proposes to focus on specific areas of need (continue the JBLM focused TDM effort) and work with other jurisdictions and agencies to form more carpooling, vanpooling, and accessing transit stations. It is
noted in this Element that TDM may have a very functional role should Ultimate Capacity be implemented in this County.

4. Nonmotorized: A More Determined Program. Most people agree that nonmotorized facilities are important to have in their community. There are many nominated projects but the costs are high and the prospects for funding are less than stellar. It is suggested that a programmatic approach be tested that would identify partners and use seed money to draw down more grant dollars. These efforts could focus on schools and activity centers that have a critical mass of usage and interaction with communities.

**Steps to Consider**

1. Understand Technology and Leverage it. The County uses Global Positioning technologies, software, and communication to conduct standard field operations and uses asset management to optimize county resources and save money. There is a need to stay cognizant of technologies that may make carpooling, vanpooling, or fixed route transit more practical.

2. Continue working on all levels with other jurisdictions and agencies. Pierce County works with many jurisdictions and agencies on transportation issues at both the policy and technical level. While much of this interaction may be agency to agency, Pierce County is active at the PSRC policy boards and their technical committees. This interaction has been of benefit both regionally and locally as there is the opportunity to align planning and program objectives. These conversations will become important as PSRC begins to prepare for the next update of Vision. Also, the County needs to work with the local and regional transit agencies to develop successful Transportation Demand Management Programs. While there are some residents who now fall outside of the Pierce Transit Benefit Area, many are still served by that agency. Pierce County should be active in the monitoring and development of services associated with Sound Transit. ST provides significant long haul service to residents on a countywide basis.

**Metrics**

It is suggested that the County periodically review a number of indicators that relate to key policy, planning, and program objectives. These may be aggregated into a report.

The following is a selected list of measurable products and services and behaviors that may be considered. It should be noted that some of measures or data are already being collected and monitored by various agencies while some information may only be periodically available.

**Transportation Demand Management**

- a. Transit Ridership- Detailed by line
- b. Transit Route Miles, Service Miles
- c. Mode Share
d. Formation of carpools/vanpools

**ROADWAYS**

a. Roadway Congestion- Reported now by County and WSDOT  
b. Accidents  
c. Condition of roadways  
d. Safety projects initiated/completed  
e. Projects completed that provide interconnectivity

**FINANCE**

a. Transit fares  
b. Parking fees in key locations  
c. Costs and Revenue trends for transportation – example : What are trends for roadway and sidewalk construction relative to factors such as inflation

**NONMOTORIZED**

a. Nonmotorized projects as part of roadway projects  
b. Nonmotorized projects that are independent of roadway projects i.e., new corridors, reconstruction of existing roads

**LAND USE**

a. Trends in residential development and employment construction. In order to develop the most efficient services, it is helpful to have a critical mass of demand, or higher density. It may be useful to monitor the short and long term densities as they relate to TDM and nonmotorized Transportation. It is fairly certain that until the residential densities increase in the County that fixed route transit serving neighborhoods will not be significantly more viable.

The above metrics are suggested as a starting point for conversation about transportation planning in the County. There are many more candidate measures or metrics that may be considered. The discussion of metrics is an appropriate ending point for this planning element. It is important to periodically look in the past to determine how to move forward.

**MEETING VEHICLE MILES TRAVELLED (VMT) POLICY**

Vehicle Miles Travelled (VMT) is a key transportation planning metric. VMT is one indicator of the magnitude or extent that a population uses the transportation system. It is acknowledged that the proposed Transportation Element does not reduce the per capita Vehicle Miles Travelled on the Pierce County roads between 2010 and 2030. This increase in VMT may not be consistent with current regional and state policy that call for overall reductions in VMT per capita.
While VMT is an important indicator of the use of the transportation system, it should not be
the only one in which Pierce County should use as a baseline for assessing the transportation
system nor for determining future policy and programs. There are a number of difficulties in
using VMT in the Pierce County transportation planning setting as a metric for the effectiveness
of County planning actions. It is suggested that the following factors make VMT a less than
ideal measure for measuring the level of effort and effectiveness of Pierce County's efforts to
reduce future VMT:

1. **The Roadway Network Is Not Entirely Our Own**

   This County's analysis of current and future roadway conditions clearly indicates that most
   of the state arterials and freeways are now congested. These levels of congestion increase
   in 2030 and will spill over onto the local (County) roadway network. While we will continue
to work with the state on our respective planning efforts, we do not have programming
and operational authority on these facilities.

2. **The Roadway Demand is Not Entirely Our Own**

   Pierce County users are the primary users of our local roadway network. However, the
   VMT for specific roadway facilities is affected also by residents in other jurisdictions who
   may find the "path of least resistance" to their destination through County roads.

3. **The Supply of Transit Services Is Not Our Own**

   One important tool in reducing VMT is through encouraging and developing alternative
   modes of transportation for residents. Transit can play an important role in reducing the
   VMT on the roadway network with adequate coverage and frequencies. However, Pierce
   Transit and Sound Transit own the primary transit systems in this area. Pierce County will
   continue to look for opportunities to coordinate usage of their services by County residents
   but does not make operational decisions for the systems.

**Meeting the Intent of Reducing VMT**

While this current Transportation Element does not reduce VMT in 2030, Pierce County
proposes the following strategies that would work toward reducing VMT:

1. **Creating Additional Employment Opportunities within the County**

   The Census data from past years indicate that there is a trend for Pierce County residents
to live further from their workplace. The increased distance between home and
employment contributes would likely contribute to increased aggregate VMT. The land
use/economic development component of this Comprehensive Plan calls for the continued realization of the Frederickson Manufacturing/Industrial Center. Bringing employment closer to Pierce County residents will decrease the latter’s VMT.

2. Both the Transportation Demand Management (TDM) and Nonmotorized Strategies Reduce VMT

Pierce County has actively worked to develop its Commute Trip Reduction in compliance with state law and regional policy. Pierce County will explore additional opportunities to reduce VMT through increased usage of transit and rideshare. Complimenting these efforts will be a greater emphasis on delivering standalone nonmotorized improvements. It is notable that the Finance Plan calls for $20 million to be targeted toward standalone pedestrian and bicycle facilities.

3. Ultimate Capacity

The proposed designation of Ultimate Capacity roadways supports the examination and possible implementation of additional TDM and nonmotorized improvements. As discussed earlier, the County will investigate and apply where appropriate, the use of TDM and the development of nonmotorized facilities in corridors designated as Ultimate Capacity roadways.

**Developing Multimodal Level of Service Standards**

It is noted that regional policy calls for level of service standards to be focused on movement of people and goods rather than just that of vehicles. There is also a call for concurrency programs to address multimodal transportation options in each jurisdiction's programs. This element does not yet offer such a multimodal level of service standard. The development of such a standard will be considered in the course of implementing Ultimate Capacity and also in revising the Traffic Impact Fee Program. Such a standard would be useful in understanding the effectiveness of implementing certain nonmotorized and TDM strategies that would respond to the address the roadway congestion of certain facilities.
APPENDIX A – TRANSPORTATION INVENTORY

BACKGROUND

Pierce County’s transportation system consists of State highways and freeways, arterials and local streets and roads, bike trails and bike lanes, bus transit systems, paratransit, commuter rail, and light rail. In addition, the County is served by a maritime port, several general aviation airports, and ferry services. Joint Base Lewis McChord (JBLM) is a major military facility with its own transportation system.

GMA requires an inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning. This inventory must include state-owned transportation facilities within the city or county’s jurisdictional boundaries. A section of the Washington Administrative Code, WAC 365-196-430(2)(c), provides recommendations on specific inventories to include in Comprehensive Plans. Many of the WAC recommendations are used in this inventory.

ROADWAY SYSTEMS

The term roadway is used generically here to encompass all roads, streets, freeways, and highways under Federal, State, and local jurisdiction. GMA requires the County to inventory State and County owned facilities.

Interstate and State freeways form the backbone of the Pierce County transportation system, including I-5, I-705, SR 16, SR 167, SR 410, SR 509, and SR 512. The freeways provide intrastate and interstate linkages to and from Pierce County. There are number State surface highways crossing County. The following Interstate and State highways that are wholly or partially within Pierce County:

- Interstates 5 and 705
- State Highways 7, 16, 99, 123, 161, 162, 163, 165, 167, 302, 410, 507, 509, 512, 702, and 706

County-maintained roadways can be classified into three primary types – arterials, local access, and primitive. Roads are further categorized by whether they are in the urban or rural area. Table 12-T lists the number of centerline miles by category.
### Table 12-T: Centerline Miles

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<tr>
<th>Roadway Type</th>
<th>Urban Centerline Miles*</th>
<th>Rural Centerline Miles*</th>
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<tbody>
<tr>
<td>Major Arterial</td>
<td>96</td>
<td>70</td>
</tr>
<tr>
<td>Secondary Arterial</td>
<td>165</td>
<td>95</td>
</tr>
<tr>
<td>Collector Arterial</td>
<td>185</td>
<td>94</td>
</tr>
<tr>
<td>Local Access</td>
<td>601</td>
<td>236</td>
</tr>
<tr>
<td>Primitive</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,047</strong></td>
<td><strong>503</strong></td>
</tr>
</tbody>
</table>

*Rounded to the nearest mile.

### Local and Regional Transit and Rail

Pierce County is served by three transit agencies: Pierce Transit, Intercity Transit, and Sound Transit. Pierce Transit is the agency that provides local transit service within the County, consisting of 38 bus routes, a seasonal trolley serving Gig Harbor, specialized routes to serve events such as the Washington State Fair in Puyallup, and SHUTTLE service that provides door-to-door transportation for those who meet criteria established by the Federal Americans with Disabilities Act. Pierce Transit also operates a system of transit centers and park and ride lots. Intercity Transit has five routes that connect from Thurston County to various locations in Pierce County. Sound Transit, the regional transit agency for the Central Puget Sound, operates eight express bus routes in Pierce County, the Tacoma Link light rail, and Sounder commuter rail service.

Intercity Transit routes 603, 605, 609, 612, and 620 serve Pierce County. These are all express routes that serve Lakewood and Tacoma. All of the routes terminate in downtown Tacoma, except the 620, which ends at the Tacoma Mall. Route 620 is a weekend only route, while the other four routes are weekday only.

Sound Transit operates the Sounder commuter train, which makes ten daily weekday trips northbound and southbound to and from downtown Tacoma. Six of these trains in each direction also serve the Lakewood and South Tacoma station. The Sounder also runs on weekends on select days to serve travelers attending Seattle Seahawks and Mariners games.

The Tacoma Link light rail is operated seven days a week by Sound Transit. The termini are the Tacoma Dome station and the Theater District at South 9th and Commerce streets. The light rail frequencies are between 12 and 24 minutes, depending on the time of day and day of the week.

Sound Transit operates the following eight express bus routes within Pierce County that primarily travel to various destinations in King County.

1. **Route 574**: Lakewood – SeaTac
2. **Route 578**: Puyallup – Seattle
3. **Route 586**: Tacoma – U. District
4. **Route 590**: Tacoma – Seattle
5. **Route 592**: Olympia/Dupont – Seattle
6. **Route 594**: Lakewood – Seattle
7. **Route 595**: Gig Harbor – Seattle
8. **Route 596**: Bonney Lake – Sumner

Pierce Transit’s service area is 292 square miles, with a population base of over 557,000 (2013). There are seven transit centers located at the Tacoma Dome, Lakewood Town Center, Parkland, 72nd Street at Portland Avenue, South Hill Mall, Tacoma Mall, and Tacoma Community College. The 38 bus routes operated by Pierce Transit are shown in Table 12-U.

**Table 12-U: Pierce Transit Bus Routes**

<table>
<thead>
<tr>
<th>Route</th>
<th>Route Termini</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6th Avenue-Pacific Avenue</td>
</tr>
<tr>
<td>2</td>
<td>S 19th Street - Bridgeport Way</td>
</tr>
<tr>
<td>3</td>
<td>Lakewood-Downtown Tacoma</td>
</tr>
<tr>
<td>10</td>
<td>Pearl Street</td>
</tr>
<tr>
<td>11</td>
<td>Point Defiance</td>
</tr>
<tr>
<td>13</td>
<td>N. 30th Street</td>
</tr>
<tr>
<td>14</td>
<td>Proctor District</td>
</tr>
<tr>
<td>16</td>
<td>Downtown Tacoma-Tacoma Community College</td>
</tr>
<tr>
<td>28</td>
<td>S 12th Street</td>
</tr>
<tr>
<td>41</td>
<td>Portland Avenue</td>
</tr>
<tr>
<td>42</td>
<td>McKinley Avenue</td>
</tr>
<tr>
<td>45</td>
<td>Yakima Avenue</td>
</tr>
<tr>
<td>48</td>
<td>Sheridan-S. M Street</td>
</tr>
<tr>
<td>51</td>
<td>Union Avenue</td>
</tr>
<tr>
<td>52</td>
<td>Tacoma Community College-Tacoma Mall</td>
</tr>
<tr>
<td>53</td>
<td>University Place</td>
</tr>
<tr>
<td>54</td>
<td>38th Street</td>
</tr>
<tr>
<td>55</td>
<td>Tacoma Mall-Parkland</td>
</tr>
<tr>
<td>56</td>
<td>56th Street</td>
</tr>
<tr>
<td>57</td>
<td>Tacoma Mall</td>
</tr>
<tr>
<td>Route</td>
<td>Route Termini</td>
</tr>
<tr>
<td>-------</td>
<td>---------------</td>
</tr>
<tr>
<td>62</td>
<td>NE Tacoma to Pacific Highway and S 348th Street</td>
</tr>
<tr>
<td>100</td>
<td>Tacoma Community College Transit Center to Purdy Park &amp; Ride</td>
</tr>
<tr>
<td>102</td>
<td>Purdy Park &amp; Ride and Kimball Drive Park &amp; Ride to Downtown Tacoma</td>
</tr>
<tr>
<td>202</td>
<td>Lakewood Transit Center to 72nd Street Transit Center</td>
</tr>
<tr>
<td>204</td>
<td>Lakewood Transit Center to Parkland Transit Center</td>
</tr>
<tr>
<td>206</td>
<td>Lakewood Transit Center to Tillicum to Madigan Hospital (JBLM)</td>
</tr>
<tr>
<td>212</td>
<td>Lakewood Transit Center to Steilacoom</td>
</tr>
<tr>
<td>214</td>
<td>Pierce College at Fort Steilacoom to Lakewood Transit Center</td>
</tr>
<tr>
<td>300</td>
<td>Tacoma Mall to McChord Commissary</td>
</tr>
<tr>
<td>400</td>
<td>Downtown Tacoma to South Hill Mall Transit Center</td>
</tr>
<tr>
<td>402</td>
<td>Federal Way Transit Center to 171st Street and S Meridian Ave (WA 161)</td>
</tr>
<tr>
<td>409</td>
<td>72nd Street Transit Center to Puyallup</td>
</tr>
<tr>
<td>410</td>
<td>Parkland Transit Center to South Hill Mall Transit Center and Pierce College Puyallup</td>
</tr>
<tr>
<td>425</td>
<td>Loop connects with Routes 400, 402, 409, 410, and 495</td>
</tr>
<tr>
<td>495</td>
<td>Puyallup Sounder Station to South Hill Mall Transit Center</td>
</tr>
<tr>
<td>497</td>
<td>Lakeland Hills to Auburn Sounder Station</td>
</tr>
<tr>
<td>500</td>
<td>Downtown Tacoma to Federal Way Transit Center</td>
</tr>
<tr>
<td>501</td>
<td>Downtown Tacoma to Federal Way Transit Center via Milton</td>
</tr>
</tbody>
</table>

Map 12-4 shows the alignments of Pierce Transit routes along with locations of transit centers, rail stations, park and ride lots, and popular destinations.

Pierce Transit owns several park-and-ride lots and utilizes many others that are owned by separate entities. The list of Park and rides lots is shown in Table 12-V.

Pierce Transit also operates the SHUTTLE service that provides door-to-door transportation for those who meet criteria established by the Federal Americans with Disabilities Act, which make taking normal transit buses functionally impossible for the individual. SHUTTLE service only operates within ¾ of a mile of local bus routes, leaving much of the County without this service. There are a number of other entities that offer shuttle service outside of the Pierce Transit service area. These services included Beyond the Borders which serves Sumner, Spanaway, and South Hill and the Mustard Seed project, serving the Key Peninsula.
### Table 12-V: Pierce Transit Park-n-Ride Lots

#### Park-and-Ride Lots Owned or Leased by Pierce Transit

<table>
<thead>
<tr>
<th>Facility</th>
<th>Stalls</th>
<th>Facility</th>
<th>Stalls</th>
</tr>
</thead>
<tbody>
<tr>
<td>72nd Street Transit Center</td>
<td>68</td>
<td>Roy “Y”</td>
<td>100</td>
</tr>
<tr>
<td>72nd Street E &amp; E. Portland Avenue - Tacoma</td>
<td></td>
<td>SR 7 at SR 507 - Spanaway</td>
<td></td>
</tr>
<tr>
<td>Kimball Drive Park-and-Ride</td>
<td>306</td>
<td>Tacoma Community College Transit Center</td>
<td>95</td>
</tr>
<tr>
<td>SR 16 at Kimball Drive – Gig Harbor</td>
<td></td>
<td>S. 19th Street &amp; S. Mildred Street</td>
<td></td>
</tr>
<tr>
<td>Parkland Transit Center</td>
<td>62</td>
<td>Tacoma Dome Station</td>
<td>2,363</td>
</tr>
<tr>
<td>121st Street E &amp; Pacific Avenue S</td>
<td></td>
<td>Puyallup Avenue between E &amp; G Streets</td>
<td></td>
</tr>
</tbody>
</table>

#### Park-and-Ride Lots Owned by Others

<table>
<thead>
<tr>
<th>Facility (Owner)</th>
<th>Stalls</th>
<th>Facility (Owner)</th>
<th>Stalls</th>
</tr>
</thead>
<tbody>
<tr>
<td>Center Street (WSDOT)</td>
<td>75</td>
<td>South Tacoma Sounder Station (Sound Transit)</td>
<td>220</td>
</tr>
<tr>
<td>SR 16 at Center Street - Tacoma</td>
<td></td>
<td>5650 S. Washington Street</td>
<td></td>
</tr>
<tr>
<td>Narrows/Skyline (City of Tacoma)</td>
<td>195</td>
<td>SR 512 (WSDOT)</td>
<td>489</td>
</tr>
<tr>
<td>Lakewood Sounder Station (Sound Transit)</td>
<td>600</td>
<td>Sumner Sounder Station (Sound Transit)</td>
<td>286</td>
</tr>
<tr>
<td>11424 Pacific Highway SW</td>
<td></td>
<td>810 Maple Street</td>
<td></td>
</tr>
<tr>
<td>North Purdy (WSDOT)</td>
<td>200</td>
<td>Tacoma Mall East (WSDOT)</td>
<td>78</td>
</tr>
<tr>
<td>144th Street NW at Purdy Drive NW</td>
<td></td>
<td>S. Alaska Street at S. 56th Street (Southeast Side)</td>
<td></td>
</tr>
<tr>
<td>South Purdy (WSDOT)</td>
<td>20</td>
<td>Tacoma Mall North (WSDOT)</td>
<td>48</td>
</tr>
<tr>
<td>SR 16 at Goodnough Drive NW</td>
<td></td>
<td>S. Alaska Street at S. 56th Street (Northwest Side)</td>
<td></td>
</tr>
<tr>
<td>Puyallup Sounder Station (Sound Transit)</td>
<td>364</td>
<td>Tacoma Mall South (WSDOT)</td>
<td>44</td>
</tr>
<tr>
<td>131 W. Main Avenue</td>
<td></td>
<td>S. Alaska Street at S. 56th Street (Southwest Side)</td>
<td></td>
</tr>
<tr>
<td>South Hill (Sound Transit)</td>
<td>350</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9th Street SW at 31st Avenue SW - Puyallup</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Intrastate and Interstate Transit and Rail**

Pierce County is served by the Greyhound buses and Amtrak rail. Both of these companies provide service south to Portland, Oregon, north to Vancouver, Canada, and east to Spokane and points beyond. The stations for both of these services are located near the Tacoma Dome.
WATERBORNE TRANSPORTATION

Pierce County is served by two ferry routes, one operated by the County and the other by the Washington State Department of Transportation (WSDOT). The WSDOT ferry route is between Point Defiance in Tacoma and Vashon Island. The Pierce County ferry route connects Anderson and Ketron Island to the mainland in the Town of Steilacoom. Both routes accommodate both motor vehicles and passengers.

The Port of Tacoma is a one of the top 10 container ports in the country. In 2013, $48.7 billion in combined import/export commodities passed through the port. Top export commodities include food products, industrial machinery, and wood and paper products. The top import commodities are industrial machinery, vehicles and parts, electronics, and toys, games, and sporting equipment. The top trading partner is China/Hong Kong, accounting for nearly half of the combined import/export trade value. Japan accounts for nearly a third of the combined value.

AIR TRANSPORT

Pierce County is served by Seattle-Tacoma International Airport in south King County, two military base airports, and a number of smaller airports owned by the public and private sector.

The largest airports located in the County are the military air facilities on JBLM - McChord Field and Gray Field. General aviation is served by the County-owned Narrows Airport and Thun Field and several other small private airports. Characteristics of the larger Pierce County airports are shown in Table 12-W.

**Table 12-W: Operational Characteristics of Larger Airports within Pierce County**

<table>
<thead>
<tr>
<th>Airport Name</th>
<th>Ownership</th>
<th>Runway Length (ft)</th>
<th>Annual Operations</th>
<th>Annual Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Lake</td>
<td>Commercial</td>
<td>5,500</td>
<td>700</td>
<td>60,000</td>
</tr>
<tr>
<td>Gray Army Airfield</td>
<td>Military</td>
<td>6,125</td>
<td>Not Available</td>
<td>180,000</td>
</tr>
<tr>
<td>McChord AFB</td>
<td>Military</td>
<td>10,100</td>
<td>Not Available</td>
<td>180,000</td>
</tr>
<tr>
<td>Thun Field</td>
<td>County</td>
<td>3,650</td>
<td>90,006</td>
<td>240,000</td>
</tr>
<tr>
<td>Ranger Creek State</td>
<td>State</td>
<td>2,700</td>
<td>3,600</td>
<td>140,000</td>
</tr>
<tr>
<td>Spanaway</td>
<td>Commercial</td>
<td>2,724</td>
<td>19,380</td>
<td>19,380</td>
</tr>
<tr>
<td>Swanson</td>
<td>City</td>
<td>3,000</td>
<td>5,594</td>
<td>150,000</td>
</tr>
<tr>
<td>Tacoma Narrows</td>
<td>County</td>
<td>5,002</td>
<td>44,057</td>
<td>240,000</td>
</tr>
</tbody>
</table>

Source: Regional Airport System Plan, Puget Sound Regional Council Staff, 2001; Tacoma Narrows Airport: Final Draft of Master Plan Update, October 2014; WSDOT 2012 Airport Economic Impact Study
Active Transportation

Pierce County inventoried County-owned sidewalks in 2013/2014 as part of the Transition Plan for bringing facilities into compliance with the Americans with Disabilities Act. The inventory results are shown in Table 12-X. More information in the Transition Plan.

Table 12-X: Pedestrian Facilities on Pierce County Roadways

- 237 miles of sidewalk
- 3,256 curb ramp locations
- 844 pedestrian push buttons at crosswalks

Table 12-Y shows the number of accidents involving pedestrians on Pierce County maintained roadways from 2010-2014. As shown, there were four pedestrian fatalities during this period.

Table 12-Y: Accidents Involving Pedestrians on Pierce County Maintained Roadways

<table>
<thead>
<tr>
<th>Year</th>
<th>Disabling Injury</th>
<th>Fatal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>37</td>
<td>12</td>
</tr>
<tr>
<td>2011</td>
<td>22</td>
<td>3</td>
</tr>
<tr>
<td>2012</td>
<td>16</td>
<td>0</td>
</tr>
<tr>
<td>2013</td>
<td>21</td>
<td>3</td>
</tr>
<tr>
<td>2014</td>
<td>18</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>114</td>
<td>19</td>
</tr>
</tbody>
</table>

Table 12-Z shows the number of accidents involving bicyclists on Pierce County maintained roadways from 2010-2014. As shown, there was only one bicycle fatality during this period.

Table 12-Z: Accidents Involving Bicyclists on Pierce County Maintained Roadways

<table>
<thead>
<tr>
<th>Year</th>
<th>Disabling Injury</th>
<th>Fatal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>22</td>
<td>2</td>
</tr>
<tr>
<td>2011</td>
<td>15</td>
<td>4</td>
</tr>
<tr>
<td>2012</td>
<td>18</td>
<td>2</td>
</tr>
<tr>
<td>2013</td>
<td>12</td>
<td>0</td>
</tr>
<tr>
<td>2014</td>
<td>13</td>
<td>2</td>
</tr>
<tr>
<td>Total</td>
<td>80</td>
<td>10</td>
</tr>
</tbody>
</table>
APPENDIX B

B-1 – Florida Department of Transportation Level of Service Table
B-2 – State and City 2030 Assumed Roadway Projects
B-3 – Highways of Statewide Significance
B-4 – Regionally Significant State Highways
### Generalized Annual Average Daily Volumes for Florida’s Urbanized Areas

<table>
<thead>
<tr>
<th>TABLE 1</th>
<th>12/13/12</th>
</tr>
</thead>
</table>

#### INTERRUPTED FLOW FACILITIES

<table>
<thead>
<tr>
<th>STATE SIGNALIZED ARTERIALS</th>
<th>UNINTERRUPTED FLOW FACILITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lanes</td>
<td>B</td>
</tr>
<tr>
<td>Class I (40 mph or higher posted speed limit)</td>
<td></td>
</tr>
<tr>
<td>2 Lanes</td>
<td></td>
</tr>
<tr>
<td>Undivided</td>
<td>*</td>
</tr>
<tr>
<td>Divided</td>
<td>*</td>
</tr>
<tr>
<td>6 Lanes</td>
<td></td>
</tr>
<tr>
<td>Divided</td>
<td>*</td>
</tr>
<tr>
<td>Divided</td>
<td>*</td>
</tr>
<tr>
<td>Class II (35 mph or slower posted speed limit)</td>
<td></td>
</tr>
<tr>
<td>2 Lanes</td>
<td></td>
</tr>
<tr>
<td>Undivided</td>
<td>*</td>
</tr>
<tr>
<td>Divided</td>
<td>*</td>
</tr>
<tr>
<td>Divided</td>
<td>*</td>
</tr>
<tr>
<td>Divided</td>
<td>*</td>
</tr>
</tbody>
</table>

#### Non-State Signalized Roadway Adjustments

- Median & Turn Lane Adjustments
- Exclusive
- Left Lanes
- Exclusive
- Right Lanes
- Adjustment Factors
- 2 Lanes
- Undivided
- Yes
- No
- +5%
- 6 Lanes
- Undivided
- No
- No
- -20%
- Multi
- Undivided
- No
- No
- -25%
- Multi
- Undivided
- No
- Yes
- +5%

#### One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

#### BICYCLE MODE

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

<table>
<thead>
<tr>
<th>Paved Shoulder/Bicycle</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane Coverage</td>
<td>0-49%</td>
<td>2,100</td>
<td>6,700</td>
<td>19,700</td>
</tr>
<tr>
<td>50-84%</td>
<td>9,300</td>
<td>19,700</td>
<td>&gt;19,700</td>
<td></td>
</tr>
<tr>
<td>85-100%</td>
<td>9,300</td>
<td>19,700</td>
<td>&gt;19,700</td>
<td></td>
</tr>
</tbody>
</table>

#### PEDESTRIAN MODE

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

<table>
<thead>
<tr>
<th>Sidewalk Coverage</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-49%</td>
<td>*</td>
<td>2,800</td>
<td>9,500</td>
<td></td>
</tr>
<tr>
<td>50-84%</td>
<td>1,600</td>
<td>8,700</td>
<td>15,800</td>
<td></td>
</tr>
<tr>
<td>85-100%</td>
<td>3,800</td>
<td>10,700</td>
<td>17,400</td>
<td>&gt;19,700</td>
</tr>
</tbody>
</table>

#### BUS MODE (Scheduled Fixed Route)

(Buses in peak hour in peak direction)

<table>
<thead>
<tr>
<th>Sidewalk Coverage</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-84%</td>
<td>&gt;5</td>
<td>&gt;4</td>
<td>&gt;3</td>
<td>&gt;2</td>
</tr>
<tr>
<td>85-100%</td>
<td>&gt;4</td>
<td>&gt;3</td>
<td>&gt;2</td>
<td>&gt;1</td>
</tr>
</tbody>
</table>

#### Freeway Adjustments

- Auxiliary Lanes
- Ramp Metering
- +20,000
- +5%

#### UNINTERRUPTED FLOW HIGHWAYS

<table>
<thead>
<tr>
<th>Lanes</th>
<th>Median</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Undivided</td>
<td>8,600</td>
<td>17,000</td>
<td>24,200</td>
<td>33,300</td>
<td></td>
</tr>
<tr>
<td>Divided</td>
<td>36,700</td>
<td>51,300</td>
<td>65,600</td>
<td>72,600</td>
<td></td>
</tr>
<tr>
<td>Divided</td>
<td>55,000</td>
<td>77,700</td>
<td>98,300</td>
<td>108,800</td>
<td></td>
</tr>
</tbody>
</table>

#### Uninterrupted Flow Highway Adjustments

<table>
<thead>
<tr>
<th>Lanes</th>
<th>Median</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 Lanes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Divided</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Multi</td>
<td>Undivided</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Multi</td>
<td>Undivided</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes, unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and scoring computer models should not be used for corridor or intersection design, unless more refined techniques exist. Calculations are based on the planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

1. Level of service for the bicycle and pedestrian modes in this table is based on the number of motorized vehicles, not number of bicyclists or pedestrians using the facility.
2. Buses per hour shown only for the peak hour in the single direction of the highest traffic flow.
3. Cannot be achieved at existing facility.
4. Not applicable for last level of service letter grade. For the automobile mode, volumes greater than level of service D become E because intersection capacity has been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using vehicle input values.

Source: Florida Department of Transportation System Planning Office

www.dot.state.fl.us/planning/systems/avco/laclark.htm

Appendix B-1

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES
TABLE 1
(continued)

Generalized Annual Average Daily Volumes for Florida’s Urbanized Areas
12/18/12

<table>
<thead>
<tr>
<th>INPUT VALUE ASSUMPTIONS</th>
<th>Uninterrupted Flow Facilities</th>
<th>Interrupted Flow Facilities</th>
<th>Class I</th>
<th>Class II</th>
<th>Bicycle</th>
<th>Pedestrian</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Freeways</td>
<td>Core Freeways</td>
<td>Highways</td>
<td>State Arterials</td>
<td>Class I</td>
<td>Class II</td>
</tr>
<tr>
<td><strong>ROADWAY CHARACTERISTICS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Area type (u,a)</td>
<td>4-10</td>
<td>4-12</td>
<td>2</td>
<td>4-6</td>
<td>2</td>
<td>4-8</td>
</tr>
<tr>
<td>Number of through lanes (both dir.)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Free flow speed (mph)</td>
<td>75</td>
<td>75</td>
<td>55</td>
<td>55</td>
<td>50</td>
<td>55</td>
</tr>
<tr>
<td>Auxiliary Lanes (a,y)</td>
<td>n</td>
<td>n</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Median (n, m, t)</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>% no passing zone</td>
<td>80</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exclusive left turn impact (n, y)</td>
<td>[n]</td>
<td>y</td>
<td>y</td>
<td>y</td>
<td>y</td>
<td>y</td>
</tr>
<tr>
<td>Exclusive right turn impact (n, y)</td>
<td></td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>n</td>
<td>n</td>
</tr>
<tr>
<td>Facility length (mi)</td>
<td>4</td>
<td>4</td>
<td>5</td>
<td>5</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Number of basic segments</td>
<td>4</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TRAFFIC CHARACTERISTICS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning analysis hour factor (K)</td>
<td>0.090</td>
<td>0.095</td>
<td>0.095</td>
<td>0.090</td>
<td>0.090</td>
<td>0.090</td>
</tr>
<tr>
<td>Directional distribution factor (D)</td>
<td>0.547</td>
<td>0.547</td>
<td>0.550</td>
<td>0.550</td>
<td>0.559</td>
<td>0.560</td>
</tr>
<tr>
<td>Peak hour factor (PHF)</td>
<td>1.000</td>
<td>1.000</td>
<td>1.000</td>
<td>1.000</td>
<td>1.000</td>
<td>1.000</td>
</tr>
<tr>
<td>Base saturation flow rate (pcphpl)</td>
<td>1.700</td>
<td>2.100</td>
<td>1.950</td>
<td>1.950</td>
<td>1.950</td>
<td>1.950</td>
</tr>
<tr>
<td>Heavy vehicle percent</td>
<td>4.0</td>
<td>4.0</td>
<td>2.0</td>
<td>2.0</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>Local adjustment factor</td>
<td>0.91</td>
<td>0.91</td>
<td>6.97</td>
<td>0.98</td>
<td></td>
<td></td>
</tr>
<tr>
<td>% left turns</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td>% right turns</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
<td>12</td>
</tr>
<tr>
<td><strong>CONTROL CHARACTERISTICS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of signals</td>
<td>4</td>
<td>4</td>
<td>10</td>
<td>10</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Arrival type (1-6)</td>
<td>3</td>
<td>3</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Signal type (a, s, c, p)</td>
<td>c</td>
<td>c</td>
<td>c</td>
<td>c</td>
<td>c</td>
<td>c</td>
</tr>
<tr>
<td>Cycle length (C)</td>
<td>120</td>
<td>130</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
</tr>
<tr>
<td>Effective green time (g/C)</td>
<td>0.44</td>
<td>0.45</td>
<td>0.44</td>
<td>0.44</td>
<td>0.44</td>
<td>0.44</td>
</tr>
<tr>
<td><strong>MULTIMODAL CHARACTERISTICS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Paved shoulder/bicycle lane (a, y)</td>
<td>n</td>
<td>50%</td>
<td>y</td>
<td>n</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Outside lane width (n, t, w)</td>
<td>t</td>
<td>t</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pavement condition (d, t, u)</td>
<td>t</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-street parking (a, y)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk (a, y)</td>
<td>n</td>
<td>50%</td>
<td>y</td>
<td>n</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk/roadway separation (a, t, w)</td>
<td></td>
<td>t</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sidewalk protective barrier (a, y)</td>
<td>n</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LEVEL OF SERVICE THRESHOLDS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Level of Service</td>
<td>Freeways</td>
<td>Highways</td>
<td>Arterials</td>
<td>Bicycle</td>
<td>Ped</td>
<td>Bus</td>
</tr>
<tr>
<td></td>
<td>Density</td>
<td>Two-Lane Multilane</td>
<td>Class I</td>
<td>Class II</td>
<td>Score</td>
<td>Score</td>
</tr>
<tr>
<td>B</td>
<td>≤ 17</td>
<td>&gt; 83.3</td>
<td>≤ 17</td>
<td>&gt; 31 mph</td>
<td>&gt; 22 mph</td>
<td>≤ 2.75</td>
</tr>
<tr>
<td>C</td>
<td>≤ 24</td>
<td>&gt; 75.0</td>
<td>≤ 24</td>
<td>&gt; 31 mph</td>
<td>&gt; 22 mph</td>
<td>≤ 3.50</td>
</tr>
<tr>
<td>D</td>
<td>≤ 31</td>
<td>&gt; 66.7</td>
<td>≤ 31</td>
<td>&gt; 18 mph</td>
<td>&gt; 13 mph</td>
<td>≤ 4.25</td>
</tr>
<tr>
<td>E</td>
<td>≤ 39</td>
<td>&gt; 58.3</td>
<td>≤ 35</td>
<td>&gt; 15 mph</td>
<td>&gt; 10 mph</td>
<td>≤ 5.00</td>
</tr>
</tbody>
</table>

% fs = Percent free flow speed  am = Average travel speed
### Generalized Annual Average Daily Volumes for Florida’s Transitioning Areas and Areas Over 5,000 Not In Urbanized Areas

<table>
<thead>
<tr>
<th>Interrupted Flow Facilities</th>
<th>Uninterrupted Flow Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STATE SIGNALIZED ARTERIALS</strong></td>
<td><strong>FREeways</strong></td>
</tr>
<tr>
<td>Class I (60 mph or higher posted speed limit)</td>
<td>Lanes</td>
</tr>
<tr>
<td>Lanes</td>
<td>Median</td>
</tr>
<tr>
<td>2</td>
<td>14,400</td>
</tr>
<tr>
<td>4</td>
<td>34,000</td>
</tr>
<tr>
<td>6</td>
<td>52,100</td>
</tr>
<tr>
<td>Class II (35 mph or slower posted speed limit)</td>
<td>Lanes</td>
</tr>
<tr>
<td>2</td>
<td>6,500</td>
</tr>
<tr>
<td>4</td>
<td>9,900</td>
</tr>
<tr>
<td>6</td>
<td>16,000</td>
</tr>
<tr>
<td><strong>Non-State Signalized Roadway Adjustments:</strong></td>
<td><strong>One-Way Facility Adjustment</strong></td>
</tr>
<tr>
<td>(Alter corresponding state volumes by the indicated percent.)</td>
<td>Multiply the corresponding two-directional volumes in this table by 0.6</td>
</tr>
</tbody>
</table>

**Median & Turn Lane Adjustment:**

<table>
<thead>
<tr>
<th>Lanes</th>
<th>Exclusive Left Lanes</th>
<th>Exclusive Right Lanes</th>
<th>Adjustment Factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Divided</td>
<td>Yes</td>
<td>+5%</td>
</tr>
<tr>
<td>2</td>
<td>Undivided</td>
<td>No</td>
<td>-5%</td>
</tr>
<tr>
<td>Multi</td>
<td>Undivided</td>
<td>Yes</td>
<td>-5%</td>
</tr>
<tr>
<td>Multi</td>
<td>Undivided</td>
<td>No</td>
<td>-25%</td>
</tr>
</tbody>
</table>

**BICYCLE MODE**

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)

<table>
<thead>
<tr>
<th>Paved Shoulder/Bicycle</th>
<th>Lane Coverage</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-49%</td>
<td>1,600</td>
<td>6,100</td>
<td>19,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50-84%</td>
<td>1,900</td>
<td>5,500</td>
<td>18,400</td>
<td>19,500</td>
<td></td>
</tr>
<tr>
<td>85-100%</td>
<td>7,500</td>
<td>19,500</td>
<td>19,500</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PEDESTRIAN MODE**

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)

<table>
<thead>
<tr>
<th>Sidewalk Coverage</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-49%</td>
<td>2,800</td>
<td>9,400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>50-84%</td>
<td>1,600</td>
<td>8,600</td>
<td>15,600</td>
<td></td>
</tr>
<tr>
<td>85-100%</td>
<td>3,800</td>
<td>10,500</td>
<td>17,100</td>
<td>19,500</td>
</tr>
</tbody>
</table>

**BUS MODE (Scheduled Fixed Route)**

(Buses in peak hour input direction)

<table>
<thead>
<tr>
<th>Sidewalk Coverage</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-49%</td>
<td>&gt; 5</td>
<td>&gt; 4</td>
<td>&gt; 3</td>
<td>&gt; 2</td>
</tr>
<tr>
<td>85-100%</td>
<td>&gt; 4</td>
<td>&gt; 3</td>
<td>&gt; 2</td>
<td>&gt; 1</td>
</tr>
</tbody>
</table>

**Freeway Adjustment:**

<table>
<thead>
<tr>
<th>Auxiliary Lanes</th>
<th>Ramp</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Present in Both Directions</strong></td>
<td><strong>Metering</strong></td>
</tr>
<tr>
<td>+20,000</td>
<td>+5%</td>
</tr>
</tbody>
</table>

**UNINTERRUPTED FLOW HIGHWAYS**

<table>
<thead>
<tr>
<th>Lanes</th>
<th>Median</th>
<th>Exclusive left lanes</th>
<th>Adjustment factors</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Divided</td>
<td>Yes</td>
<td>+5%</td>
</tr>
<tr>
<td>2</td>
<td>Undivided</td>
<td>Yes</td>
<td>-5%</td>
</tr>
<tr>
<td>Multi</td>
<td>Undivided</td>
<td>Yes</td>
<td>-5%</td>
</tr>
<tr>
<td>Multi</td>
<td>Undivided</td>
<td>No</td>
<td>-25%</td>
</tr>
</tbody>
</table>

**Source:** Florida Department of Transportation Systems Planning Office

[www.dot.state.fl.us/planning/systems/2012/tdot_tables.pdf](http://www.dot.state.fl.us/planning/systems/2012/tdot_tables.pdf)
| INPUT VALUE ASSUMPTIONS | Uninterrupted Flow Facilities | Interrupted Flow Facilities | | | |
|-------------------------|-------------------------------|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
|                         | Freeways                      | Highways                    | Class I        | Class II       | Bicycle        | Pedestrian     |               |               |               |               |
| ROADWAY CHARACTERISTICS |                              |                             |               |               |               |               |               |               |               |               |
| Area type (t, m, a)     | t                             | t                           | t             | t             | t             | t             | t             | t             | t             | t             |
| Number of through lanes (both dir.) | 4-10 | 2 | 4-6 | 2 | 4-6 | 2 | 4-6 | 4 | 4 |
| Posted speed (mph)      | 70                             | 50                          | 45            | 50            | 30            | 30            | 45            | 45            |               |               |
| Free flow speed (mph)   | 75                             | 55                          | 50            | 55            | 35            | 35            | 50            | 50            |               |               |
| Auxiliary lanes (n, y)  | n                             | n                           | n             | n             | n             | n             | n             | n             |               |               |
| Median (n, m, r)        | n                             | r                           | n             | y             | n             | y             | r             | r             |               |               |
| Terrain (L)             | 1                             | 1                           | 1             | 1             | 1             | 1             | 1             | 1             |               |               |
| % no passing zone       | 60                             |                             |               |               |               |               |               |               |               |               |
| Exclusive left turn lane impact (n, y) | [ ] | y | y | y | y | y | y | y | n | n |
| Exclusive right turn lanes (n, y) | n | n | n | n | n | n | n | n |               |               |
| Facility length (mi)    | 8                             | 5                           | 5             | 18            | 2             | 2             | 2             | 2             |               |               |
| Number of basic segments | 4                          |                             |               |               |               |               |               |               |               |               |
| TRAFFIC CHARACTERISTICS |                              |                             |               |               |               |               |               |               |               |               |
| Planning analysis hour factor (E) | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 | 0.090 |
| Directional distribution factor (D) | 0.555 | 0.555 | 0.550 | 0.570 | 0.570 | 0.565 | 0.570 | 0.570 | 0.570 |
| Peak hour factor (PHF)   | 1.000                          | 1.000                       | 1.000         | 1.000         | 1.000         | 1.000         | 1.000         | 1.000         | 1.000         | 1.000         |
| Base saturation flow rate (pcvph) | 1,700 | 2,100 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 | 1,950 |
| Heavy vehicile percent | 30                             | 40                          | 40            | 2.0           | 2.0           | 2.0           | 2.0           | 2.0           | 2.0           | 2.0           |
| Local adjustment factor | 0.85                           | 0.97                        | 0.95          |               |               |               |               |               |               |               |
| % left turns            | 12                             | 12                          | 12            | 12            | 12            | 12            | 12            | 12            |               |               |
| % right turns           | 12                             | 12                          | 12            | 12            | 12            | 12            | 12            | 12            |               |               |
| CONTROL CHARACTERISTICS |                              |                             |               |               |               |               |               |               |               |               |
| Number of signals       | 5                              | 4                           | 10            | 10            | 10            | 10            | 10            | 10            | 6             |               |
| Arrival type (1-6)      | 4                              | 3                           | 4             | 4             | 4             | 4             | 4             | 4             |               |               |
| Signal type (a, c, p)   | c                              | c                           | c             | c             | c             | c             | c             | c             |               |               |
| Cycle length (C)        | 120                            | 150                         | 120           | 150           | 120           | 150           | 120           | 150           |               |               |
| Effective green ratio (g/K) | 0.44  | 0.45 | 0.44 | 0.45 | 0.44 | 0.44 | 0.44 | 0.44 |               |               |
| MULTIMODAL CHARACTERISTICS |                             |                             |               |               |               |               |               |               |               |               |
| Paved shoulder/bicycle lane (n, y) | n | n | n | n | n | n | n | n |               |               |
| Outside lane width (n, t, w) | t | t | t | t | t | t | t | t |               |               |
| Pavement condition (d, t, u) | t | t | t | t | t | t | t | t |               |               |
| On-street parking (n, y) | n                              | n                           | n             | n             | n             | n             | n             | n             |               |               |
| Sidewalk (n, y)         | n                              | n                           | n             | n             | n             | n             | n             | n             |               |               |
| Sidewalk/roadway separation (s, t, w) | t | t | t | t | t | t | t | t |               |               |
| Sidewalk protective barrier (n, y) | n | n | n | n | n | n | n | n |               |               |

**LEVEL OF SERVICE THRESHOLDS**

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Freeways</th>
<th>Highways</th>
<th>Arterials</th>
<th>Bicycle</th>
<th>Ped</th>
<th>Bus</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Density</td>
<td>Two-Lane Density</td>
<td>Multile</td>
<td>Density</td>
<td>Class I</td>
<td>Score</td>
</tr>
<tr>
<td>B</td>
<td>≤ 17</td>
<td>&gt; 83.3</td>
<td>≤ 17</td>
<td>&gt; 31 mph</td>
<td>&gt; 22 mph</td>
<td>≤ 2.75</td>
</tr>
<tr>
<td>C</td>
<td>≤ 24</td>
<td>&gt; 75.0</td>
<td>≤ 24</td>
<td>&gt; 23 mph</td>
<td>&gt; 17 mph</td>
<td>≤ 3.50</td>
</tr>
<tr>
<td>D</td>
<td>≤ 31</td>
<td>&gt; 66.7</td>
<td>≤ 31</td>
<td>&gt; 18 mph</td>
<td>&gt; 13 mph</td>
<td>≤ 4.25</td>
</tr>
<tr>
<td>E</td>
<td>≤ 39</td>
<td>&gt; 58.3</td>
<td>≤ 35</td>
<td>&gt; 15 mph</td>
<td>&gt; 10 mph</td>
<td>≤ 5.00</td>
</tr>
</tbody>
</table>

% ffs = Percent free flow speed; ats = Average travel speed.
B-2 – State and City 2030 Assumed Roadway Projects

See Map 12-21 below.
Map 12-21: State and City 2030 Assumed Roadway Projects

<table>
<thead>
<tr>
<th>State Projects</th>
<th>City Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project ID</td>
<td>Project ID</td>
</tr>
<tr>
<td>11 NEW HIGHWAY CONDGT (SR 167)</td>
<td>11</td>
</tr>
<tr>
<td>12 5 LANE WIDENING</td>
<td>12</td>
</tr>
<tr>
<td>13 HOV</td>
<td>13</td>
</tr>
<tr>
<td>14 I-5/GR-16 INTERCHANGE</td>
<td>14</td>
</tr>
<tr>
<td>15 HOV &amp; ITS</td>
<td>15</td>
</tr>
<tr>
<td>16 ITS</td>
<td>16</td>
</tr>
<tr>
<td>17 IT3</td>
<td>17</td>
</tr>
<tr>
<td>18 IT3</td>
<td>18</td>
</tr>
<tr>
<td>19 IT3</td>
<td>19</td>
</tr>
<tr>
<td>20 NEW RAMP</td>
<td>20</td>
</tr>
<tr>
<td>21 NEW RAMP</td>
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* (ITS) intelligent Transportation Systems
B-4 – Regionally Significant State Highways

Regionally Significant State Highways
Pierce County

Legend:
- Tier 1 = LOS G Mitigated
- Tier 2 = LOS D
- Tier 3 = LOS C
- MTS & HCS
- Regional Growth Centers
- Manufacturing Industrial Centers
- Urban Growth Area

Note: Map information not import for web viewing.
### APPENDIX C - SUMMARY STATISTICS FOR LIMITED AND PREFERRED ACTION SCENARIOS

<table>
<thead>
<tr>
<th>Proj. ID</th>
<th>Segment Name</th>
<th>Segment Limits</th>
<th>Project Description</th>
<th>Capacity</th>
<th>Volume</th>
<th>V/S</th>
<th>Capacity</th>
<th>Volume</th>
<th>V/S</th>
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<td>176TH ST E</td>
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<td>Capacity</td>
<td>Volume</td>
<td>V/S</td>
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### Summary Statistics for Limited Action and Preferred Scenarios

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<th>Limited Action Scenario</th>
<th>Preferred Scenario</th>
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<td>Capacity</td>
<td>Volume</td>
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<td>N6</td>
<td>PORTLAND AV E</td>
<td>APPROX. 1342' S OF 72 ST E TO 80 ST E</td>
<td>ADD CENTER TURN LANE TO A 2 LANE ROAD</td>
<td>17,600</td>
<td>18,111</td>
</tr>
<tr>
<td>N7</td>
<td>SPANAWAY LOOP RD S</td>
<td>TULE LAKE RD S TO 116 ST S</td>
<td>WIDE TO 4 LANES W/ CENTER TURN LANE</td>
<td>35,200</td>
<td>36,892</td>
</tr>
<tr>
<td>N7</td>
<td>STEELE ST S/116TH ST S</td>
<td>116 ST S TO 112 ST S</td>
<td>WIDE TO 4 LANES W/ CENTER TURN LANE</td>
<td>35,200</td>
<td>39,251</td>
</tr>
<tr>
<td>U1</td>
<td>SPANAWAY LOOP RD S</td>
<td>TULE LAKE RD S TO 138 ST S</td>
<td>ULTIMATE CAPACITY</td>
<td>30,800</td>
<td>34,048</td>
</tr>
<tr>
<td>U1</td>
<td>SPANAWAY LOOP RD S</td>
<td>138 ST S TO MILITARY RD S</td>
<td>ULTIMATE CAPACITY</td>
<td>30,800</td>
<td>31,026</td>
</tr>
<tr>
<td>U1</td>
<td>SPANAWAY LOOP RD S</td>
<td>MILITARY RD S TO APPROX. 3208' S OF MILITARY RD S</td>
<td>ULTIMATE CAPACITY</td>
<td>30,800</td>
<td>28,682</td>
</tr>
<tr>
<td>U1</td>
<td>SPANAWAY LOOP RD S</td>
<td>APPROX. 3208' S OF MILITARY RD S TO 174 ST S</td>
<td>ULTIMATE CAPACITY</td>
<td>22,000</td>
<td>28,553</td>
</tr>
<tr>
<td>U1</td>
<td>SPANAWAY LOOP RD S</td>
<td>174 ST S TO SR 704</td>
<td>ULTIMATE CAPACITY</td>
<td>30,800</td>
<td>24,580</td>
</tr>
<tr>
<td>U2</td>
<td>PIONEER WY E</td>
<td>TACOMA C/L TO WALLER RD E</td>
<td>ULTIMATE CAPACITY</td>
<td>22,000</td>
<td>23,059</td>
</tr>
<tr>
<td>U3</td>
<td>CANYON RD E</td>
<td>112 ST E TO SR 512 EB ON/OFF RAMP</td>
<td>ULTIMATE CAPACITY</td>
<td>61,600</td>
<td>58,227</td>
</tr>
</tbody>
</table>

**Color Legend for Daily V/S Ratio**

- **0.80 <= V/S < 0.94**
- **0.95 <= V/S < 0.99**
- **V/S >= 1.00**
APPENDIX D – TRANSPORTATION PROJECTS FROM ADOPTED PLANS

Outside Community Plan Areas................................................................. 12-116
Alderton-McMillin.................................................................................. 12-120
Anderson – Ketron Islands................................................................. 12-122
Browns Point – Dash Point................................................................. 12-124
Frederickson......................................................................................... 12-126
Gig Harbor.......................................................................................... 12-130
Graham ............................................................................................... 12-135
Key Peninsula..................................................................................... 12-140
Mid-County ......................................................................................... 12-145
Parkland-Spanaway-Midland......................................................... 12-152
South Hill........................................................................................... 12-157

The 1992 Pierce County Transportation Plan (PCTP) included the first adopted list and map of long-range transportation projects. Many of these projects were eliminated from the Plan during the 1990s due to the incorporation of the Cities of Edgewood, Lakewood, and University Place. The adoption of the Nonmotorized Transportation Plan in 1997 and later adoption of 11 Community Plans added to the list of adopted projects envisioned for both motorized and nonmotorized travel. It is worth noting that some Community Planning Boards decided to remove a significant number of the PCTP projects, especially those that recommended new roadway alignments. The current make-up of adopted projects can be characterized as follows:

- Adopted Community Plan projects within Community Planning Area boundaries.
- Pierce County Transportation Plan projects for areas outside of the Community Planning Areas.
- Nonmotorized Transportation Plan (NMTP) projects.

Map 12-22 and Map 12-23 show a composite of projects from the Pierce County Transportation Plan and Community Plans. Projects from the ten Community Plans have been inserted into their respective areas in the two maps. Table 12-AA and Table 12-BB list the projects from the Pierce County Transportation Plan outside of Community Plan areas.

Map 12-24 through Map 12-33 and Table 12-CC through Table 12-LL are the maps and project listings that are adopted within each of the ten Community Plans. It is worth noting that there were no specific roadway projects contained in the Upper Nisqually Valley Community Plan, so there is not a map or table for that area.

The NMTP improvements are depicted in Map 12-19 and Map 12-20, in the body of the Transportation Appendix. Due to the vast number of projects, they are not listed in this document. The entire NMTP, including project listings, can be found online.
Map 12-22: Projects from Community Plans and Pierce County Transportation Plan
## OUTSIDE COMMUNITY PLAN AREAS

### Table 12-AA: County Projects from Pierce County Transportation Plan not in Community Plans

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Proposed Improvement</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>C15</td>
<td>Lake Tapps Parkway</td>
<td>8&lt;sup&gt;th&lt;/sup&gt; St E/East Valley Hwy to 182&lt;sup&gt;nd&lt;/sup&gt; Ave E</td>
<td>New Arterial</td>
<td>Premier</td>
</tr>
<tr>
<td>E10</td>
<td>112&lt;sup&gt;th&lt;/sup&gt; St E Connector</td>
<td>214&lt;sup&gt;th&lt;/sup&gt; Ave E to 198&lt;sup&gt;th&lt;/sup&gt; Ave E arterial</td>
<td>New Arterial</td>
<td>Medium</td>
</tr>
<tr>
<td>E11</td>
<td>230&lt;sup&gt;th&lt;/sup&gt; Ave E/243&lt;sup&gt;rd&lt;/sup&gt; Ave E Arterial</td>
<td>Buckley-Tapps Hwy E/230&lt;sup&gt;th&lt;/sup&gt; Ave E to SR410/234&lt;sup&gt;th&lt;/sup&gt; Ave E</td>
<td>New Arterial</td>
<td>Medium</td>
</tr>
<tr>
<td>E19</td>
<td>East Valley Hwy E</td>
<td>Sumner City Limits to King County Line</td>
<td>Add additional lanes, geometric and intersection improvements</td>
<td>Premier</td>
</tr>
<tr>
<td>E21</td>
<td>South Prairie Rd E</td>
<td>South Prairie City Limits to 198&lt;sup&gt;th&lt;/sup&gt; Ave E arterial intersection</td>
<td>Intersection and geometric improvements</td>
<td>Medium</td>
</tr>
<tr>
<td>E22</td>
<td>Forest Canyon Rd E</td>
<td>Sumner City Limits to Sumner-Tapps Hwy E</td>
<td>Geometric, shoulder, and grade improvements</td>
<td>Low</td>
</tr>
<tr>
<td>E23</td>
<td>Sumner-Tapps Hwy E</td>
<td>SR410 to South Tapps Dr E</td>
<td>Intersection, geometric, and shoulder improvements. Turn lanes</td>
<td>Low</td>
</tr>
<tr>
<td>E24</td>
<td>West Tapps Dr E</td>
<td>Bonney Lake City Limits to Sumner-Tapps Hwy E</td>
<td>Widen lanes and shoulders, geometric improvements</td>
<td>Low</td>
</tr>
<tr>
<td>E26A</td>
<td>210&lt;sup&gt;th&lt;/sup&gt; Ave E/214&lt;sup&gt;th&lt;/sup&gt; Ave E</td>
<td>Edwards Rd E to Snag Island Dr E</td>
<td>Intersection, geometric and shoulder improvements, realign 40&lt;sup&gt;th&lt;/sup&gt; St E/214&lt;sup&gt;th&lt;/sup&gt; Ave E intersection</td>
<td>High</td>
</tr>
<tr>
<td>E26B</td>
<td>214&lt;sup&gt;th&lt;/sup&gt; Ave E/218&lt;sup&gt;th&lt;/sup&gt; Ave E</td>
<td>Snag Island Dr E to Sumner-Buckley Hwy E</td>
<td>Intersection, geometric and shoulder improvements</td>
<td>Medium</td>
</tr>
<tr>
<td>E26C</td>
<td>214&lt;sup&gt;th&lt;/sup&gt; Ave E: North section</td>
<td>Sumner-Buckley Hwy E to SR 410</td>
<td>Widen lanes and shoulders, realign and reconstruct</td>
<td>Medium</td>
</tr>
<tr>
<td>E26D</td>
<td>214&lt;sup&gt;th&lt;/sup&gt; Ave E: South section</td>
<td>SR 410 to 120&lt;sup&gt;th&lt;/sup&gt; St E</td>
<td>Add additional lanes from South Prairie Rd E to SR 410. Geometric and shoulder improvements</td>
<td>Medium</td>
</tr>
<tr>
<td>E28</td>
<td>8&lt;sup&gt;th&lt;/sup&gt; St E</td>
<td>East Valley Hwy E to SR 167</td>
<td>Add additional lanes, geometric and intersection improvements</td>
<td>Premier</td>
</tr>
<tr>
<td>E29</td>
<td>Connells-Prairie Rd E</td>
<td>214&lt;sup&gt;th&lt;/sup&gt; Ave E to Sumner-Buckley Hwy E</td>
<td>Reconstruct to road and drainage design standards</td>
<td>Low</td>
</tr>
<tr>
<td>E31A</td>
<td>112&lt;sup&gt;th&lt;/sup&gt; St E: West section</td>
<td>214&lt;sup&gt;th&lt;/sup&gt; Ave E to 254&lt;sup&gt;th&lt;/sup&gt; Ave E</td>
<td>Rehabilitate and reconstruct, shoulder improvements</td>
<td>Low</td>
</tr>
<tr>
<td>Project</td>
<td>Project Name</td>
<td>Project Limits</td>
<td>Proposed Improvement</td>
<td>Priority</td>
</tr>
<tr>
<td>---------</td>
<td>--------------</td>
<td>----------------</td>
<td>----------------------</td>
<td>----------</td>
</tr>
<tr>
<td>E31B</td>
<td>122th St E: East section</td>
<td>254th Ave E to Buckley City Limits</td>
<td>Rehabilitate and reconstruct, shoulder improvements</td>
<td>Low</td>
</tr>
<tr>
<td>E32</td>
<td>Mundy-Loss Rd E</td>
<td>Sumner-Buckley Hwy E to SR 162</td>
<td>Rehabilitate and reconstruct.</td>
<td>Medium</td>
</tr>
<tr>
<td>E4</td>
<td>9th St E/12th St E</td>
<td>182nd Ave E to 210th Ave E</td>
<td>Upgrade 9th/12th Sts E between 210th Ave E and 182nd Ave E</td>
<td>Premier</td>
</tr>
<tr>
<td>E5</td>
<td>Sumner-Tapps Hwy E Extension</td>
<td>16th St E/Sumner-Tapps Hwy E to 112th St E</td>
<td>New Arterial</td>
<td>Premier</td>
</tr>
<tr>
<td>E8</td>
<td>254th Ave E Arterial</td>
<td>Sumner-Buckley Hwy E/Buckley-Tapps Hwy E to 112th St E</td>
<td>New Arterial</td>
<td>Low</td>
</tr>
<tr>
<td>E9</td>
<td>198th Ave E Arterial</td>
<td>120th St E to South Prairie Rd E; segment of South Prairie Rd E between 198th Ave E</td>
<td>New Arterial</td>
<td>High</td>
</tr>
<tr>
<td>N25</td>
<td>96th St E</td>
<td>Fruitland Ave E to SR 7</td>
<td>Realign from Golden Given Rd E to 24th Ave E. improve intersections</td>
<td>Low</td>
</tr>
<tr>
<td>N26</td>
<td>North Levee Rd E</td>
<td>Freeman Rd to Puyallup City Limits</td>
<td>Minor widening. Relocate road for trail construction. Improve shoulders, drainage, and intersections</td>
<td>Premier</td>
</tr>
<tr>
<td>N32</td>
<td>68th Ave E/66th Ave E/18th St E</td>
<td>Tacoma City Limits to 12th St E</td>
<td>Improve intersections. Minor widening.</td>
<td>Low</td>
</tr>
<tr>
<td>P17</td>
<td>100th St KPN</td>
<td>178th Ave KPN to Wright-Bliss Rd KPN</td>
<td>New Arterial</td>
<td>High</td>
</tr>
<tr>
<td>P39</td>
<td>150th St NW</td>
<td>82nd Ave NW to Goodrich Dr NW</td>
<td>New Arterial</td>
<td>Low</td>
</tr>
<tr>
<td>P38</td>
<td>186th Ave KPN</td>
<td>Herron Rd KPN to Whiteman Rd KPS</td>
<td>New Arterial</td>
<td>Low</td>
</tr>
<tr>
<td>P4</td>
<td>94th Ave NW</td>
<td>Key Peninsula Hwy NW to Danforth Rd NW</td>
<td>New Arterial</td>
<td>Medium</td>
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<tr>
<td>P57</td>
<td>38th St KPS</td>
<td>150th Ave KPS to Mahncke Rd KPS</td>
<td>New Arterial</td>
<td>Low</td>
</tr>
<tr>
<td>P58</td>
<td>150th Ave KPS</td>
<td>38th St KPS to Key Peninsula Hwy KPN</td>
<td>New Arterial</td>
<td>Low</td>
</tr>
<tr>
<td>P6</td>
<td>74th St KPN/57th St KPN/82nd St KPN Corridor</td>
<td>Lackey Rd KPN to Key Peninsula Hwy KPN</td>
<td>New Arterial</td>
<td>Medium</td>
</tr>
<tr>
<td>Project</td>
<td>Project Name</td>
<td>Project Limits</td>
<td>Proposed Improvement</td>
<td>Priority</td>
</tr>
<tr>
<td>---------</td>
<td>-------------------------------</td>
<td>----------------------------------------------------</td>
<td>-------------------------------</td>
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<tr>
<td>P7</td>
<td>74&lt;sup&gt;th&lt;/sup&gt; St KPN</td>
<td>Crescent Beach Rd KPN to Lackey Rd KPN</td>
<td>New Arterial</td>
<td>Low</td>
</tr>
<tr>
<td>P8</td>
<td>64&lt;sup&gt;th&lt;/sup&gt; St KPS</td>
<td>Whiteman Rd KPS to Key Peninsula Hwy KPS</td>
<td>New Arterial</td>
<td>Low</td>
</tr>
<tr>
<td>S2</td>
<td>320&lt;sup&gt;th&lt;/sup&gt; St E/336&lt;sup&gt;th&lt;/sup&gt; St E Connector</td>
<td>336&lt;sup&gt;th&lt;/sup&gt; St S/Kinsman Rd E to SR 7/320&lt;sup&gt;th&lt;/sup&gt; St E</td>
<td>New Arterial</td>
<td>Low</td>
</tr>
<tr>
<td>S23</td>
<td>8&lt;sup&gt;th&lt;/sup&gt; Ave S</td>
<td>Harts Lake Loop Rd to SR 507</td>
<td>Rehabilitate and widen.</td>
<td>Medium</td>
</tr>
<tr>
<td>S25/S26</td>
<td>Alder Cutoff Rd E</td>
<td>SR 7 to Eatonville City Limits</td>
<td>Rehabilitate bridges. Geometric and shoulder improvements.</td>
<td>Premier</td>
</tr>
<tr>
<td>S28</td>
<td>Harts Lake Valley Rd S</td>
<td>Harts Lake Loop Rd S to southerly terminus</td>
<td>Widen, rehabilitate pavement, and intersection realignment</td>
<td>Medium</td>
</tr>
<tr>
<td>S29</td>
<td>Harts Lake Loop Rd S</td>
<td>8th Ave S to Allen Rd S</td>
<td>Improve alignment, widen, and sight distance</td>
<td>Medium</td>
</tr>
<tr>
<td>S3</td>
<td>336th St S Connector</td>
<td>336th St S/ Locke Dr S to 336th St S/56th Dr S/Tisch Rd S</td>
<td>New arterial</td>
<td>Low</td>
</tr>
<tr>
<td>S30</td>
<td>Allen Rd S-40th Ave S</td>
<td>Harts Lake Loop Rd S to SR 702</td>
<td>Improve sight distance, widen, and pavement rehabilitation</td>
<td>Low</td>
</tr>
<tr>
<td>S32</td>
<td>Orville Rd E/Orting-Kapowsin Hwy</td>
<td>288th St E to SR 161</td>
<td>Improve alignment, widen shoulders, pavement structure</td>
<td>Medium</td>
</tr>
<tr>
<td>S34</td>
<td>304th St E</td>
<td>SR 7 to Schudy Rd S</td>
<td>Arterial improvement; pavement rehabilitation and widening</td>
<td>Medium</td>
</tr>
<tr>
<td>S35</td>
<td>416th St E</td>
<td>SR 7 to Dean Kreger Rd</td>
<td>Improve intersection at SR 7, alignment, and widening</td>
<td>Low</td>
</tr>
<tr>
<td>S37</td>
<td>Eatonville Cutoff Rd E</td>
<td>SR 7 to SR 161</td>
<td>Improve intersections, alignment and shoulders</td>
<td>High</td>
</tr>
<tr>
<td>S4</td>
<td>304th St S Extension</td>
<td>304th St S/Schudy Rd S to SR 507 at Murray Creek</td>
<td>New arterial</td>
<td>Medium</td>
</tr>
<tr>
<td>S43</td>
<td>384 St E/Rapjohn Lake Rd E</td>
<td>SR 7 to Lakeside S Extension</td>
<td>Road rehabilitation</td>
<td>Low</td>
</tr>
<tr>
<td>S6</td>
<td>8th Ave S -- 416th St E</td>
<td>8th Ave S/Harts Lake Rd S to Dean Kreger Rd E</td>
<td>New arterial</td>
<td>Medium</td>
</tr>
<tr>
<td>S8</td>
<td>288th St E Extension</td>
<td>8th Ave E/288th St E to SR 7/288th St E</td>
<td>New arterial</td>
<td>Low</td>
</tr>
<tr>
<td>Project</td>
<td>Project Name</td>
<td>Project Limits</td>
<td>Proposed Improvement</td>
<td>Priority</td>
</tr>
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<td>---------</td>
<td>-------------------------------</td>
<td>--------------------------------------</td>
<td>---------------------------------------------------------------</td>
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<tr>
<td>W34</td>
<td>Yoman Rd A.I.</td>
<td>Ferry Terminal to Otso Point Rd A.I.</td>
<td>Reconstruct to road and drainage design standards</td>
<td>Low</td>
</tr>
<tr>
<td>W36</td>
<td>Old Nisqually Rd SW</td>
<td>I-5 to Thurston County Line</td>
<td>Reconstruct to road and drainage design standards; truck lane</td>
<td>Low</td>
</tr>
<tr>
<td>W6A</td>
<td>Mounts Rd SW</td>
<td>Lapsley Dr to I-5</td>
<td>Improve to road and drainage standards</td>
<td>Medium</td>
</tr>
<tr>
<td>W6B</td>
<td>Mounts Rd SW</td>
<td>I-5 to DuPont City Limits</td>
<td>Add additional lanes and realign</td>
<td>Medium</td>
</tr>
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</table>

**Table 12-BB: State Projects from Pierce County Transportation Plan not in Community Plans**

<table>
<thead>
<tr>
<th>Project</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Proposed Improvement</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>SR 167 Freeway Extension</td>
<td>SR 161 to SR 509</td>
<td>New freeway. WSDOT project</td>
<td>Premier</td>
</tr>
<tr>
<td>C17</td>
<td>I-5</td>
<td>Thurston County Line to King County Line</td>
<td>Provide HOV lanes, improve interchanges, ramp meters. WSDOT project</td>
<td>Premier</td>
</tr>
<tr>
<td>C18</td>
<td>SR 16</td>
<td>I-5 to Kitsap County Line</td>
<td>Improve interchanges, provide HOV lanes. WSDOT project</td>
<td>High</td>
</tr>
<tr>
<td>C19</td>
<td>SR 167</td>
<td>SR 512 to King County Line</td>
<td>Capacity improvements (HOV and/or general purpose lanes). WSDOT project</td>
<td>Premier</td>
</tr>
<tr>
<td>C20</td>
<td>SR 512</td>
<td>I-5 to SR 167</td>
<td>Add HOV lanes. WSDOT project</td>
<td>Premier</td>
</tr>
<tr>
<td>C21</td>
<td>SR 410</td>
<td>166th Ave E (Sumner-Tapps Hwy E) to King County Line</td>
<td>Add additional lanes, geometric and intersection improvements. WSDOT project</td>
<td>Premier</td>
</tr>
<tr>
<td>C3</td>
<td>SR 7 Extension</td>
<td>38th St S to SR 512</td>
<td>Construct new freeway. WSDOT project</td>
<td>High</td>
</tr>
<tr>
<td>N11</td>
<td>SR 161</td>
<td>King County Line to SR 512</td>
<td>Widen and improve intersections. WSDOT project. In City of Edgewood</td>
<td>Premier</td>
</tr>
<tr>
<td>S14</td>
<td>SR 7</td>
<td>352nd St E to Alder Cutoff Rd E</td>
<td>Improve turn lanes, shoulders, slow vehicle turnouts. WSDOT project</td>
<td>Premier</td>
</tr>
<tr>
<td>S22</td>
<td>SR 706</td>
<td>Elbe to Mount Rainier National Park Entrance</td>
<td>Arterial improvement, turn lanes, pedestrian facilities, emergency vehicle signal, and railroad.</td>
<td>Premier</td>
</tr>
<tr>
<td>S24</td>
<td>SR 161</td>
<td>288th St E through Eatonville</td>
<td>Turn lanes and pullouts. WSDOT project</td>
<td>High</td>
</tr>
<tr>
<td>S44</td>
<td>SR 161 Eatonville</td>
<td>Center St to Eatonville City Limits</td>
<td>Realign and straighten. WSDOT project</td>
<td>Medium</td>
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</table>
Map 12-24: Alderton-McMillin Community Plan Project Recommendations
<table>
<thead>
<tr>
<th>Comp Plan ID</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Proposed Facility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>C29*</td>
<td>SR 410 HOV</td>
<td>SR 167 to Church Lake Road Sumner-Buckley Hwy</td>
<td>Construct high occupancy vehicle lanes. WSDOT project.</td>
<td>Premier</td>
</tr>
<tr>
<td>C24 (E18)*</td>
<td>SR 162</td>
<td>Orting City Limits to SR 410</td>
<td>Widen from 2 to 4 lanes from 128th Street E to SR 410; Add additional lanes, geometric and shoulder improvements. WSDOT project.</td>
<td>Premier</td>
</tr>
<tr>
<td>C11A (M18)</td>
<td>Shaw Road E Extension</td>
<td>Pioneer Way E (Puyallup City Limits) to Main Avenue E (Puyallup City Limits)</td>
<td>New arterial.</td>
<td>Premier</td>
</tr>
<tr>
<td>C11B/M6</td>
<td>Shaw Road E/ Military Rd E/122nd Avenue E.</td>
<td>SR 410 to Orting-Kapowsin Hwy E.</td>
<td>Roadway widening, curb, gutter, sidewalks, bicycle facilities, intersection improvements</td>
<td>Premier</td>
</tr>
<tr>
<td>E20A</td>
<td>Rhodes Lake Road E</td>
<td>Angeline Road E to 198th Avenue E</td>
<td>Geometric, shoulder and grade improvements.</td>
<td>High</td>
</tr>
<tr>
<td>E20B</td>
<td>96th Street E/Rhodes Lake Road E Improvements</td>
<td>SR 162 to Angeline Road E</td>
<td>Geometric, shoulder and grade improvements.</td>
<td>Medium</td>
</tr>
<tr>
<td>C12B</td>
<td>122 Street E/Military Road E</td>
<td>130 Av Ct E to SR 162</td>
<td>Widen to four lanes, pedestrian and bicycle facilities</td>
<td>Medium</td>
</tr>
<tr>
<td>C13</td>
<td>176th Street E Extension</td>
<td>SR 161/176th Street E to City of Orting</td>
<td>New major arterial with nonmotorized facilities</td>
<td>High</td>
</tr>
<tr>
<td>E33</td>
<td>166th Avenue E-78th Street-Riverside Drive E</td>
<td>96th Street E to SR 410</td>
<td>Realign, reconstruct: shoulder improvements</td>
<td>Low</td>
</tr>
<tr>
<td>E27</td>
<td>Angeline Road E</td>
<td>Rhodes Lake Road E to Sumner-Buckley Hwy. E</td>
<td>Rehabilitate and reconstruct; shoulder improvements</td>
<td>Medium</td>
</tr>
<tr>
<td>G51</td>
<td>Orville Road E</td>
<td>Electron Rd E to SR 162</td>
<td>Add paved shoulders or wide lanes</td>
<td>Medium</td>
</tr>
<tr>
<td>AMCP1</td>
<td>Expanded capacity over the Puyallup River</td>
<td>Vicinity of the Calistoga Bridge</td>
<td>Work with the City of Orting to either widen the Calistoga Bridge or develop a new crossing</td>
<td>High</td>
</tr>
</tbody>
</table>

*State Highway: Our County Recommendations must be consistent with State Plans*
Map 12-25: Anderson and Ketron Islands Community Plan Project Recommendations
<table>
<thead>
<tr>
<th>ID#*</th>
<th>ROADWAY**</th>
<th>LIMITS***</th>
<th>DESCRIPTION****</th>
</tr>
</thead>
<tbody>
<tr>
<td>AI-1</td>
<td>CAMUS ROAD AI</td>
<td>Burton Road AI to Otso Point Road AI</td>
<td>Reconstruct roadway</td>
</tr>
<tr>
<td>AI-2</td>
<td>ECKENSTAM-JOHNSON ROAD AI</td>
<td>Sandberg Road AI to Lake Josephine Boulevard AI</td>
<td>Add paved shoulders or roadside trail</td>
</tr>
<tr>
<td>AI-3</td>
<td>ECKENSTAM-JOHNSON ROAD AI</td>
<td>Lake Josephine Boulevard AI to Yoman Road AI</td>
<td>Add paved shoulders or roadside trail</td>
</tr>
<tr>
<td>AI-4</td>
<td>LAKE JOSEPHINE BLVD.-WAY AI</td>
<td>Eckenstam-Johnson Road AI to Riviera Drive AI</td>
<td>Add roadside trail</td>
</tr>
<tr>
<td>AI-5</td>
<td>STEFFENSEN ROAD AI</td>
<td>Camus Road AI to Lovass Road AI</td>
<td>Reconstruct roadway</td>
</tr>
<tr>
<td>AI-6</td>
<td>VILLA BEACH ROAD AI</td>
<td>Guthrie Road AI to Yoman Road AI</td>
<td>Reconstruct roadway and improve alignment</td>
</tr>
<tr>
<td>AI-7</td>
<td>YOMAN ROAD AI</td>
<td>Eckenstam-Johnson Road AI to Ferry Landing</td>
<td>Add paved shoulders or trail and improve alignment</td>
</tr>
<tr>
<td>KI-1</td>
<td>LESHI ST.-WEST MORRIS-KITSON ST.^</td>
<td>Leshi Street/Morris Blvd. to Kitson Street/Morris Blvd.</td>
<td>Upgrade to paved roadway</td>
</tr>
<tr>
<td>KI-2</td>
<td>MORRIS BOULEVARD^</td>
<td>Leshi Road to Ferry Landing</td>
<td>Upgrade to paved roadway</td>
</tr>
</tbody>
</table>

NOTE: ALL PROJECTS ARE SUBJECT TO MORE DETAILED REVIEW AND ANALYSIS PRIOR TO IMPLEMENTATION.

*Projects are not listed in specific priority order. ID numbers are intended for reference purposes only and to identify projects in the Transportation Project Recommendations map.

**Roadways are listed in alphabetical order by road name and by island with Anderson Island (AI) roadways listed first followed by Ketron Island (KI) roadways.

***Project limits are listed from west to east or from south to north depending upon the direction of the roadway.

****The following assumptions should be noted for project descriptions:

a. The reconstruction of a roadway assumes the widening of the existing traffic lanes pursuant to Pierce County’s standards (if feasible).
b. The addition of paved shoulders assumes the construction of standard-width striped shoulders on both sides of the roadway (if feasible).
c. The addition of a roadside trail assumes the construction of a 10-foot-wide paved trail on one side of the roadway only (if feasible).
d. The improvement of a roadway alignment may involve the realigning, straightening, and/or stabilizing of the roadway (if feasible).

^These roadways are currently private roads and would be maintained/improved by the owner(s) pursuant to Pierce County’s standards.

Adopted: March 17, 2009 (Ordinance No. 2009-9s)
BROWNS POINT – DASH POINT

Map 12-26: Browns Point - Dash Point Community Plan Project Recommendations
<table>
<thead>
<tr>
<th>ID #</th>
<th>Roadway</th>
<th>Project Limits</th>
<th>Proposed Improvement</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>BPDP1 Tok-A-Lou Ave NE</td>
<td>Hyada Blvd NE to Hyada Blvd NE</td>
<td>Investigate for Traffic Calming</td>
</tr>
<tr>
<td>2</td>
<td>BPDP2 Hyada Blvd NE</td>
<td>Tok-A-Lou Av NE to Ton-A-Wana-Da Ave NE</td>
<td>Investigate for Traffic Calming</td>
</tr>
<tr>
<td>3</td>
<td>BPDP3 La-Hal-Da Ave NE</td>
<td>Hyada Blvd NE to Ton-A-Wana-Da Ave NE</td>
<td>Investigate for Traffic Calming</td>
</tr>
<tr>
<td>4</td>
<td>BPDP4 Hyada Blvd NE</td>
<td>SR 509 to Wan-I-Da Ave NE</td>
<td>Shoulder Improvements for nonmotorized use</td>
</tr>
<tr>
<td>5</td>
<td>BPDP5 Soundview Dr NE, Arthur St NE</td>
<td>In the Vicinity of SR 509</td>
<td>Creation of a one way loop with Arthur Street northbound only and Soundview Drive southbound only</td>
</tr>
<tr>
<td>6</td>
<td>BPDP6 Dash Point Blvd NE</td>
<td>SR 509 to Tacoma City Line</td>
<td>Shoulder Improvements for nonmotorized use</td>
</tr>
<tr>
<td>7</td>
<td>BPDP7 21st Ave NE</td>
<td>Norpoint Way NE to SR 509</td>
<td>Shoulder Improvements for nonmotorized use</td>
</tr>
<tr>
<td>8</td>
<td>BPDP8 Olympic Dr NE</td>
<td>SR 509 to Madrona Dr NE</td>
<td>Shoulder Improvements for nonmotorized use</td>
</tr>
<tr>
<td>9</td>
<td>BPDP9 Markham Ave NE and Soundview Dr NE</td>
<td>SR 509 to Beach Dr NE</td>
<td>Shoulder Improvements for nonmotorized use and Investigate for Traffic Calming</td>
</tr>
<tr>
<td>10</td>
<td>BPDP10 Markham Ave NE</td>
<td>SR 509 to Dash Point Dock</td>
<td>Investigate for Traffic Calming</td>
</tr>
<tr>
<td>11</td>
<td>BPDP11 Le-Lou Wa Place NE</td>
<td>SR 509 to Tok-A-Lou Ave NE</td>
<td>Investigate for Traffic Calming</td>
</tr>
</tbody>
</table>
Map 12-27: Frederickson Community Plan Project Recommendations
<table>
<thead>
<tr>
<th>ID</th>
<th>Project Location</th>
<th>Proposed Facility</th>
<th>Estimated Cost¹</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>F1</td>
<td>22 Ave E – 181 St E to 208 St E</td>
<td>Add turn lane, improve drainage and horizontal alignment, add sidewalks and paved shoulders.</td>
<td>$3,130,000</td>
<td>High</td>
</tr>
<tr>
<td>F2</td>
<td>28 Ave E – 176 St E to 182 St E</td>
<td>Reconstruct to road design standards, add sidewalks and channelization.</td>
<td>$620,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F3</td>
<td>36 Ave E – Military Rd E to 176 St E</td>
<td>Sidewalks and paved shoulders (possible bike route).</td>
<td>$930,000</td>
<td>High</td>
</tr>
<tr>
<td>F4</td>
<td>38 Ave E – Brookdale Rd E to Military Rd E</td>
<td>Sidewalks and paved shoulders.</td>
<td>$1,930,000</td>
<td>Low</td>
</tr>
<tr>
<td>F5</td>
<td>38 Ave E – 176 St E to 200 St E</td>
<td>Add turn lane, improve intersections, add paved shoulders and add sidewalk on west side of road.</td>
<td>$2,830,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F6</td>
<td>38 Ave E – 200 St E to Wright Rd E</td>
<td>New road with sidewalks and paved shoulders.</td>
<td>$5,600,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F7</td>
<td>70 Ave E – 160 St E to 204 St E</td>
<td>New road with sidewalks and paved shoulders.</td>
<td>$25,497,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F8</td>
<td>74 Ave E – 182 St E to 204 St E</td>
<td>New road with sidewalks and paved shoulders.</td>
<td>$2,506,000</td>
<td>High</td>
</tr>
<tr>
<td>F9</td>
<td>78 Ave E – 160 St E to 176 St E</td>
<td>New road with sidewalks and paved shoulders.</td>
<td>$7,120,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F10</td>
<td>78 Ave E – 176 St E to 204 St E</td>
<td>Add turn lane, improve intersections, add sidewalks and paved shoulders.</td>
<td>$3,810,000</td>
<td>High</td>
</tr>
<tr>
<td>F11</td>
<td>86 Ave E – 152 St E to 176 St E</td>
<td>New road with sidewalks and paved shoulders.</td>
<td>$10,500,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F12</td>
<td>152 St E – 27 Ave E to Brookdale Rd E</td>
<td>Sidewalks and paved shoulders.</td>
<td>$1,418,000</td>
<td>High</td>
</tr>
<tr>
<td>F13</td>
<td>160 St E – Canyon Rd E to 86 Ave E</td>
<td>Add lanes, sidewalks and paved shoulders.</td>
<td>$6,730,000</td>
<td>High</td>
</tr>
<tr>
<td>F14</td>
<td>176 St E – 25 Ave E to 86 Ave E</td>
<td>Add lanes, improve geometrics and intersections, add sidewalks or trail, and paved shoulders.</td>
<td>$18,610,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F15</td>
<td>182 St E – 28 Ave E to 38 Ave E</td>
<td>Reconstruct to road design standards, add sidewalks and channelization.</td>
<td>$1,089,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F16</td>
<td>192 St E – 22 Ave E to 38 Ave E</td>
<td>Paved shoulders.</td>
<td>$1,180,000</td>
<td>Medium</td>
</tr>
<tr>
<td>ID</td>
<td>Project Location</td>
<td>Proposed Facility</td>
<td>Estimated Cost</td>
<td>Priority</td>
</tr>
<tr>
<td>-----</td>
<td>-------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>----------</td>
</tr>
<tr>
<td>F17</td>
<td>192 St E – 38 Ave E to Canyon Rd E</td>
<td>Reconstruct to avoid flooding, add turn lane, sidewalks and paved shoulders.</td>
<td>$1,770,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F18</td>
<td>192 St E – 70 Ave E to 86 Ave E</td>
<td>Add turn lane and sidewalks.</td>
<td>$1,990,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F19</td>
<td>200 St E – 70 Ave E to 74 Ave E</td>
<td>New road with sidewalks.</td>
<td>$1,180,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F20</td>
<td>200 St E/Knoble Rd E – 38 Ave E to Canyon Rd E</td>
<td>Add turn lane, sidewalks and paved shoulders (possible bike route).</td>
<td>$1,860,000</td>
<td>High</td>
</tr>
<tr>
<td>F21</td>
<td>200 St E/Knoble Rd E – Canyon Rd E to 204 St E</td>
<td>Sidewalks and paved shoulders (possible bike route).</td>
<td>$1,490,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F22</td>
<td>204 St E – Knoble Rd E to 78 Ave E</td>
<td>Add turn lane, sidewalks and paved shoulders.</td>
<td>$1,340,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F23</td>
<td>208 St E – 22 Ave E to 66 Ave E</td>
<td>Add turn lane and paved shoulders.</td>
<td>$5,100,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F24</td>
<td>208 St E – 66 Ave E to 86 Ave E</td>
<td>New road with paved shoulders.</td>
<td>$8,270,000</td>
<td>Low</td>
</tr>
<tr>
<td>F25</td>
<td>Brookdale Rd E – Waller Rd E to 152 St E</td>
<td>Add turn lane, sidewalks and paved shoulders.</td>
<td>$1,730,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F26</td>
<td>Brookdale Rd E – 152 St E to Canyon Rd E</td>
<td>Add turn lane, sidewalks and paved shoulders.</td>
<td>$1,930,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F27</td>
<td>Canyon Rd E – 160 St E to 192 St E</td>
<td>Add lanes, improve alignment, add channelization, signals, sidewalks and paved shoulders.</td>
<td>$11,300,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F28</td>
<td>Canyon Rd E South Extension – 192 St E to 212 St E</td>
<td>New road with paved shoulders and sidewalks or trail.</td>
<td>$6,030,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F29</td>
<td>Clover Creek Trail – Waller Rd E/Brookdale Rd E to 164 St E/71 Ave E</td>
<td>Trail</td>
<td>$1,900,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F30</td>
<td>Eustis Hunt Rd E – 204 St E to 208 St E</td>
<td>Add turn lane, sidewalks and paved shoulders.</td>
<td>$470,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F31</td>
<td>Military Rd E – 27 Ave E to Canyon Rd E</td>
<td>Add turn lane and paved shoulders or wide curb lanes (possible bike route).</td>
<td>$3,350,000</td>
<td>Premier</td>
</tr>
<tr>
<td>F32</td>
<td>Tacoma Rail Trail – Waller Rd E/Brookdale Rd E to 208 St E/70 Ave E</td>
<td>Rail with trail.</td>
<td>$2,170,000</td>
<td>Medium</td>
</tr>
<tr>
<td>F33</td>
<td>Tacoma Rail Trail – Canyon Rd E/180 St E to 208 St E/25 Ave E</td>
<td>Rail with trail.</td>
<td>$1,230,000</td>
<td>Low</td>
</tr>
<tr>
<td>ID</td>
<td>Project Location</td>
<td>Proposed Facility</td>
<td>Estimated Cost(^1)</td>
<td>Priority</td>
</tr>
<tr>
<td>-----</td>
<td>---------------------------</td>
<td>------------------------------------------------</td>
<td>-----------------------</td>
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</tr>
<tr>
<td>F34</td>
<td>Waller Rd E – Brookdale Rd E to 176 St E</td>
<td>Add turn lane, sidewalks and paved shoulders.</td>
<td>$3,940,000</td>
<td>High</td>
</tr>
</tbody>
</table>

\(^1\) Cost estimates are "order of magnitude" estimates for planning purposes only and are rounded to the nearest $1,000.
### Table 12-GG: Gig Harbor Peninsula Community Plan Project Recommendations

<table>
<thead>
<tr>
<th>Proj. ID</th>
<th>Road/Project Name</th>
<th>Project Limits</th>
<th>Proposed Improvement</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Premier Priority Projects – County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>P28</td>
<td>56th St NW/ Fillmore Dr NW</td>
<td>Wollochet Dr NW to Gig Harbor City Limits</td>
<td>Add additional lanes; provide pedestrian/drainage improvements</td>
<td>$2,460,000</td>
</tr>
<tr>
<td>P29</td>
<td>Wollochet Dr NW</td>
<td>40th St NW to Gig Harbor City Limits</td>
<td>Add additional lanes, geometric and intersection improvements</td>
<td>$8,950,000</td>
</tr>
<tr>
<td>P53</td>
<td>Sehmel Dr NW</td>
<td>70th Av NW to Bujacich Rd NW</td>
<td>Improve intersections, alignment, and shoulders</td>
<td>$1,490,000</td>
</tr>
<tr>
<td>P63</td>
<td>38th Av NW</td>
<td>36th St NW to Gig Harbor City Limits</td>
<td>Minor widening, geometric and shoulder improvements</td>
<td>$430,000</td>
</tr>
<tr>
<td>P73</td>
<td>Jahn Av NW/32nd St NW/22nd Av NW</td>
<td>Stone Dr NW to 36th St NW</td>
<td>Pave shoulders, realignment, channelize, and traffic control</td>
<td>$710,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td>$14,050,000</td>
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<tr>
<td><strong>High Priority Projects – County</strong></td>
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<td></td>
</tr>
<tr>
<td>P30</td>
<td>Point Fosdick Dr NW</td>
<td>36th St NW to Stone Dr NW</td>
<td>Provide pedestrian and drainage improvements</td>
<td>$2,950,000</td>
</tr>
<tr>
<td>P31</td>
<td>East Bay Dr NW/25th St NW/34th Av NW</td>
<td>Wollochet Dr NW to Stone Dr NW</td>
<td>Improve alignment, intersections and shoulders</td>
<td>$4,030,000</td>
</tr>
<tr>
<td>P42</td>
<td>Hunt St NW</td>
<td>Lombard Dr NW to Gig Harbor City Limits</td>
<td>Improve intersections, alignment, and shoulders</td>
<td>$3,720,000</td>
</tr>
<tr>
<td>P50</td>
<td>Ray Nash Dr NW</td>
<td>36th St NW to Rosedale St NW</td>
<td>Improve alignment, widen shoulders</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>P64</td>
<td>144th St NW/62nd Av NW</td>
<td>Intersection (Peninsula High School)</td>
<td>Channelization and possible traffic control</td>
<td>$550,000</td>
</tr>
<tr>
<td>P67</td>
<td>40th St NW/70th Av NW/32nd St NW</td>
<td>Wollochet Dr NW to Warren Dr NW</td>
<td>Asphalt overlay, paved shoulders, drainage improvements</td>
<td>$400,000</td>
</tr>
<tr>
<td>P68</td>
<td>96th St NW</td>
<td>Crescent Valley Dr NW to Gig Harbor City Limits</td>
<td>Add paved shoulders</td>
<td>$70,000</td>
</tr>
<tr>
<td>P69</td>
<td>24th St NW</td>
<td>50th Av NW to 62nd Av NW</td>
<td>Improve intersections, alignment, and shoulders</td>
<td>$1,470,000</td>
</tr>
<tr>
<td>Proj. ID</td>
<td>Road/Project Name</td>
<td>Project Limits</td>
<td>Proposed Improvement</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td>----------</td>
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</tr>
<tr>
<td>P76</td>
<td>Pt Fosdick Dr NW/ Stone Dr NW/34th Av NW</td>
<td>Intersection</td>
<td>Channelization, traffic control, realignment</td>
<td>$750,000</td>
</tr>
<tr>
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<td></td>
<td><strong>Total</strong></td>
<td><strong>$17,940,000</strong></td>
</tr>
<tr>
<td>P32</td>
<td>70th Av NW</td>
<td>Artondale Dr NW to 40th St NW</td>
<td>Reconstruct and realign</td>
<td>$1,060,000</td>
</tr>
<tr>
<td>P38A</td>
<td>Rosedale St NW</td>
<td>86th Av NW to Gig Harbor City Limits</td>
<td>Improve intersections and alignment</td>
<td>$2,540,000</td>
</tr>
<tr>
<td>P38B</td>
<td>86th Av/96th St/Chapman Dr/78th Av NW</td>
<td>Sehmel Dr NW to Rosedale St NW</td>
<td>Improve intersections, alignment, and shoulders</td>
<td>$4,150,000</td>
</tr>
<tr>
<td>P38C</td>
<td>Rosedale St NW/66th Av NW/Lombard Dr</td>
<td>At roadway intersection</td>
<td>Realign intersection</td>
<td>$1,230,000</td>
</tr>
<tr>
<td>P56</td>
<td>Warren Dr NW</td>
<td>Fox Island Bridge Rd NW to 32nd St NW</td>
<td>Improve intersections, widen shoulders</td>
<td>$1,730,000</td>
</tr>
<tr>
<td>P59</td>
<td>Lombard Dr NW</td>
<td>Rosedale St NW to Hunt St NW</td>
<td>Improve shoulders</td>
<td>$600,000</td>
</tr>
<tr>
<td>P66</td>
<td>36th St NW/92nd Av NW</td>
<td>Intersection</td>
<td>Realign intersection to a standard “T”</td>
<td>$70,000</td>
</tr>
<tr>
<td>P70</td>
<td>Wollochet Dr/28th St/50th Av/ Cromwell Dr/62nd Av NW</td>
<td>40th St NW to 32nd St NW</td>
<td>Improve intersections, alignment, and shoulders</td>
<td>$7,340,000</td>
</tr>
<tr>
<td>P72</td>
<td>Island Bv Fl/Kamus Dr Fl</td>
<td>Intersection</td>
<td>Realign/reconstruct intersection</td>
<td>$120,000</td>
</tr>
<tr>
<td>P74</td>
<td>Kamus Dr Fl</td>
<td>Island Bv Fl to 11th Av Fl</td>
<td>Add paved shoulders</td>
<td>$130,000</td>
</tr>
<tr>
<td></td>
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<td></td>
<td><strong>Total</strong></td>
<td><strong>$18,970,000</strong></td>
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<tr>
<td>P10A</td>
<td>36th St NW</td>
<td>SR 16 to Pt Fosdick Dr NW</td>
<td>New arterial, improve existing road between SR 16 and Pt Fosdick Dr</td>
<td>$2,000,000</td>
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<tr>
<td>P10B</td>
<td>36th St NW Corridor</td>
<td>Pt Fosdick Dr NW to 38th Av NW</td>
<td>New arterial</td>
<td>$3,100,000</td>
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<tr>
<td>P10C</td>
<td>36th St NW Corridor</td>
<td>38th Av NW to East Bay Dr NW</td>
<td>New arterial</td>
<td>$3,900,000</td>
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Pierce County Comprehensive Plan | Transportation Element 12-132
<table>
<thead>
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<th>Proj. ID</th>
<th>Road/Project Name</th>
<th>Project Limits</th>
<th>Proposed Improvement</th>
<th>Estimated Cost</th>
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<tbody>
<tr>
<td>P23</td>
<td>128&lt;sup&gt;th&lt;/sup&gt; St NW Corridor</td>
<td>Hallstrom Dr NW to Borgen Blvd</td>
<td>New arterial</td>
<td>$9,630,000</td>
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<tr>
<td>P40</td>
<td>92&lt;sup&gt;nd&lt;/sup&gt; St NW</td>
<td>82&lt;sup&gt;nd&lt;/sup&gt; Av NW to easterly terminus</td>
<td>Improve alignment and shoulders, minor widening</td>
<td>$1,180,000</td>
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<tr>
<td>P41</td>
<td>36&lt;sup&gt;th&lt;/sup&gt; St NW</td>
<td>Horsehead Bay Dr NW to Ray Nash Dr NW</td>
<td>Improve vertical alignment and shoulders</td>
<td>$1,340,000</td>
</tr>
<tr>
<td>P43</td>
<td>Crescent Valley Dr NW</td>
<td>Drummond Dr NW to 160&lt;sup&gt;th&lt;/sup&gt; St NW</td>
<td>Improve intersections, shoulders and drainage, rehabilitate</td>
<td>$8,400,000</td>
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**Total** $29,550,000

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<th>Proj. ID</th>
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<th>Estimated Cost</th>
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<tbody>
<tr>
<td>P21</td>
<td>Narrows interchange</td>
<td>SR 16 at 24&lt;sup&gt;th&lt;/sup&gt; St NW and 36&lt;sup&gt;th&lt;/sup&gt; St NW</td>
<td>Construct new split interchange. Improve 24&lt;sup&gt;th&lt;/sup&gt; St NW</td>
<td>$9,820,000</td>
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<tr>
<td>P77</td>
<td>Haven of the Rest Vicinity Access Relocation</td>
<td>To Rosedale St NW or Burnham Dr NW</td>
<td>Dead end road to provide access relocation</td>
<td>$850,000</td>
</tr>
<tr>
<td>P78</td>
<td>SR 16/Wollochet Dr Interchange</td>
<td>At Pioneer/Wollochet Interchange</td>
<td>Ramp and traffic signal improvements</td>
<td>$2,200,000</td>
</tr>
<tr>
<td>P80</td>
<td>SR 302</td>
<td>Purdy Spit Bridge</td>
<td>Widen shoulders, shorten barrier, rehabilitate</td>
<td>$750,000</td>
</tr>
<tr>
<td>P81</td>
<td>SR 302/SR 302 Spur Intersection</td>
<td>Improved channelization (added northbound left turn storage)</td>
<td>$520,000</td>
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**Total** $14,140,000

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<th>Estimated Cost</th>
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<tbody>
<tr>
<td>C6(P62)</td>
<td>SR 302 (Kitsap County Line Connector)</td>
<td>SR 302 to SR 16</td>
<td>New arterial in Kitsap County, connecting to Burley-Olalla interchange</td>
<td>$23,860,000</td>
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<tr>
<td>C18(P37)</td>
<td>SR 16</td>
<td>I-5 to Kitsap County Line</td>
<td>Improve interchanges, provide HOV lanes. WSDOT project</td>
<td>$139,360,000</td>
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<tr>
<td>P19</td>
<td>SR 16/Rosedale St NW Northern Ramps</td>
<td>Rosedale St NW/ Bujacich Rd NW Vicinity</td>
<td>Construct ramps to/from west (eastbound off, westbound on)</td>
<td>$770,000</td>
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<td>Proj. ID</td>
<td>Road/Project Name</td>
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<td>Proposed Improvement</td>
<td>Estimated Cost</td>
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<tr>
<td>P79</td>
<td>SR 16/Rosedale St NW Southern Ramps</td>
<td>Rosedale St NW Vicinity</td>
<td>Construct ramps to/from east (westbound off, eastbound on)</td>
<td>$7,000,000</td>
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<td></td>
<td>Total</td>
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<td>Total $170,990,000</td>
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**Medium Priority Projects – State Projects**

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<tr>
<th>Proj. ID</th>
<th>Road/Project Name</th>
<th>Project Limits</th>
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<tbody>
<tr>
<td>P82</td>
<td>Kimball Dr Park and Ride lot direct access ramp</td>
<td>SR 16 to North Gig Harbor Park and Ride lot</td>
<td>Westbound direct access ramp from SR 16 to lot</td>
<td>$300,000</td>
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<td>State Projects Total</td>
<td></td>
<td>State Projects Total $185,430,000</td>
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Map 12-29: Graham Community Plan Project Recommendations
### Table 12-HH: Graham Community Plan Project Recommendations

<table>
<thead>
<tr>
<th>Proj. ID</th>
<th>Road Name</th>
<th>Project Limits</th>
<th>Facility Improvement</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>G1</td>
<td>22 Ave E</td>
<td>SR 7 to 208 St E</td>
<td>Add paved shoulders or path</td>
<td>$270,000</td>
</tr>
<tr>
<td>G2</td>
<td>38 Ave E</td>
<td>200 St E to Wright Rd E</td>
<td>New 3-lane road with sidewalks &amp; paved shoulders</td>
<td>$4,030,000</td>
</tr>
<tr>
<td>G3</td>
<td>70 Av E</td>
<td>204 St E to 224 St E</td>
<td>New 2-lane roadway</td>
<td>$5,540,000</td>
</tr>
<tr>
<td>G4</td>
<td>70 Av E</td>
<td>260 St E to 224 St E</td>
<td>Add paved shoulders</td>
<td>$710,000</td>
</tr>
<tr>
<td>G5</td>
<td>122 Ave E/Orting-Kapowsin Hwy Extension</td>
<td>185 St E to Orting-Kapowsin Hwy E</td>
<td>New arterial with curb, gutter, paved shoulders, sidewalks, bicycle facilities, &amp; intersection improvements.</td>
<td>$9,030,000</td>
</tr>
<tr>
<td>G6</td>
<td>224 St E</td>
<td>SR 161 to Orting-Kapowsin Hwy E</td>
<td>Add paved shoulders, turn lanes, and sidewalks and/or trail. Widen to 5 lanes from SR 161 to 104 Av E.</td>
<td>$620,000</td>
</tr>
<tr>
<td>G7</td>
<td>224 St E</td>
<td>SR 7 to SR 161</td>
<td>Widen to 4 or 5 lanes; geometric &amp; intersection improvements, add pathway or sidewalks.</td>
<td>$13,270,000</td>
</tr>
<tr>
<td>G8</td>
<td>260 St E</td>
<td>54 Ave E to 70 Ave E</td>
<td>Construct paved pathway</td>
<td>$280,000</td>
</tr>
<tr>
<td>G9</td>
<td>304 St E/Kapowsin Hwy E</td>
<td>SR 7 to Orting-Kapowsin Hwy E</td>
<td>Add paved shoulders or trail and widen lanes</td>
<td>$2,820,000</td>
</tr>
<tr>
<td>G10</td>
<td>Canyon Rd E South Extension</td>
<td>192 St E to 224 St E</td>
<td>New 5-lane arterial with paved shoulders &amp; sidewalks or trail</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>G11</td>
<td>Canyon Rd E South Extension</td>
<td>224 St E to SR 7/260 St E</td>
<td>New 3-lane arterial with paved shoulders &amp; sidewalks or trail</td>
<td>$7,000,000</td>
</tr>
<tr>
<td>G12</td>
<td>Eatonville Cutoff Rd E</td>
<td>SR 7 to 352 St E</td>
<td>Realign intersection with 352 St E, add turn lanes and paved shoulders or wide lanes</td>
<td>$200,000</td>
</tr>
<tr>
<td>G13</td>
<td>Orting-Kapowsin Hwy E</td>
<td>Tacoma RR Trail (246 St E) to 150 Ave E</td>
<td>Add paved shoulders</td>
<td>$1,520,000</td>
</tr>
<tr>
<td>G14</td>
<td>Tacoma Rail Trail</td>
<td>North plan boundary to south plan boundary</td>
<td>Construct new trail alongside rail line</td>
<td>$4,900,000</td>
</tr>
<tr>
<td>G15</td>
<td>Webster Rd E/70 Av E</td>
<td>260 St E to SR 161</td>
<td>Widen road, improve alignment, add paved shoulders or wide lanes</td>
<td>$10,860,000</td>
</tr>
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</table>

**Premier Priority Projects - Total Estimated Cost** $70,050,000
### High Priority Projects

<table>
<thead>
<tr>
<th>Proj. ID</th>
<th>Road Name</th>
<th>Project Limits</th>
<th>Facility Improvement</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>G16</td>
<td>38 Ave E/Wright Rd E</td>
<td>214 St E to 208 St E</td>
<td>Extend paved pathway</td>
<td>$20,000</td>
</tr>
<tr>
<td>G17</td>
<td>86 Ave E</td>
<td>224 St E to 242 St E</td>
<td>Widen lanes and construct pathway</td>
<td>$820,000</td>
</tr>
<tr>
<td>G18</td>
<td>92 Ave E/192 St E</td>
<td>86 Ave E to 204 St E</td>
<td>New 3-lane connection, partially on existing roadways, convert entire route to a public road</td>
<td>$4,510,000</td>
</tr>
<tr>
<td>G19</td>
<td>92 Ave E/204 St E</td>
<td>208 St E to SR 161</td>
<td>Add sidewalks and turn lanes. Install traffic control device at intersection of 92 Av E and 204 St E</td>
<td>$540,000</td>
</tr>
<tr>
<td>G20</td>
<td>98 Ave E/100 Av E</td>
<td>224 St E to 232 St E</td>
<td>Construct new 3-lane roadways, shared commercial access facilities, and road parallel to rail line</td>
<td>$2,870,000</td>
</tr>
<tr>
<td>G21</td>
<td>104 Ave E</td>
<td>Eustis Hunt Rd E to 234 St E</td>
<td>Construct new 3-lane roadway in commercial area with shared commercial access facilities</td>
<td>$4,640,000</td>
</tr>
<tr>
<td>G22</td>
<td>108 Ave E</td>
<td>224 St E to 234 St E</td>
<td>Construct trail or wide gravel shoulders. Install traffic signal at intersection with 224 St E.</td>
<td>$480,000</td>
</tr>
<tr>
<td>G23</td>
<td>192 St E/194 St E</td>
<td>92 Ave E to 95 Ave E</td>
<td>New/Reconstructed 3-lane roadway</td>
<td>$900,000</td>
</tr>
<tr>
<td>G24</td>
<td>200 St E</td>
<td>SR 161 to Orting-Kapowsin Hwy E</td>
<td>Add paved shoulders and turn lanes, widen lanes.</td>
<td>$750,000</td>
</tr>
<tr>
<td>G25</td>
<td>208 St E</td>
<td>22 Ave E to 66 Ave E</td>
<td>Add turn lanes and paved shoulders</td>
<td>$5,230,000</td>
</tr>
<tr>
<td>G34</td>
<td>218 St E/98 Ave E/100 Ave E</td>
<td>SR 161 at 218 St E to 224 St E at 98 Ave E and 100 Ave E</td>
<td>Construct new 3-lane roadways in commercial area with shared commercial access facilities</td>
<td>$4,500,000</td>
</tr>
<tr>
<td>G26</td>
<td>232 St E</td>
<td>86 Ave E to SR 161</td>
<td>Construct trail or wide gravel shoulders</td>
<td>$360,000</td>
</tr>
<tr>
<td>G27</td>
<td>232 St E</td>
<td>SR 161 to 108 Ave E</td>
<td>Construct new 3-lane roadway in commercial area with shared commercial access facilities</td>
<td>$1,480,000</td>
</tr>
<tr>
<td>Proj. ID</td>
<td>Road Name</td>
<td>Project Limits</td>
<td>Facility Improvement</td>
<td>Estimated Cost</td>
</tr>
<tr>
<td>----------</td>
<td>------------</td>
<td>----------------</td>
<td>----------------------</td>
<td>----------------</td>
</tr>
<tr>
<td>G28</td>
<td>234 St E</td>
<td>104 Ave E to 108 Ave E</td>
<td>Widen lanes. Eliminate intersection with SR 161 by dead-ending roadway.</td>
<td>$80,000</td>
</tr>
<tr>
<td>G29</td>
<td>264 St E</td>
<td>SR 161 to Orting-Kapowsin Hwy E</td>
<td>Widen lanes, construct paved pathway, resolve parking overflow issue at Kapowsin Elementary.</td>
<td>$720,000</td>
</tr>
<tr>
<td>G30</td>
<td>Powerline Trail</td>
<td>Orville Rd E to SR 7 at 52 Ave E</td>
<td>Construct new trail</td>
<td>$2,790,000</td>
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</tbody>
</table>

**High Priority Projects - Total Estimated Cost** $30,690,000

<table>
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<td>G31</td>
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<td>G37</td>
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<td>G38</td>
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<td>G39</td>
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**Medium Priority Projects - Total Estimated Cost** $15,430,000

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<td>G40</td>
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<td>G41</td>
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<td>G44</td>
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<td>G52</td>
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**Low Priority Projects - Total Estimated Cost** $43,190,000

**State Projects (No Priority Assigned)**

<table>
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<tr>
<th>Proj. ID</th>
<th>Road Name</th>
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<th>Facility Improvement</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>G53</td>
<td>SR 161</td>
<td>176 St E to 234 St E</td>
<td>Complete current widening project</td>
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</tr>
<tr>
<td>G54</td>
<td>SR 161</td>
<td>234 St E to Eatonville city limits</td>
<td>Complete improvements outlined in Route Development Plan</td>
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</tr>
<tr>
<td>G55</td>
<td>SR 7</td>
<td>North plan boundary to south plan boundary</td>
<td>Complete improvements outlined in Route Development Plan (Plan will be completed in 2006)</td>
<td>-----</td>
</tr>
</tbody>
</table>
**KEY PENINSULA**

**Map 12-30: Key Peninsula Community Plan Project Recommendations**

(Picture of a map showing transportation project recommendations on the Key Peninsula.)

Pierce County Comprehensive Plan | Transportation Element 12-140
<table>
<thead>
<tr>
<th>ID#*</th>
<th>Roadway**</th>
<th>Limits</th>
<th>Description***</th>
<th>Estimated Cost****</th>
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<tr>
<td>KP1</td>
<td>134&lt;sup&gt;th&lt;/sup&gt; Ave KPN/Key Peninsula Hwy KPN</td>
<td>Intersection</td>
<td>Realign intersection and add turn lanes</td>
<td>$640,000</td>
</tr>
<tr>
<td>KP2</td>
<td>186&lt;sup&gt;th&lt;/sup&gt; Ave/Jackson Lake Rd KPN</td>
<td>Herron Rd KPN to Key Peninsula Hwy KPN</td>
<td>Construct missing roadway segment on 186&lt;sup&gt;th&lt;/sup&gt; Ave KPN, widen existing lanes, and add roadside path</td>
<td>$6,650,000</td>
</tr>
<tr>
<td>KP3</td>
<td>Key Peninsula Hwy KPN</td>
<td>Olson Dr/Cramer Rd KPN to SR 302 (Elgin-Clifton Rd KPN)</td>
<td>Widen existing paved shoulders, add pedestrian facilities in commercial center</td>
<td>$6,360,000</td>
</tr>
<tr>
<td>KP4</td>
<td>Olson Dr/Cramer Rd/Key Peninsula Hwy KPN</td>
<td>Intersection</td>
<td>Realign intersection and add turn lanes</td>
<td>$1,115,000</td>
</tr>
<tr>
<td><strong>High Priority Projects (7)</strong></td>
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<tr>
<td>KP5</td>
<td>Cramer Rd/134&lt;sup&gt;th&lt;/sup&gt; Ave KPN</td>
<td>Key Peninsula Hwy KPN to SR 302</td>
<td>Add paved shoulders</td>
<td>$4,390,000</td>
</tr>
<tr>
<td>KP6</td>
<td>Jackson Lake Rd/Key Peninsula Hwy/Lackey Rd KPN</td>
<td>Intersection</td>
<td>Reconfigure into 3-way intersection and add turn lanes</td>
<td>$1,340,000</td>
</tr>
<tr>
<td>KP7</td>
<td>Key Peninsula Hwy KPS</td>
<td>76&lt;sup&gt;th&lt;/sup&gt; St KPS to Erickson Rd KPS</td>
<td>Add paved shoulders or roadside path, add pedestrian facilities in commercial center</td>
<td>$3,240,000</td>
</tr>
<tr>
<td>KP8</td>
<td>Key Peninsula Hwy KPN</td>
<td>Herron Rd/A St KPN to 89&lt;sup&gt;th&lt;/sup&gt; St KPN</td>
<td>Widen existing paved shoulders or add roadside path, add pedestrian facilities in commercial center</td>
<td>$9,750,000</td>
</tr>
<tr>
<td>KP9</td>
<td>Key Peninsula Hwy KPN</td>
<td>89&lt;sup&gt;th&lt;/sup&gt; St KPN to Olson Dr/Cramer Rd KPN</td>
<td>Add center turn lane and pedestrian facilities in commercial center</td>
<td>$930,000</td>
</tr>
<tr>
<td>KP10</td>
<td>Olson Dr KPN</td>
<td>S Vaughn Rd/Wright-Bliss Rd KPN to Key Peninsula Hwy KPN</td>
<td>Improve alignment and add paved shoulders or roadside path</td>
<td>$3,400,000</td>
</tr>
<tr>
<td>KP11</td>
<td>Whiteman Rd KPS/Key Peninsula Hwy KPS</td>
<td>Intersection</td>
<td>Realign intersection</td>
<td>$460,000</td>
</tr>
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<td>Description***</td>
<td>Estimated Cost****</td>
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<td><strong>Medium Priority Projects (14)</strong></td>
<td><strong>Medium Priority Projects (14)</strong></td>
<td><strong>Medium Priority Projects (14)</strong></td>
</tr>
<tr>
<td>KP12</td>
<td>92nd St KPN</td>
<td>S Vaughn Rd KPN to Olson Dr KPN</td>
<td>Add paved shoulders</td>
<td>$1,570,000</td>
</tr>
<tr>
<td>KP13</td>
<td>94th Ave NW (Developer)</td>
<td>0.25 miles south of SR 302 to SR 302</td>
<td>Construct new roadway with paved shoulders</td>
<td>$500,000</td>
</tr>
<tr>
<td>KP14</td>
<td>94th Ave NW</td>
<td>SR 302 to Kitsap County Line</td>
<td>Widen existing lanes and add paved shoulders</td>
<td>$3,460,000</td>
</tr>
<tr>
<td>KP15</td>
<td>118th Ave NW</td>
<td>Creviston Dr NW to SR 302</td>
<td>Add paved shoulders or roadside path</td>
<td>$1,293,000</td>
</tr>
<tr>
<td>KP16</td>
<td>Cornwall Rd KPS/ Delano Rd KPS</td>
<td>Herron Rd KPN to 158th Ave KPS</td>
<td>Add paved shoulders or roadside path</td>
<td>$4,690,000</td>
</tr>
<tr>
<td>KP17</td>
<td>Creviston Dr NW</td>
<td>134th Ave KPN to SR 302</td>
<td>Improve alignment and add paved shoulders</td>
<td>$7,500,000</td>
</tr>
<tr>
<td>KP18</td>
<td>Hall Rd KPN</td>
<td>West terminus to S Vaughn Rd/Wright-Bliss Rd KPN</td>
<td>Add paved shoulders or roadside path</td>
<td>$1,230,000</td>
</tr>
<tr>
<td>KP19</td>
<td>Herron Rd KPN/ Key Peninsula Hwy KPN</td>
<td>Intersection</td>
<td>Add turn lanes</td>
<td>$330,000</td>
</tr>
<tr>
<td>KP20</td>
<td>Key Peninsula Hwy KPS</td>
<td>Erickson Rd KPS to Herron Rd/A St KPN</td>
<td>Widen existing paved shoulders or add roadside path</td>
<td>$7,770,000</td>
</tr>
<tr>
<td>KP21</td>
<td>Lackey Rd KPN</td>
<td>Jackson Lake Rd KPN to S Vaughn Rd KPN</td>
<td>Add paved shoulders or roadside path</td>
<td>$1,980,000</td>
</tr>
<tr>
<td>KP22</td>
<td>Rouse Rd KPS/ Key Peninsula Hwy KPS</td>
<td>Intersection</td>
<td>Realign intersection</td>
<td>$450,000</td>
</tr>
<tr>
<td>KP23</td>
<td>S Vaughn Rd KPN</td>
<td>Lackey Rd KPN to Hall Rd/ Olson Dr KPN</td>
<td>Add paved shoulders</td>
<td>$612,000</td>
</tr>
<tr>
<td>KP24</td>
<td>Wright-Bliss Rd KPN</td>
<td>Hall Rd/ Olson Dr KPN to SR 302 (Elgin-Clifton Rd KPN)</td>
<td>Widen existing paved shoulders or add roadside path</td>
<td>$3,234,000</td>
</tr>
<tr>
<td>KP25</td>
<td>Wright-Bliss Rd KPN</td>
<td>SR 302 (Elgin-Clifton Rd KPN) to Kitsap County Line</td>
<td>Improve alignment and add paved shoulders or roadside path</td>
<td>$5,720,000</td>
</tr>
<tr>
<td><strong>Low Priority Projects (8)</strong></td>
<td><strong>Low Priority Projects (8)</strong></td>
<td><strong>Low Priority Projects (8)</strong></td>
<td><strong>Low Priority Projects (8)</strong></td>
<td><strong>Low Priority Projects (8)</strong></td>
</tr>
<tr>
<td>KP26</td>
<td>76th St/Whiteman Rd KPS</td>
<td>Key Peninsula Hwy KPS s/72nd St KPS to Key Peninsula Hwy KPS n/174th Av KPS</td>
<td>Add paved shoulders</td>
<td>$16,670,000</td>
</tr>
<tr>
<td>ID#</td>
<td>Roadway**</td>
<td>Limits</td>
<td>Description***</td>
<td>Estimated Cost****</td>
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<tr>
<td>KP27</td>
<td>118th Av NW</td>
<td>SR 302 to Kitsap County Line</td>
<td>Widen existing lanes and add paved shoulders</td>
<td>$3,870,000</td>
</tr>
<tr>
<td>KP28</td>
<td>128th St/94th Ave/ Danforth St NW</td>
<td>Wind-N-Tide Dr NW to SR 302</td>
<td>Add paved shoulders or roadside path</td>
<td>$3,314,000</td>
</tr>
<tr>
<td>KP29</td>
<td>144th St KPN/NW Powerline Rd</td>
<td>Wright-Bliss Rd KPN to SR 302</td>
<td>Construct new roadway with roadside trail</td>
<td>$25,190,000</td>
</tr>
<tr>
<td>KP30</td>
<td>Erickson Rd KPS</td>
<td>Whiteman Rd KPS to Key Peninsula Hwy KPS</td>
<td>Add roadside path</td>
<td>$1,350,000</td>
</tr>
<tr>
<td>KP31</td>
<td>Goodrich Dr NW</td>
<td>SR 302 to Kitsap County Line</td>
<td>Widen existing lanes and add paved shoulders</td>
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</tr>
<tr>
<td>KP32</td>
<td>Rouse Rd KPS</td>
<td>Whiteman Rd KPS to Key Peninsula Hwy KPS</td>
<td>Add paved shoulders</td>
<td>$3,970,000</td>
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<tr>
<td>KP33</td>
<td>Van Slyke Rd/ Bayview Rd/ Bliss Cochrane Rd KPN</td>
<td>Hall Rd KPN to SR 302</td>
<td>Add paved shoulders or roadside path</td>
<td>$4,200,000</td>
</tr>
</tbody>
</table>

**State Highway Priority Projects (3)**

<table>
<thead>
<tr>
<th>ID#</th>
<th>Roadway**</th>
<th>Limits</th>
<th>Description***</th>
<th>Estimated Cost****</th>
</tr>
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<tbody>
<tr>
<td>KP34</td>
<td>SR 302 (WSDOT)</td>
<td>Mason County Line to Peninsula Hwy KPN</td>
<td>Improve existing alignment, intersections, and paved shoulders and/or construct new northern route with a regional multi-use trail, add pedestrian facilities in commercial center</td>
<td>TBD</td>
</tr>
<tr>
<td>KP35</td>
<td>SR 302 (WSDOT)</td>
<td>Key Peninsula Hwy KPN to 94th Ave NW</td>
<td>Improve existing alignment, intersections, and paved shoulders and/or construct new northern route with a regional multi-use trail, add pedestrian facilities in commercial center</td>
<td>TBD</td>
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<tr>
<td>KP36</td>
<td>SR 302 (WSDOT)</td>
<td>94th Ave NW to Purdy Dr NW (SR 302 Spur)</td>
<td>Improve existing alignment, intersections, and paved shoulders and/or construct new northern route with a regional multi-use trail, add pedestrian facilities in commercial center</td>
<td>TBD</td>
</tr>
</tbody>
</table>

NOTE: ALL PROJECTS ARE SUBJECT TO MORE DETAILED REVIEW AND ANALYSIS PRIOR TO IMPLEMENTATION
*Projects are not listed in a specific priority order. ID numbers are intended for reference purposes only and to identify projects in the Transportation Project Recommendations map.

**Roadways are listed in numerical order and then alphabetical order by priority groups. For intersections, the name of the east-west road is listed first.

***The following assumptions should be noted for project descriptions:

- a. The widening of existing lanes assumes the construction of 12-foot-wide travel lanes in both directions of the roadway (if feasible).
- b. The construction of a new roadway assumes the construction of a paved roadway competed to Pierce County's current standards (if feasible).
- c. The addition of paved shoulders assumes the construction of 6-foot-wide striped shoulders on both sides of the roadway (if feasible).
- d. The addition of a roadside path assumes the construction of a 6-foot-wide paved walkway on one side of the roadway only (if feasible).
- e. The addition of a roadside trail assumes the construction of a 10-foot-wide paved trail on one side of the roadway only (if feasible).

****Cost estimates are rough order of magnitude estimates for planning purposes only. These estimates are based on Year 2006 dollars and rounded to the nearest $10,000. In cases where more than one nonmotorized option is recommended for a particular roadway, the higher cost estimate was used.

(Developer): This project is dependent upon a future development proposal and would likely be implemented by a developer.

(WSDOT): The Washington State Department of Transportation (WSDOT) would be the lead agency for this project.

TBD: To be determined.
## Table 12-JJ: Mid-County Community Plan Project Recommendations

<table>
<thead>
<tr>
<th>Map ID#*</th>
<th>Roadway**</th>
<th>Limits***</th>
<th>Description</th>
<th>Estimated Cost****</th>
<th>Proposed Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>MC1</td>
<td>24th Avenue E</td>
<td>96th Street E to 90th Street E</td>
<td>Develop path</td>
<td>$220,000</td>
<td>Low</td>
</tr>
<tr>
<td>MC2</td>
<td>24th Avenue E</td>
<td>104th Street E to 99th Street E</td>
<td>Develop path</td>
<td>$180,000</td>
<td>Low</td>
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<tr>
<td>MC3</td>
<td>34th Avenue E</td>
<td>128th Street E to 112th Street E</td>
<td>Develop path</td>
<td>$530,000</td>
<td>Low</td>
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<tr>
<td>MC4</td>
<td>36th Avenue E</td>
<td>64th Street E to 48th Street E</td>
<td>Add paved shoulders</td>
<td>$2,569,000</td>
<td>Low</td>
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<tr>
<td>MC5</td>
<td>40th Avenue E</td>
<td>128th Street E to 120th Street E</td>
<td>Develop path</td>
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<tr>
<td>MC6</td>
<td>42nd Avenue E</td>
<td>Brookdale Road E to 128th Street E</td>
<td>Add paved shoulders</td>
<td>$2,283,000</td>
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<tr>
<td>MC7</td>
<td>44th Avenue E</td>
<td>72nd Street E to Pioneer Way E</td>
<td>Add paved shoulders or wide curb lanes</td>
<td>$2,558,000</td>
<td>Low</td>
</tr>
<tr>
<td>MC8</td>
<td>50th Avenue E</td>
<td>152nd Street E to 128th Street E</td>
<td>Add paved shoulders or develop path</td>
<td>$2,054,000</td>
<td>Low</td>
</tr>
<tr>
<td>MC9</td>
<td>62nd Avenue E</td>
<td>128th Street E to 112th Street E</td>
<td>Add paved shoulders</td>
<td>$1,397,000</td>
<td>Low</td>
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<tr>
<td>MC10</td>
<td>64th Street E</td>
<td>Waller Road Elementary School to Waller Road E</td>
<td>Add paved shoulders or sidewalks</td>
<td>$359,000</td>
<td>Medium</td>
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<tr>
<td>MC11</td>
<td>66th Avenue E</td>
<td>West Stewart Avenue to SR 167 (River Road)</td>
<td>Add paved shoulders</td>
<td>$1,253,000</td>
<td>Medium</td>
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<tr>
<td>MC12</td>
<td>66th Avenue E (BR #19204-B)</td>
<td>66th Avenue E over Clarks Creek</td>
<td>Replace southerly bridge</td>
<td>$400,000</td>
<td>Low</td>
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<tr>
<td>MC13</td>
<td>66th Avenue E (BR #19204-C)</td>
<td>66th Avenue E over Clarks Creek</td>
<td>Replace northerly bridge</td>
<td>$400,000</td>
<td>Low</td>
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<tr>
<td>MC14</td>
<td>72nd Street E</td>
<td>Tacoma City Limits to Woodland Avenue E</td>
<td>Upgrade design to current standards, add turn lanes at intersections, add center lanes where appropriate, and add paved shoulders</td>
<td>$14,412,000</td>
<td>High</td>
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<tr>
<td>Map ID*</td>
<td>Roadway**</td>
<td>Limits***</td>
<td>Description</td>
<td>Estimated Cost****</td>
<td>Proposed Priority</td>
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<tr>
<td>MC15</td>
<td>72nd Street E/Canyon Road E <strong>(New)</strong></td>
<td>Intersection</td>
<td>Reconstruct intersection for capacity improvements</td>
<td>TBD</td>
<td>Premier</td>
</tr>
<tr>
<td>MC16</td>
<td>80th Street E</td>
<td>20th Avenue E to Waller Road E</td>
<td>Add paved shoulders, wide curb lanes, or path</td>
<td>$1,677,000</td>
<td>Medium</td>
</tr>
<tr>
<td>MC17</td>
<td>80th Street E</td>
<td>Waller Road E to Canyon Road E</td>
<td>Add wide curb lanes or path</td>
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<td>Medium</td>
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<tr>
<td>MC18</td>
<td>84th Street E</td>
<td>20th Avenue E to Waller Road E</td>
<td>Add paved shoulders</td>
<td>$845,000</td>
<td>Premier</td>
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<tr>
<td>MC19</td>
<td>90th Street E</td>
<td>20th Avenue E to 24th Avenue E</td>
<td>Develop path</td>
<td>$210,000</td>
<td>Medium</td>
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<td>MC20</td>
<td>90th Street E</td>
<td>Canyon Road E to Woodland Avenue E</td>
<td>Develop path</td>
<td>$510,000</td>
<td>Medium</td>
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<tr>
<td>MC21</td>
<td>93rd Street E</td>
<td>20th Avenue E to 24th Avenue E</td>
<td>Develop path</td>
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<td>Low</td>
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<tr>
<td>MC22</td>
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<td>20th Avenue E to 24th Avenue E</td>
<td>Develop path</td>
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<td>Medium</td>
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<tr>
<td>MC23</td>
<td>104th Street E</td>
<td>22nd Avenue E to Waller Road E</td>
<td>Add paved shoulders</td>
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<td>Medium</td>
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<tr>
<td>MC24</td>
<td>104th Street E</td>
<td>Waller Road E to Vickery Avenue E</td>
<td>Add paved shoulders</td>
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<td>High</td>
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<tr>
<td>MC25</td>
<td>104th Street E</td>
<td>Canyon Road E to Woodland Avenue E</td>
<td>Add paved shoulders, wide curb lanes or path</td>
<td>$3,322,000</td>
<td>High</td>
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<tr>
<td>MC26</td>
<td>112th Street E</td>
<td>Golden Given Road E to 18th Avenue E</td>
<td>Add sidewalks</td>
<td>$1,610,000</td>
<td>Premier</td>
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<tr>
<td>MC27</td>
<td>116th Street E</td>
<td>Bingham Avenue E to Canyon Road E</td>
<td>Develop path</td>
<td>$260,000</td>
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<tr>
<td>MC28</td>
<td>121st Street E/120th Street E</td>
<td>Golden Given Road E to Waller Road E</td>
<td>Develop path</td>
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<td>Low</td>
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<tr>
<td>MC29</td>
<td>128th Street E</td>
<td>Golden Given Road E to Canyon Road E</td>
<td>Add paved shoulders</td>
<td>$3,830,000</td>
<td>High</td>
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<tr>
<td>Map ID#*</td>
<td>Roadway**</td>
<td>Limits***</td>
<td>Description</td>
<td>Estimated Cost****</td>
<td>Proposed Priority</td>
</tr>
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<td>MC30</td>
<td>128th Street E</td>
<td>Canyon Road E to Woodland Avenue E</td>
<td>Upgrade design to current standards, add turn lanes at intersections if signalized, and add paved shoulders or sidewalks</td>
<td>$6,378,000</td>
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<td>MC31</td>
<td>128th Street E/Woodland Ave. E</td>
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<td>MC32</td>
<td>132nd Street E</td>
<td>Waller Road E to 42nd Avenue E</td>
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<td>MC33</td>
<td>136th Street E/62nd Avenue E</td>
<td>Canyon Road E to 128th Street E</td>
<td>Develop path</td>
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<td>138th Street E/Vickery Avenue E</td>
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<td>MC35</td>
<td>144th Street E</td>
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<td>Add paved shoulders or wide curb lanes</td>
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<td>MC36</td>
<td>152nd Street E</td>
<td>Bingham Avenue E to 50th Avenue E</td>
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<td>MC37</td>
<td>160th Street E</td>
<td>Canyon Road E to Woodland Avenue E</td>
<td>Add through lanes, add turn lanes at intersections, add center turn lanes where appropriate, and add paved shoulders or sidewalks</td>
<td>$10,599,000</td>
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<tr>
<td>MC38</td>
<td>160th Street E/Woodland Avenue E</td>
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<td>MC39</td>
<td>Bingham Avenue E</td>
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<td>Add paved shoulders</td>
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<td>MC40</td>
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<td>152nd Street E to 144th Street E</td>
<td>Develop path</td>
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<td>MC42</td>
<td>Brookdale Road E</td>
<td>Golden Given Road E to Waller Road E</td>
<td>Add paved shoulders</td>
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<td>Map ID#*</td>
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<td>Limits***</td>
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<tr>
<td>MC43</td>
<td>Brookdale Road E</td>
<td>38th Avenue E to Canyon Road E</td>
<td>Add through lanes, add turn lanes at intersections, add center turn lanes where appropriate, and add paved shoulders or sidewalks</td>
<td>$7,682,000</td>
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<tr>
<td>MC44</td>
<td>Brookdale Road E/Waller Road E</td>
<td>Intersection</td>
<td>Add turn lanes if signalized</td>
<td>$1,800,000</td>
<td>Medium</td>
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<tr>
<td>MC45</td>
<td>Canyon Road E</td>
<td>144th Street E to 131st Street E</td>
<td>Add through lanes, add turn lanes at intersections, add center turn lanes where appropriate, and add paved shoulders or sidewalks</td>
<td>$10,037,000</td>
<td>Premier</td>
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<tr>
<td>MC46</td>
<td>Canyon Road E</td>
<td>131st Street E to 116th Street E</td>
<td>Add through lanes, add turn lanes at intersections, add center turn lanes where appropriate, and add paved shoulders or sidewalks</td>
<td>$8,567,000</td>
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<tr>
<td>MC47</td>
<td>Canyon Road E</td>
<td>106th Street E to 96th Street E</td>
<td>Add through lanes, add turn lanes at intersections, add center turn lanes where appropriate, and add paved shoulders or sidewalks</td>
<td>$5,200,000</td>
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<tr>
<td>MC48</td>
<td>Canyon Road E</td>
<td>96th Street E to 72nd Street E</td>
<td>Add through lanes, add turn lanes at intersections, add center turn lanes where appropriate, and add paved shoulders or sidewalks</td>
<td>$10,850,000</td>
<td>Premier</td>
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<tr>
<td>Map ID#*</td>
<td>Roadway**</td>
<td>Limits***</td>
<td>Description</td>
<td>Estimated Cost****</td>
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<tr>
<td>MC49</td>
<td>Canyon Road E</td>
<td>72nd Street E to Pioneer Way E</td>
<td>Add climbing lane and add paved shoulders or sidewalks</td>
<td>$11,010,000</td>
<td>Premier</td>
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<tr>
<td>MC50</td>
<td>Canyon Road E - North Extension</td>
<td>Pioneer Way E to 70th Avenue E</td>
<td>Construct new roadway and bridges and add paved shoulders or sidewalks</td>
<td>$45,000,000</td>
<td>Premier</td>
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<tr>
<td>MC51</td>
<td>Golden Given Road E</td>
<td>Brookdale Road E to 112th Street E</td>
<td>Add paved shoulders</td>
<td>$1,579,000</td>
<td>Low</td>
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<tr>
<td>MC52</td>
<td>Pioneer Way E</td>
<td>Tacoma City Limits to Woodland Avenue E</td>
<td>Add through lanes, add center turn lanes where appropriate, and add paved shoulders where needed</td>
<td>$16,320,000</td>
<td>High</td>
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<tr>
<td>MC53</td>
<td>Pioneer Way E (BR #11203-E)</td>
<td>Pioneer Way E over Swan Creek</td>
<td>Replace bridge</td>
<td>$592,000</td>
<td>Medium</td>
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<tr>
<td>MC54</td>
<td>Pioneer Way E/Canyon Road E</td>
<td>Intersection</td>
<td>Reconstruct intersection for capacity improvements</td>
<td>TBD</td>
<td>Premier</td>
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<tr>
<td>MC55</td>
<td>Pioneer Way E/Waller Road E</td>
<td>Intersection</td>
<td>Add turn lanes at intersection if signalized</td>
<td>$1,964,000</td>
<td>High</td>
</tr>
<tr>
<td>MC56</td>
<td>Portland Avenue E (New)</td>
<td>112th Street E to SR 512</td>
<td>Add through lanes and add turn lanes at intersections</td>
<td>$1,855,000</td>
<td>Premier</td>
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<tr>
<td>MC57</td>
<td>SR 167 (River Road) (WSDOT)</td>
<td>Tacoma City Limits to Puyallup City Limits</td>
<td>Safety improvements for head-on collisions</td>
<td>TBD</td>
<td>High</td>
</tr>
<tr>
<td>MC58</td>
<td>SR 512/Canyon Road E (WSDOT)</td>
<td>Interchange</td>
<td>Widen overpass and modify ramps (cloverleaf)</td>
<td>TBD</td>
<td>Premier</td>
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<tr>
<td>MC59</td>
<td>SR 512/Portland Avenue E (WSDOT)</td>
<td>Interchange</td>
<td>Widen overpass and modify ramps</td>
<td>TBD</td>
<td>Premier</td>
</tr>
<tr>
<td>Map ID#*</td>
<td>Roadway**</td>
<td>Limits***</td>
<td>Description</td>
<td>Estimated Cost****</td>
<td>Proposed Priority</td>
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<tr>
<td>MC61</td>
<td>Tacoma Pipeline Trail (City)</td>
<td>Tacoma City Limits to Woodland Avenue E</td>
<td>Develop trail</td>
<td>TBD</td>
<td>Premier</td>
</tr>
<tr>
<td>MC62</td>
<td>Tacoma Rail Trail (City)</td>
<td>Tacoma City Limits to Brookdale Road E</td>
<td>Develop trail</td>
<td>TBD</td>
<td>Medium</td>
</tr>
<tr>
<td>MC63</td>
<td>Vickery Avenue E</td>
<td>104th Street E to 92nd Street E</td>
<td>Add paved shoulders</td>
<td>$1,076,000</td>
<td>Low</td>
</tr>
<tr>
<td>MC64</td>
<td>Waller Road E</td>
<td>57th Street E to Pioneer Way E</td>
<td>Add paved shoulders</td>
<td>$2,220,000</td>
<td>Medium</td>
</tr>
<tr>
<td>MC65</td>
<td>Waller Road E</td>
<td>72nd Street E to 57th Street E</td>
<td>Add paved shoulders</td>
<td>$1,339,000</td>
<td>High</td>
</tr>
<tr>
<td>MC66</td>
<td>Woodland Avenue E</td>
<td>128th Street E to 72nd Street E</td>
<td>Add paved shoulders or wide curb lanes</td>
<td>$4,878,000</td>
<td>Medium</td>
</tr>
</tbody>
</table>

NOTE: ALL PROJECTS ARE SUBJECT TO MORE DETAILED REVIEW AND ANALYSIS PRIOR TO IMPLEMENTATION.

*Projects MC41 and MC60 do not appear in this table since they were removed from consideration.

**Projects are listed in numerical order and then alphabetical order by roadway name. For intersections, the name of the east-west road is listed first followed by the north-south road.

***Project limits are listed from west to east or from south to north.

****Cost estimates are "order of magnitude" estimates for planning purposes only and are rounded to the nearest $1,000.

Please note the following assumptions:
The cost estimates for sidewalks assume the construction of a 6-foot wide sidewalk with curb and gutter on both sides of the roadway.
The cost estimates for paved shoulders assume the construction of a 6-foot wide striped shoulder on both sides of the roadway.
The cost estimates for paths assume the construction of a 6-foot wide paved path on one side of the roadway only.
The cost estimates for trails assume the construction of a 12-foot wide paved trail.
For major arterials where paved shoulders or sidewalks are recommended, the higher cost estimate for sidewalks was used.
The cost estimates for turn lanes at intersections also include the installation of a traffic signal if the intersection is unsignalized.
TBD - To Be Determined
(City) - The City of Tacoma may serve as the lead agency for this project.
(New) - This project is not currently included in either the Transportation Improvement Program (TIP) or the Transportation Element of the Comprehensive Plan.
(WSDOT) - The Washington State Department of Transportation (WSDOT) would be the lead agency for this project.
PARKLAND-SPANAWAY-MIDLAND COMMUNITIES PLAN
TRANSPORTATION ELEMENT

MAP LEGEND
- Roads
- Other
- Low Priority
- Medium Priority
- High Priority
- Prioritization
- Project Recommendation
- Parkland-Spanaway-Midland Communities Plan Boundary

DEPARTMENT OF PUBLIC WORKS AND UTILITIES
Program Development Division
February 4, 2002
Pierce County
Geographic Information Services

Pierce County Comprehensive Plan | Transportation Element 12-152
<table>
<thead>
<tr>
<th>Map ID #</th>
<th>Project Location</th>
<th>Proposed Facility</th>
<th>Estimated Cost</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>5 Av Ct E – 172 St E to 168 St E</td>
<td>Path.</td>
<td>$13,000</td>
<td>LOW</td>
</tr>
<tr>
<td>2.</td>
<td>6 Av and 8 Av – 128 St to 121 St</td>
<td>Path.</td>
<td>$49,000</td>
<td>LOW</td>
</tr>
<tr>
<td>3.</td>
<td>8 Av E – 208 St E to SR 7</td>
<td>Paved shoulders or trail.</td>
<td>$104,000</td>
<td>LOW</td>
</tr>
<tr>
<td>4.</td>
<td>12 Av E -- 80 St E to 72 St E</td>
<td>Path.</td>
<td>$26,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>5.</td>
<td>13 Av Ct E/188 St E – 192 St E to 14 Av E</td>
<td>Paved shoulders.</td>
<td>$97,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>6.</td>
<td>14 Av E/15 Av E – 188 St E to 168 St E</td>
<td>Path.</td>
<td>$53,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>7.</td>
<td>18 Av E -- 93 St E to 85 St E</td>
<td>Path.</td>
<td>$28,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>8.</td>
<td>21 Av Ct E -- 172 St E to 168 St E</td>
<td>Path.</td>
<td>$14,000</td>
<td>LOW</td>
</tr>
<tr>
<td>9.</td>
<td>22 Av E -- 176 St E to 152 St E</td>
<td>Paved shoulders.</td>
<td>$395,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>10.</td>
<td>22 Av E – SR 7 to 176 St E</td>
<td>Paved shoulders or path.</td>
<td>$755,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>11.</td>
<td>24 Av E -- 96 St E to 90 St E</td>
<td>Path.</td>
<td>$22,000</td>
<td>LOW</td>
</tr>
<tr>
<td>12.</td>
<td>26 Av/Sales Rd/102 St -- 96 St to Ainsworth</td>
<td>Paved shoulders.</td>
<td>$274,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>13.</td>
<td>72 St E – McKinley Av E to Portland Av E (Tacoma Lead)</td>
<td>Add center turn lane; improve intersections, add sidewalks. @Golden Given - Traffic signal, illumination and turn lanes.</td>
<td>$1,600,000</td>
<td>Year 2000</td>
</tr>
<tr>
<td>14.</td>
<td>72 St E – Portland Av E to 25 Av E</td>
<td>Improve road, add paved shoulders or wide curb lanes &amp; sidewalks</td>
<td>$1,300,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>15.</td>
<td>80 St E – Golden Given Rd E to 24 Av E</td>
<td>Paved shoulders, wide lanes, or trail.</td>
<td>$230,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>16.</td>
<td>85 St E/84 St E – McKinley Av E to 24 Av E</td>
<td>Paved shoulders.</td>
<td>$109,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>17.</td>
<td>90 St E -- McKinley Av E to 24 Av E</td>
<td>Path.</td>
<td>$59,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>18.</td>
<td>93 St E -- Tacoma/Rainier Rail Trail (NTAC24A) to 24 Av E</td>
<td>Path.</td>
<td>$35,000</td>
<td>LOW</td>
</tr>
<tr>
<td>19.</td>
<td>95 St E -- Golden Given Rd E to 20 Av E</td>
<td>Path.</td>
<td>$32,000</td>
<td>LOW</td>
</tr>
<tr>
<td>20.</td>
<td>96 St S -- Yakima Av S to Steele St S (Tacoma Lead).</td>
<td>3 lane road with 5' bike shoulders and 5'-7' sidewalks.</td>
<td>$2,300,000</td>
<td>Year 1999</td>
</tr>
<tr>
<td>21.</td>
<td>96 St E/97 ST E – McKinley to 24 Av E</td>
<td>Realign and improve intersections, path.</td>
<td>$2,736,000</td>
<td>LOW</td>
</tr>
<tr>
<td>22.</td>
<td>96 St E -- Pacific Av to McKinley Av (Tacoma Lead).</td>
<td>3 lane road with 5’ bike shoulders and 5’-7’ sidewalks.</td>
<td>$1,500,000</td>
<td>Year 2000</td>
</tr>
<tr>
<td>Map ID #</td>
<td>Project Location</td>
<td>Proposed Facility</td>
<td>Estimated Cost</td>
<td>Priority</td>
</tr>
<tr>
<td>---------</td>
<td>------------------</td>
<td>-------------------</td>
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<td>---------</td>
</tr>
<tr>
<td>23.</td>
<td>99 St/24 Av – Golden Given Rd to 96 St E</td>
<td>Paved shoulders.</td>
<td>$277,000</td>
<td>LOW</td>
</tr>
<tr>
<td>24.</td>
<td>104 St E – McKinley Av E to 24 Av E</td>
<td>Improve alignment, add turn pockets, channelize, paved shoulders.</td>
<td>$2,993,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>25.</td>
<td>104 St E -- 18 Av to Ainsworth Av</td>
<td>Path.</td>
<td>$13,000</td>
<td>LOW</td>
</tr>
<tr>
<td>26.</td>
<td>104 St E -- A St E to D St E</td>
<td>Paved shoulders.</td>
<td>$57,000</td>
<td>LOW</td>
</tr>
<tr>
<td>27.</td>
<td>106 St S -- Park Av S to SR 7</td>
<td>Paved shoulders.</td>
<td>$76,000</td>
<td>LOW</td>
</tr>
<tr>
<td>28.</td>
<td>106 St S -- Sales Rd to Ainsworth Av</td>
<td>Path.</td>
<td>$26,000</td>
<td>LOW</td>
</tr>
<tr>
<td>29.</td>
<td>112 St -- Steele St S to Golden Given Rd E</td>
<td>Widen road, construct sidewalks, wide curb lanes, traffic signals, drainage, channelization and turn lanes.</td>
<td>$2,586,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>30.</td>
<td>116 St S -- Park Av to SR 7</td>
<td>Paved shoulders.</td>
<td>$66,000</td>
<td>LOW</td>
</tr>
<tr>
<td>31.</td>
<td>116 St S/Steele St S – Spanaway Loop Rd S to Sales Rd S</td>
<td>Sidewalks, &amp; paved shoulders or wide curb lanes.</td>
<td>$895,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>32.</td>
<td>117 St and 118 St – Spanaway Loop Rd S to SR 7</td>
<td>Path.</td>
<td>$129,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>33.</td>
<td>120 St S -- Ainsworth Av S to C St S</td>
<td>Sidewalks and wide lanes.</td>
<td>$689,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>34.</td>
<td>121 St E – SR 7 to A St E</td>
<td>Sidewalks on south side only.</td>
<td>$101,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>35.</td>
<td>121 St E -- A St E to Golden Given Rd E</td>
<td>Paved or gravel shoulders or path.</td>
<td>$205,000</td>
<td>LOW</td>
</tr>
<tr>
<td>36.</td>
<td>121 St S/8 Av Ct S/ Wheeler St S – Ainsworth Av to SR 7</td>
<td>Sidewalks.</td>
<td>$549,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>37.</td>
<td>123 St E -- A St E to 6 Av E</td>
<td>Path.</td>
<td>$21,000</td>
<td>LOW</td>
</tr>
<tr>
<td>38.</td>
<td>127 St/6 Av/128 St – SR 7 to Golden Given Rd</td>
<td>Reconstruct to design standards; add turn lanes, improve drainage, pave shoulders and add sidewalks.</td>
<td>$2,184,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>39.</td>
<td>138 St – SR 7 to Golden Given Rd E</td>
<td>Paved shoulders.</td>
<td>$243,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>40.</td>
<td>143 St E/D St E – SR 7 to 138 St E</td>
<td>Path and intersection improvements at SR 7.</td>
<td>$171,000</td>
<td>LOW</td>
</tr>
<tr>
<td>41.</td>
<td>152 St E -- B St E to Waller Rd E</td>
<td>Paved shoulders.</td>
<td>$504,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>42.</td>
<td>159 St/160 St/Old Military Rd – SR 7 to 27 Av E</td>
<td>Paved shoulders or wide lanes, sidewalks SR 7 to 5 Av</td>
<td>$826,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>43.</td>
<td>166 St S – Park Av to SR 7</td>
<td>Path on north side.</td>
<td>$13,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>44.</td>
<td>168 St E – SR 7 to 22 Av E</td>
<td>Paved shoulders and sidewalks.</td>
<td>$1,307,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>Map ID #</td>
<td>Project Location</td>
<td>Proposed Facility</td>
<td>Estimated Cost</td>
<td>Priority</td>
</tr>
<tr>
<td>---------</td>
<td>------------------</td>
<td>-------------------</td>
<td>---------------</td>
<td>----------</td>
</tr>
<tr>
<td>45.</td>
<td>172 St/5 Av -- 176 St E to 22 Av E</td>
<td>Paved shoulders and path.</td>
<td>$464,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>46.</td>
<td>176 St E -- SR 7 to 27 Av E</td>
<td>Widen roadway, add turn lanes and sidewalks, preserve paved shoulders.</td>
<td>$3,223,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>47.</td>
<td>192 St E -- B St E to 22 Av E</td>
<td>Paved shoulders.</td>
<td>$343,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>48.</td>
<td>196 St E/6 Av E -- SR 7 to 192 St E</td>
<td>Path.</td>
<td>$23,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>49.</td>
<td>204 St E/208 St E -- SR 7 to 22 Av E</td>
<td>New arterial with paved shoulders.</td>
<td>$2,875,000</td>
<td>LOW</td>
</tr>
<tr>
<td>50.</td>
<td>A Street -- 138 St S to 131 St S</td>
<td>Paved shoulders.</td>
<td>$124,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>51.</td>
<td>A Street -- 104 St E to 96 St E</td>
<td>Paved shoulders or wide lanes.</td>
<td>$135,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>52.</td>
<td>Ainsworth Rd -- Spanaway Loop Rd to Wheeler St</td>
<td>Sidewalks: Paved shoulders exist.</td>
<td>$153,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>53.</td>
<td>Ainsworth @ 112 St S</td>
<td>Reconstruct existing traffic signal. Widen to provide turn lanes.</td>
<td>$500,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>54.</td>
<td>Alaska St -- 106 St to 102 St</td>
<td>Path.</td>
<td>$14,000</td>
<td>LOW</td>
</tr>
<tr>
<td>55.</td>
<td>B St E -- SR 7 to 152 St E</td>
<td>Paved shoulders and sidewalks.</td>
<td>$2,239,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>56.</td>
<td>Brookdale Rd E - 14 Av E to Waller Rd E (Tacoma Rail Trail)</td>
<td>Paved shoulders.</td>
<td>$297,000</td>
<td>LOW</td>
</tr>
<tr>
<td>57.</td>
<td>C St S -- 122 St S to 112 St S</td>
<td>(Bike route) Keep existing wide lanes and sidewalks.</td>
<td>$0</td>
<td>SIGNING</td>
</tr>
<tr>
<td>58.</td>
<td>C St S @ 138 St S</td>
<td>Install traffic signal and illumination.</td>
<td>$200,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>59.</td>
<td>C St S -- Military Rd S to 122 St S</td>
<td>Build matching paved shoulder to provide for both sides of road.</td>
<td>$228,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>60.</td>
<td>Clover Creek Trail -- C St/Tule Lk Rd to Waller Rd E</td>
<td>Trail</td>
<td>$999,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>61.</td>
<td>Croft St -- 100 St to 96 St</td>
<td>Path.</td>
<td>$13,000</td>
<td>LOW</td>
</tr>
<tr>
<td>62.</td>
<td>Cross Base Corridor Study</td>
<td>Corridor study, environmental impact statement, and major investment study.</td>
<td>$2,005,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>63.</td>
<td>Cross Base Highway -- 176 St S/SR 7 to I-5</td>
<td>New arterial and trail.</td>
<td>$70,000,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>64.</td>
<td>Golden Given Rd E -- 1,500' N/O Brookdale Rd E to 112 St E</td>
<td>Widen, improve drainage, add paved shoulders. Install traffic beacon signal at 128th Street.</td>
<td>$2,810,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>65.</td>
<td>Golden Given Rd E -- 104 St E to 72 St E</td>
<td>Sidewalks: Paved shoulders exist.</td>
<td>$1,082,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>66.</td>
<td>Golden Given Rd E -- Clover Creek Trail to 138 St E</td>
<td>Path.</td>
<td>$25,000</td>
<td>LOW</td>
</tr>
<tr>
<td>Map ID #</td>
<td>Project Location</td>
<td>Proposed Facility</td>
<td>Estimated Cost</td>
<td>Priority</td>
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<td>------------------</td>
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<td>----------------</td>
<td>----------</td>
</tr>
<tr>
<td>67.</td>
<td>McKinley Av E – 72 St E to 96 St E (Tacoma Lead).</td>
<td>Improve roadway with 2 travel lanes, bike lanes and sidewalks.</td>
<td>$3,800,000</td>
<td>Year 2000</td>
</tr>
<tr>
<td>68.</td>
<td>McKinley Av E – 96 St E to 104 St E</td>
<td>Paved shoulders.</td>
<td>$137,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>69.</td>
<td>Military Rd S – Spanaway Loop Rd S to SR 7</td>
<td>Paved shoulders, path, or wide curb lanes.</td>
<td>$309,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>70.</td>
<td>Military Rd S/152 St – SR 7 to B St</td>
<td>Sidewalks on 1-side that does not exist.</td>
<td>$72,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>71.</td>
<td>Park Av S – 134 St S to 125 St S; and 121 St S to 116 St S</td>
<td>Sidewalks and paved shoulders.</td>
<td>$456,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>72.</td>
<td>Patterson Av – 106 St to 96 St</td>
<td>Paved shoulders.</td>
<td>$160,000</td>
<td>LOW</td>
</tr>
<tr>
<td>73.</td>
<td>Portland Av E – SR 512 to 72 St E</td>
<td>Sidewalks: Paved shoulders exist.</td>
<td>$1,202,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>74.</td>
<td>Sheridan St S – 108 St S to 96 St S</td>
<td>Path.</td>
<td>$41,000</td>
<td>LOW</td>
</tr>
<tr>
<td>75.</td>
<td>Spanaway Lake Trail</td>
<td>Trail</td>
<td>$1,335,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>76.</td>
<td>Spanaway Loop Rd S – 14 Av S to vicinity of Coffee Creek</td>
<td>Widen and reconstruct roadway; paved shoulders and sidewalks.</td>
<td>$996,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>77.</td>
<td>Spanaway Loop Rd S – Coffee Creek to 176 St S/SR 7</td>
<td>Construct new arterial roadway with paved shoulders &amp; sidewalk.</td>
<td>$5,500,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>78.</td>
<td>Spanaway Loop Rd S – Tule Lk to 116 St S</td>
<td>Sidewalks and paved shoulders or wide curb lanes.</td>
<td>$436,000</td>
<td>MEDIUM</td>
</tr>
<tr>
<td>79.</td>
<td>SR 512 HOV lanes – Steele St E to 24 Av E (WSDOT)</td>
<td>Add HOV lanes, trail, and landscaping. Keep paved shoulders.</td>
<td>$23,000,000</td>
<td>PREMIER</td>
</tr>
<tr>
<td>80.</td>
<td>SR 7 – SR 512 to Roy Y (WSDOT Project)</td>
<td>Improve with bike lanes, sidewalks, drainage, raised crosswalks, refuge islands, and bus pullouts.</td>
<td>$8,000,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>81.</td>
<td>SR 7 – SR 512 to 96 St E (WSDOT Project)</td>
<td>Improve intersections &amp; channelize. Minor widening. Add sidewalks.</td>
<td>$3,813,000</td>
<td>HIGH</td>
</tr>
<tr>
<td>82.</td>
<td>SR 7 – 22 Av E to Roy Y (WSDOT Project).</td>
<td>Paved shoulders and sidewalks, or trail.</td>
<td>$2,003,000</td>
<td>STATE</td>
</tr>
<tr>
<td>83.</td>
<td>Tacoma/Rainier Rail Trail -- (72 St/McKinley) to SR 512 (Tacoma ROW)</td>
<td>Trail</td>
<td>$852,000</td>
<td>TACOMA</td>
</tr>
<tr>
<td>84.</td>
<td>Tule Lake Rd – Spanaway Loop Rd S to SR 7</td>
<td>Path. Curb ramps on west side Tule Lake Rd at Ainsworth.</td>
<td>$21,000</td>
<td>HIGH</td>
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<tr>
<td>85.</td>
<td>Yakima Av (7 Av S) – 144 St to 138 St</td>
<td>Sidewalks and wide curb lanes.</td>
<td>$293,000</td>
<td>MEDIUM</td>
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<tr>
<td>86.</td>
<td>Waller Rd E -- Brookdale Rd Intersection</td>
<td>Intersection improvements.</td>
<td>No Estimate</td>
<td>MEDIUM</td>
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</tbody>
</table>
Map 12-33: South Hill Community Plan Project Recommendations
Table 12-LL: South Hill Community Plan Project Recommendations

<table>
<thead>
<tr>
<th>Proj. #</th>
<th>Project Name</th>
<th>Limits</th>
<th>Project Description¹</th>
<th>Length In Miles²</th>
<th>Estimated Cost ($)³</th>
<th>SHCPB Recommended Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>M29C</td>
<td>112th St E</td>
<td>Woodland Ave E to Puyallup City Limits</td>
<td>Add additional lanes; intersection improvements, drainage, pedestrian and bicycle facilities</td>
<td>1.0</td>
<td>5,192,000</td>
<td>Premier</td>
</tr>
<tr>
<td>M34B</td>
<td>128th Street E</td>
<td>Woodland Ave E to SR 161</td>
<td>Reconstruct to road and drainage design standards, add turn lanes, and pedestrian and bicycle facilities</td>
<td>3.0</td>
<td>5,636,000</td>
<td>High</td>
</tr>
<tr>
<td>C11B/M6</td>
<td>Shaw Road E/Military Rd E/122nd Avenue E.</td>
<td>SR 410 to Orting-Kapowsin Hwy. E</td>
<td>Roadway widening, curb, gutter, sidewalks, bicycle facilities, intersection improvements-Note: Corridor strategy now in progress</td>
<td>4.2</td>
<td>13,000,000</td>
<td>Premier</td>
</tr>
<tr>
<td>C14</td>
<td>94th Avenue E</td>
<td>Puyallup City Limits to 152nd Street E.</td>
<td>Turn lanes, shoulders, pedestrian, bicycle facilities and additional lanes</td>
<td>2.5</td>
<td>12,570,000</td>
<td>Premier</td>
</tr>
<tr>
<td>M23</td>
<td>176th Street E</td>
<td>Woodland Ave E to SR 161</td>
<td>Widen from 2 to 4 lanes, curb, gutter, sidewalk, and appropriate bicycle facilities, and lanes,</td>
<td>1.0</td>
<td>5,192,000</td>
<td>Premier</td>
</tr>
<tr>
<td>M20</td>
<td>160th Street E Extension</td>
<td>SR 161 to 110th Avenue E</td>
<td>New Arterial, curb, gutter, sidewalks and bicycle facilities</td>
<td>0.6</td>
<td>3,990,000</td>
<td>Low</td>
</tr>
<tr>
<td>Proj. #</td>
<td>Project Name</td>
<td>Limits</td>
<td>Project Description¹</td>
<td>Length In Miles²</td>
<td>Estimated Cost ($)³</td>
<td>SHCPB Recommended Priority</td>
</tr>
<tr>
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</tr>
<tr>
<td>C13(E15, M8)</td>
<td>176th Street E Extension</td>
<td>SR 161/176th Street E to City Orting</td>
<td>New major arterial with nonmotorized facilities</td>
<td>1.9</td>
<td>27,900,000</td>
<td>High</td>
</tr>
<tr>
<td>C22A1</td>
<td>SR 161</td>
<td>176 St E to 128 St E</td>
<td>Traffic signal interconnection, channelization, curb, gutter, sidewalks, illumination, and landscaping</td>
<td>7.6</td>
<td>9,000,000</td>
<td>Premier</td>
</tr>
<tr>
<td>C12A</td>
<td>128th Street E</td>
<td>Meridian Ave E to Military Rd E</td>
<td>Curb, gutter, sidewalks, pedestrian, and bicycle facilities</td>
<td>1.4</td>
<td>2,683,000</td>
<td>High</td>
</tr>
<tr>
<td>C12B</td>
<td>122 Street E/Military Rd E</td>
<td>130 Av Ct E to SR 162</td>
<td>Widen to four lanes, pedestrian and bicycle facilities</td>
<td>1.4</td>
<td>6,567,000</td>
<td>Medium</td>
</tr>
<tr>
<td>M39</td>
<td>136th Street E</td>
<td>94th Avenue E to 122 Ave E</td>
<td>Roadway channelization, curb, gutter, sidewalk, and bicycle facilities</td>
<td>2.0</td>
<td>3,739,000</td>
<td>High</td>
</tr>
<tr>
<td>M40</td>
<td>144th Street E</td>
<td>86th Avenue E to 122nd Avenue E</td>
<td>Two lane roadway with sidewalks, bicycle facilities, and possible center turn lane</td>
<td>2.5</td>
<td>4,650,000</td>
<td>High</td>
</tr>
<tr>
<td>M41</td>
<td>152nd Street E</td>
<td>160th Avenue E/74th Avenue E/156th St E/78th Avenue E to 122nd Avenue E</td>
<td>Widen from 2 to 4 lanes, channelization, curb, gutter, bicycle facilities, and sidewalks</td>
<td>3.5</td>
<td>17,968,000</td>
<td>High.</td>
</tr>
<tr>
<td>Proj. #</td>
<td>Project Name</td>
<td>Limits</td>
<td>Project Description¹</td>
<td>Length In Miles²</td>
<td>Estimated Cost ($)³</td>
<td>SHCPB Recommended Priority</td>
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</tr>
<tr>
<td>M42</td>
<td>160th Street E</td>
<td>Woodland Ave E to Meridian Avenue E</td>
<td>Add additional lanes, pedestrian and bicycle facilities.</td>
<td>2.0</td>
<td>4,912,000</td>
<td>High</td>
</tr>
<tr>
<td>M43</td>
<td>Woodland Ave E</td>
<td>SR 512 to 160th St E</td>
<td>Provide center turn lane where appropriate, bicycle and pedestrian facilities, access management strategies</td>
<td>3.3</td>
<td>6,138,000</td>
<td>Premier</td>
</tr>
<tr>
<td>M46</td>
<td>47th Ave E- City of Puyallup project.</td>
<td>Meridian Ave E to 110 Ave E</td>
<td>Construct new roadway, curb, gutter, sidewalks</td>
<td>0.2</td>
<td>768,000</td>
<td>High</td>
</tr>
<tr>
<td></td>
<td>122nd Street E</td>
<td>110 Ave E to Military Rd</td>
<td>Bring roadways and intersections to current standards.</td>
<td>1.1</td>
<td>2,090,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>111th St E</td>
<td>122 St E to 128 St E</td>
<td>Provide appropriate bicycle facilities and sidewalks in areas of highest nonmotorized potential. Work with City of Puyallup in developing a strategy for meeting needs of this network.</td>
<td>0.4</td>
<td>700,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>43rd Ave SE- City of Puyallup Project</td>
<td>Meridian Ave E to 110 Ave E</td>
<td></td>
<td>0.6</td>
<td>2,090,000</td>
<td></td>
</tr>
<tr>
<td></td>
<td>110th Ave E</td>
<td>116 St E to 120 St E</td>
<td></td>
<td>0.4</td>
<td>699,000</td>
<td></td>
</tr>
<tr>
<td>M47</td>
<td>164th St E</td>
<td>110th Ave E to Sunrise Blvd/134th Ave E</td>
<td>Convert to public thoroughfare, widen from 2 to 4 lanes, and provide bicycle and pedestrian facilities</td>
<td>1.5</td>
<td>3,758,000</td>
<td>Low</td>
</tr>
<tr>
<td>Proj. #</td>
<td>Project Name</td>
<td>Limits</td>
<td>Project Description¹</td>
<td>Length In Miles²</td>
<td>Estimated Cost ($)³</td>
<td>SHCPB Recommended Priority</td>
</tr>
<tr>
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</tr>
<tr>
<td>M58</td>
<td>110 Ave E to 152nd St E Sunrise Blvd E</td>
<td>Roadway widening, from 2 to 4 lanes, and provide bicycle and pedestrian facilities</td>
<td>1.4</td>
<td>3,485,000</td>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>M59- (from C16 in current Plan)</td>
<td>86th Ave E to SR 512 to 176th St E</td>
<td>Construction of &quot;missing&quot; sections, turn lanes, curb, gutter, sidewalks and appropriate bicycle facilities</td>
<td>4.0</td>
<td>33,000,000</td>
<td>Premier.</td>
<td></td>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td>Total 217,847,000</td>
<td></td>
</tr>
</tbody>
</table>

### Nonmotorized Recommendations

<table>
<thead>
<tr>
<th>Proj. #</th>
<th>Project Name</th>
<th>Limits</th>
<th>Project Description¹</th>
<th>Length In Miles²</th>
<th>Estimated Cost ($)³</th>
<th>SHCPB Recommended Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>M61</td>
<td>Tacoma &quot;Pipeline&quot; Trail</td>
<td>City of Tacoma line to east of Meridian Ave E</td>
<td>Develop nonmotorized trail along utility easement</td>
<td>1.5</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>M62</td>
<td>Chapman Memorial Trail</td>
<td>86 Ave E to 94 Ave E</td>
<td>Develop nonmotorized trail along utility easement</td>
<td>0.8</td>
<td>High</td>
<td></td>
</tr>
<tr>
<td>M63</td>
<td>94 Ave E Nonmotorized Connection</td>
<td>152 St E to Gem Heights Drive E</td>
<td>Develop nonmotorized facility</td>
<td>0.6</td>
<td>High</td>
<td></td>
</tr>
</tbody>
</table>

¹Assume curb, gutter, and sidewalk for all roadway improvements
²Approximate Distance Only
³These are "order of magnitude" cost estimates only- these are for planning level purposes only- Values will be later rounded to nearest 1housand $
Chapter 13: Utilities Element

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INTRODUCTION

The Utilities Element addresses utility services within Pierce County over the next 20 years to identify lands useful for public purposes, such as utility corridors, landfills, sewage treatment facilities, and other public uses.

Issues:

- Provision of utility services within cities' urban areas and newly annexed portions of cities and towns
- Ability of utilities to utilize public rights-of-way
- The placement of utility lines underground
- Coordinated construction of new roads, road improvements, and road maintenance with under road infrastructure
- Identification of utility corridors
- Need for utility facilities throughout the region, which may pass through but not be used exclusively by Pierce County residents such as natural gas pipelines

To provide efficient utility and transportation service, it is important to coordinate building and maintenance of new or existing roads with the building and maintenance of utility lines. This coordination is financially beneficial and helps avoid removing parts of newly paved roads to install utilities.

GOAL U-1  Provide for the location of utility facilities.

U-1.1 Include facilities as permitted uses in appropriate land use classifications.

U-1.2 Coordinate with providers during the permitting process for new development.

U-1.3 Design new development to facilitate the provision and installation of systems for the full range of services.

U-1.4 Encourage compatibility between facilities and adjacent land uses.

U-1.5 Prioritize facilities close to areas containing existing or future commercial and industrial development.

GOAL U-2  Provide urban level facilities and services only within the designated Urban Growth Areas prior to or concurrent with development.

U-2.1 Encourage the provision of urban level services from cities or appropriate regional service providers.

U-2.2 Encourage special service districts to consolidate or dissolve with the provision from cities or regional providers.

U-2.3 Preserve the rural way of life by not providing urban level of services within rural areas.

U-2.4 Urban level services associated with tourism may be required in some rural centers to protect public health and safety.
GOAL U-3 Ensure adequate utility capacity for future growth.
  U-3.1 Use a minimum 20-year planning horizon and identify new facilities, expansions, and improvements that will be needed to support growth.

GOAL U-4 Foster predictability in processing permits and applications for utility facilities.

GOAL U-5 Encourage water and energy conservation.
  U-5.1 Encourage the use of alternative energy sources.
  U-5.2 Support technologies that encourage water and energy conservation.

GOAL U-6 Coordinate construction of new roads, improvements, and maintenance with providers.
  U-6.1 Locate utility lines underground wherever practicable, using sound engineering judgment.
  U-6.2 Coordinate with providers of underground utility lines on major commercial arterials.

GOAL U-7 Establish and amend as necessary utility service areas.
  U-7.1 Establish a process to resolve conflicts between providers.

GOAL U-8 Maintain consistency between providers’ and County plans.
  U-8.1 Retain copies of comprehensive system plans of each utility serving the County.
  U-8.2 Refer to the comprehensive system plans of utilities in amendments to the Comprehensive Plan.
  U-8.3 Provide the utility providers with the Pierce County Comprehensive Plan to use in planning future facilities.
  U-8.4 Provide utilities with annual updates of population, employment, and development projections.
  U-8.5 Seek to jointly evaluate patterns and rates of growth, and compare the results to demand forecasts.

GOAL U-9 Foster reliable and cost-effective services.
  U-9.1 Encourage the joint use of utility corridors.
  U-9.2 Site new utility facilities and provide standards to reasonably avoid or mitigate adverse environmental effects.

ENERGY

Issues:

- Use of alternative sources of power such as solar and wind power
- Capacity of electric utility facilities
- Expansion of natural gas service areas
• Inconsistencies between the Washington Utilities and Transportation Commission and the GMA
• The ability of utilities to use public rights-of-way
• Joint-trenching of utility lines
• Use of natural gas for backing up hydroelectric power

**ELECTRICITY**

Unincorporated Pierce County has 10 electric purveyors with different customer bases and diverse service areas which may overlap. There are many electric purveyors, particularly rural electric systems, because the large public and private utilities did not want the expense of extending lines and facilities into less densely populated areas. All 10 electric utilities operating in Pierce County are Bonneville Power Administration (BPA) customers and share access and use of transmission facilities. A one utility concept, fostered by BPA, is used by utility companies in facilities planning.

Puget Sound Energy and Tacoma Public Utilities own generation facilities; Tacoma Public Utilities relies on BPA for the remaining part of its energy needs while Puget Sound Energy relies on BPA for only a small percentage of its resource mix. Parkland Light and Water, Elmhurst Mutual Power and Light Company, Tanner Electric, Ohop Mutual Light Company, Alder Mutual Light Company, Lakeview Power and Light Company, Peninsula Light Company, and Lewis County PUD rely on BPA for all of their energy needs.

Electric utility facilities in Pierce County have adequate capacity to serve existing load. Individual utilities have comprehensive system plans to expand capacity as load growth occurs. Capacity ratings of individual equipment and facilities will not be sufficient to determine overall transmission

**Puget Sound Energy Profile**
• Largest energy utility in the state
• Provides electric power to more than one million customers, and serves the majority of Pierce County
• Approximately 46% of the electricity PSE customers use comes from PSE’s own power plants
• Has about 3,000 megawatts of power-generating capacity
• Conducts routine inspections and maintenance of 13,000 miles of power lines
• Maintains 354 substations, 10,000 miles of power cable, and more than 330,000 power poles

**Tacoma Public Utilities Profile**
• Serves 169,112 customers (54.7% within city limits and 45.3% outside) within 180 square miles in the western portion of Pierce County
• Owns 2,333 miles of transmission and distribution lines (1,529 overhead; 804 underground) with a system firm load of 5 billion kWh
• Power supply of 90% hydroelectric power, and of that, 45% is provided by TPU’s own hydroelectric power facilities
• Uses 4 main/transmission substations, 5 switching stations, 48 distribution substations, 12 dedicated distribution substations, 23 Bonneville Power Administration customer substations, and 8 generation switchyards
Electric system capacity relates to the ability to maintain service, not the quantitative ratings of equipment or facilities.

Pierce County needs are only one component of the regional electrical system. Therefore, the capacity analysis for the County is part of a regional analysis. The County has influence over the location of and development regulations for distribution lines, substations, and transmission lines. BPA works with its electric company customers to ensure that facilities and load are provided when needed. Detailed analyses have been and will be conducted by the individual service providers on the basis of planned land use.

No changes to the service areas of Pierce County electricity purveyors are anticipated. Planned construction of electric utility facilities serving local load areas is based on load rather than time (years). Utilities determine the need for expanded or new electric utility regional transmission network facilities on the basis of established planning standards which define required system performance under specified conditions, including load and generation levels, equipment outages, fault conditions, and equipment ratings.

**GOAL U-10** Accommodate regional electrical facilities.

**U-10.1** Ensure the availability of safe, adequate, and efficient electrical service without negatively affecting other jurisdictions.

**U-10.2** Accommodate additions and improvements that enhance the capacity and reliability of regional resources.

**U-10.3** Provide for utility corridors to supply appropriate service within and outside the County.

**GOAL U-11** Support the expansion of facilities to meet future load requirements, and conservation measures to accommodate future growth.

**U-11.1** Encourage the use of energy-conserving electrical infrastructure in new and retrofitted development.

**NATURAL GAS**

_Puget Sound Energy_ (PSE) provides natural gas service to six counties, including unincorporated Pierce County and several other providers:

- **Parkland Light and Water** serves 4,400 households with electricity (100 million kilowatt hours) in the northern portion of the Parkland area, including Pacific Lutheran University. PLW owns one substation and shares a second with Elmhurst Mutual Light. Parkland Light and Water purchases all power from Bonneville Power Administration.

- **Elmhurst Mutual Light** serves over 14,000 meters in parts of Parkland, Spanaway, Mid-County, and Frederickson.

- **Tanner Electric** serves 1,175 meters on Anderson Island.

- **Ohop Mutual Light** serves around 4,200 meters on 420 miles of line in the southern part of Graham and around Eatonville.

- **Alder Mutual Light** serves some of the western part of the Upper Nisqually Valley, below Eatonville.

- **Lakeview Power and Light** serves more than 9,023 meters in part of unincorporated Pierce County, east of Lakewood.

- **Peninsula Light** serves over 25,000 customers on 31,000 meters with 977 miles of line over 112 square miles in the Gig Harbor and Key Peninsulas, and Fox Island.

- **Lewis County PUD** provides electricity to approx 31,000 consumers through 3,370 miles of distribution line with some in Pierce County in the Upper Nisqually Valley area.
incorporated Pierce County cities and towns. All of the gas PSE acquires is transported into the service areas through large interstate pipelines owned and operated by another company. Once PSE takes possession of the gas, it is distributed to customers through more than 21,000 miles of PSE-owned gas mains and service lines over 2,900 square miles, serving over 750,000 customers. PSE controls its gas-supply costs by acquiring gas, under contract, from a variety of gas producers and suppliers across the western United States and Canada. They purchase 100% of the natural gas supplies needed to serve customers.

Natural gas is supplied through the Northwest Pipeline Corporation (NWP). NWP's natural gas transmission system within the State of Washington consists primarily of two large pipelines, one 26-inch and one 30-inch, running north to south through central Pierce County. The natural gas comes from a wide range of sources in North America—60% from Northern British Columbia and Alberta, and 40% from domestic sources including the San Juan Basin in New Mexico and Texas.

Within Pierce County, PSE owns and operates 2,491 miles of natural gas pipeline, 8 gate stations, and a liquefied natural gas storage facility in Gig Harbor, and it served around 141,666 customers as of 2010. In recent years, major maintenance and reliability projects include the $15 million installation of more than 5 miles of new 16-inch natural gas line to increase system reliability and accommodate current and future growth in south Tacoma and surrounding areas (completed 2008).

PSE operates under franchises with unincorporated Pierce County and the cities of Puyallup, Milton, Sumner, Bonney Lake, Orting, Tacoma, Fircrest, Fife, and DuPont, as well as the towns of Ruston and Steilacoom. Gas availability is limited to predominantly urban areas.

**GOAL U-12**  Encourage natural gas service within an Urban Growth Area.

**U-12.1**  Coordinate land use and facility planning to allow siting and construction of natural gas distribution lines within rights-of-way.

**TELECOMMUNICATION ISSUES:**
- Rapidly changing technology
- Evolving services and providers
- Ability of utilities to site new and expand existing antennas and towers
- Competition between providers

**PROVIDERS MAY INCLUDE:**
- U.S. Cellular
- Verizon
- AT&T
- Sprint
- T-Mobile
- Cricket Wireless
- Vonage
- CenturyLink
- Comcast
- Click! Cable TV
- Rainier Connect
- DISH Network
- DirecTV
The telecommunication industry has changed substantially in recent decades and continues to change rapidly. Services include voice, data, and video, among others on various mediums such as wire, fiber optic, or radio wave. Expanded telephone and cable availability and technology have increased competition in the industry. Services are supplied in unincorporated Pierce County by a variety of public and privately-owned and operated providers. Providers may offer a variety of services, or be subsidiaries of larger companies providing a large range of services.

Various types and levels of telecommunication facilities are located throughout the County and state to serve Pierce County residents. Due to the nature of telecommunication, facilities are not necessarily located near the served customers. Many facilities, including aerial and underground, are co-located with those of the local electric power providers. With the technology used by telecommunication facilities, capacity is a growing problem for companies providing service locally.

Where feasible, cellular facilities utilize existing tower structures, poles, and buildings where antennas can be mounted on rooftops and electronic equipment located within the building itself. Unlike other utilities, the cellular telephone industry does not plan facilities far into the future and analyzes market demand to determine expansions into new service areas.

**GOAL U-13** Permit antennas, towers, fiber optics, and new technology for service purposes.

- **U-13.1** Allow for the placement of antennas and towers required by providers.
- **U-13.2** Develop performance standards for antennas and towers in various land use classifications.
- **U-13.3** Utilize existing structures rather than constructing new wireless communication facilities.
- **U-13.4** New facilities should allow for co-location.
- **U-13.5** Providers must demonstrate that co-location on an existing site is not feasible before a new site is considered.
- **U-13.6** Encourage placing facilities in locations where impacts will be minimal.
- **U-13.7** Encourage locating facilities on sites where impacts to rural character can be mitigated.

**GOAL U-14** Encourage the design and construction of wireless communication sites to be compatible with surrounding land uses.

- **U-14.1** Develop design guidelines for wireless communication facilities.
- **U-14.2** Develop viewshed guidelines to ensure the appropriate location of wireless communications facilities.
SANITARY SEWER SERVICE AND WASTEWATER TREATMENT

Issues:

- Federal and state regulations may become more restrictive for effluent discharges to surface waters. Advanced (tertiary) treatment standards are likely for all treatment facilities. A number of questions follow:
  - What upgrades will be needed to each agency’s plants to meet standards?
  - How will future standards affect plant capacities to serve growth?
  - Is there sufficient land available for each plant for expansion needs?
  - How much will it cost?
  - What alternatives will exist?
- Provision of permanent sewer services to those areas of the Chambers Creek-Clover Creek Basin still on septic tanks and community drainfields

The *Unified Sewer Plan for the Pierce County Wastewater Utility (USP)*, 2010, is the general sewer plan for major sewerage facilities owned, operated, or maintained by the Pierce County Sewer Utility within the Chambers-Clover Creek, Puyallup, and Kitsap sewerage basins. The goal of the Unified Sewer Plan is to promote a jobs-based economy and growth management decision, in ways that utilize the lowest life cycle costs while continuing to protect water quality. As a component of the Comprehensive Plan, the USP inventories facilities, discusses the relationship of land use decisions to sewer services, and identifies the capital facilities to serve the projected growth within the basins.

The plan ensures that all portions of the Urban Growth Area (UGA), including the Urban Growth Areas of cities without wastewater treatment plants fall within an area of planned sanitary sewer service. The USP continues the centralized treatment system and maximizes the use of treatment.

Pierce County’s basic policy continues to be to provide sanitary sewer service within the urban area in support of the Comprehensive Plan.

Pierce County is served by over 18 wastewater agencies with wastewater treatment plants located throughout the County. The majority of these systems are located within the Puyallup River sewerage basin. No countywide sewerage planning document exists which addresses the coordination of sewer and wastewater treatment services within the unincorporated areas of the County in other sewerage drainage basins. Each sewerage system has an adopted sewerage general plan, which applies to that respective jurisdiction.

A complete listing of sewer service areas and providers, Pierce County facilities, infrastructure, and capacities can be found in the 2010 Unified Sewer Plan.

**RESOURCES:**

- *Unified Sewer Plan, 2010*
- *2014-2019 Sewer Improvement Program*
- *Basin Plans*
The remainder of the County relies on on-site septic systems for wastewater treatment. Within the urban area, Countywide Planning Policies require that these systems be interim until such time as sanitary sewer systems become available or the on-site septic system fails. Within unincorporated Pierce County, this represents less than 1% a year of new connections. The Tacoma-Pierce County Health Department regulations cover on-site sewage treatment systems. Connections to sanitary sewer are required by PCC 13.04.030 under certain circumstances.

The Biosolids Management Program’s goal is to handle biosolids without contaminating natural resources. It gives priority to land application of biosolids from the County’s treatment plant. Federal and state land application regulations and the Tacoma Pierce County Health Department’s (TPCHD) Sludge Utilization Policy encourage the use of biosolids as a beneficial resource. The program evaluates a complete range of utilization and disposal alternatives and recommends a program based on the beneficial use through land application.

GOAL U-15 Provide sanitary sewers within the urban area.

U-15.1 Coordinate and prioritize phased expansion of sewer interceptors with municipalities.

U-15.2 Expansion of the sewer system shall not be justified solely by sewer treatment plant capacity.

U-15.3 Development that is inconsistent with the Countywide Planning Policies, the Unified Sewer Plan, urban growth boundaries, the applicable municipal land use plan, or County Comprehensive Plan shall not be justified solely by sewer treatment capacity.

U-15.4 Sewer interceptors inside Urban Growth Areas must follow the planned phasing of capital facilities unless:

U-15.4.1 Sewer service will remedy groundwater contamination and health problems, as determined by the local health department; and

U-15.4.2 Extension/expansion is necessary to protect basic public health and safety, the environment.

U-15.5 Utilize community drainfields as an interim means to achieve urban densities within the Urban Growth Area until such time sanitary sewer service is available.

U-15.6 Recognize on-site septic systems within the Urban Growth Area are considered interim facilities.

U-15.6.1 Incorporate into interim on-site and community septic systems infrastructure that facilitates future sanitary sewer hookup; and

U-15.6.2 Acknowledges the applicant and subsequent owners will not object to participation in future Local Improvement Districts or hook up actions.

U-15.7 Sewer service cannot be provided outside the Urban Growth Areas unless:

U-15.7.1 Sewer service will remedy groundwater contamination and health problems, as determined by the local health department; and
U-15.7.2 Extension/expansion is necessary to protect basic public health and safety, the environment, is financially supportable at rural densities, and cannot be used to permit urban development; or

U-15.7.3 A formal binding agreement to service an approved planned development was made prior to the 1995 establishment of the Urban Growth Areas.

U-15.7.4 The extension of public facilities and utilities is authorized to serve a school sited in a rural area pursuant to Additional Rural Policies - Schools in Rural Areas LU-78.5.

U-15.8 Recognize that a sewer interceptor or trunk line constructed or planned to be constructed through a rural area to convey wastewater from a designated Urban Growth Area to a sewerage facility in another designated Urban Growth Area shall not constitute a change of conditions that can be used as the basis for a change in land use designation or urban/rural designation, either for adjacent or nearby properties.

U-15.9 Encourage alternative sewage disposal methods approved by the Tacoma-Pierce County Health Department in rural areas, provided that any developments served are consistent with residential densities allowed in rural areas as adopted in the Pierce County Comprehensive Plan.

U-15.10 Expand the Chambers Creek Regional Wastewater Treatment Plant to meet needed capacity and to further reduce pollutants discharged to Puget Sound.

U-15.11 Maintain emergency response plans for wastewater treatment plants.

GOAL U-16 Utilize best construction methods and practices and innovative techniques in the design and construction of sewer utilities.

U-16.1 Utilize best management practices for surface water management and erosion control during construction of sewer utilities.

U-16.2 Minimize impacts to traffic and transportation networks during the construction of sewer utilities.

U-16.3 Adjust facility locations and alignments in the event that contaminated soils, groundwater, or buried wastes are identified during construction.

U-16.4 Restore disturbed land areas after construction of sewer utilities and facilities located within the plan area.

U-16.5 Preferred routing for sewer lines is through road rights-of-way, power line rights-of-way, and other existing easements.

U-16.6 Support the pretreatment of industrial wastes.

GOAL U-17 Coordinate with the health department in the review and approval of septic permits to determine if flood-prone areas exist on the subject property.

U-17.1 Limit the installation of septic systems in areas prone to high surface water and flooding.
U-17.1.1 Require applicants to illustrate any flood-prone areas on septic permit applications.

U-17.1.2 Identify the limits of the flood-prone area of the property prior to installation of the septic system and/or issuance of building permits.

U-17.2 Septic systems should be maintained and pumped consistent with the health department's operation and maintenance program.

**SOLID WASTE AND SUSTAINABLE RESOURCES MANAGEMENT**

The Tacoma-Pierce County Solid Waste Management Plan (SWMP) provides for and supports efforts to increase recycling and diversion of waste to preserve and ensure disposal capacity, reduce emissions, and prevent pollution. The SWMP is a component of the Comprehensive Plan and more information can be found in the SWMP.

The plan established an aggressive waste reduction and recycling strategy to dramatically decrease per capita waste disposal needs from 4.5 pounds per day (2007) to 1.09 pounds per day (2032). Extending these goals and policies to 2038, with a further reduction to 1 pound per capita per day, means the Pierce County, Tacoma, and the JBLM waste management systems will require 7.7 million tons of disposal capacity over a 25-year period.

By continuing the goals and policies adopted as part of the 2000 plan and 2008 supplement, all of this capacity can be met in-county in the LRI Landfill owned and operated by Waste Connections. The LRI Landfill, a designated Essential Public Facility, located at the intersection of 304th Street and Meridian in south Pierce County, opened on December 13, 1999. The County also owns and operates transfer and composting facilities that are further outlined in the SWMP.

**GOAL U-18** Provide reliable and cost-effective service as detailed in the most recent update of the Tacoma-Pierce County Solid Waste Management Plan.

U-18.1 Design and locate facilities with proper consideration for health and environmental impacts.

U-18.2 Ensure that all residents and businesses have access to refuse disposal and recycling collection services.

U-18.2.1 Consider the need to accommodate disposal waste caused by emergencies in addition to planned, regular disposal capacity needs.

U-18.2.2 Encourage waste collection companies to maintain cost-effective recycling programs.

U-18.2.3 Provide information regarding the various authorized locations where the public can dispose of problem solid waste.

**RESOURCES:**
- 2000 Solid Waste Management Plan (SWMP)
- 2008 Supplement
- 2010 Waste Audit
- Landfill Capacity Analysis
GOAL U-19 Support efforts to reduce solid waste, and increase recycling and diversion of waste to assure disposal capacity, reduce emissions, and prevent pollution.

U-19.1 Encourage manufacturers and retailers to reduce packaging waste at the retail level.

U-19.2 Provide for the separation of waste prior to landfilling.

U-19.3 Encourage private industry to provide sufficient capacity for processing of recyclables.

U-19.4 Encourage new technologies for disposal or recycling of solid waste.

U-19.5 Promote home composting of yard and food waste.

U-19.6 Encourage a public outreach program that targets illegal dumping, improper storage of solid waste, and ways residents can report problems.

U-19.7 Encourage education on waste reduction and recycling programs.

DOMESTIC WATER SYSTEMS

The Pierce County Coordinated Water System Plan (CWSP) was established in 1988 and the current version of the plan was adopted in 2001. The CWSP includes a regional supplement which presents an assessment of water supply needs in Pierce County and a program to meet those needs.

The plan is also made up of individual water system plans prepared by the utilities for their designated service area, affecting only Group A water systems. All individual water system plans must be prepared within established guidelines and be consistent with the policies and procedures outlined in the regional supplement.

Water system plans prepared by individual water purveyors are required to contain information regarding the water system’s capacity and its ability to provide service to expected growth, both in terms of physical infrastructure and water rights. Please refer to the CWSP for further information.

GOAL U-20 Ensure adequate water supply for all uses that support growth.

U-20.1 Support detailed availability studies to determine supply.

U-20.2 Promote more efficient management of groundwater resources.

U-20.3 Suspend enforcement of exclusive future service areas until that system has an approved water system plan.

U-20.4 Review and if necessary update previously adopted plans to be consistent with the Comprehensive Plan.

GOAL U-21 Coordinate water resource planning.
U-21.1 Implement the policies of the Coordinated Water System Plan (CWSP).
U-21.2 Update the CWSP to address emergent issues.
U-21.3 Engage system providers in any process to amend Comprehensive Plan, Community Plans, and development regulations regarding public water systems and public water facilities.
U-21.4 Form an appropriate study group to review issues.
U-21.5 Require plans prepared by public water utilities to demonstrate that water resource management planning has been coordinated with adjacent Group A purveyors.

GOAL U-22 Preserve the high quality and supply of groundwater resources.
U-22.1 Support the long term monitoring of groundwater quality and quantity, for basins that provide domestic water supplies.

GOAL U-23 Encourage metering or measuring all public water withdrawals or diversions.

GOAL U-24 Protect the quality of groundwater used for domestic water supplies.
U-24.1 Protect the quality of groundwater and minimize damage from flooding by implementing an effective surface water management program.
U-24.2 Monitor and enforce wellhead protection plans.
U-24.3 Improve well construction and abandonment practices.
U-24.4 Support measures that keep water purveyors’ sources from going dry in the summer.

GOAL U-25 Prior to development, take into account the availability of potable water.

GOAL U-26 Promote reliable water service.
U-26.1 Ensure there is a balance between water supply and demand.
U-26.2 Recognize flexibility in bulk regulations for system infrastructure.
U-26.3 Provide options in cases where the designated provider cannot provide timely or reasonable service.
U-26.4 Prohibit new individual wells in designated service areas unless the provider cannot provide service in a timely and reasonable manner.
U-26.5 Limit new wells and development activities that require water withdrawals in any areas that are identified as being at risk for saltwater intrusion.

GOAL U-27 Prohibit new wells on sites that are at high risk for saltwater intrusion, unless it can be demonstrated that additional groundwater withdrawal will not worsen the problem.

GOAL U-28 Support and educate about water conservation measures.
U-28.1 Promote water conservation measures in the summer months when saltwater intrusion tends to peak.
U-28.2 Encourage conservation measures to include the use of reclaimed water.

GOAL U-29 Purveyors interested in regional supply network development should participate in the planning and construction of transmission, source, storage, and other facilities within their service area which could be jointly used by adjacent purveyors.

GOAL U-30 Implement the satellite management program for new or failing water systems.

U-30.1 Discourage the proliferation of small water systems except for cluster developments in rural areas.

U-30.2 New water systems should be permitted only when operated under a management system as approved under the Pierce County Coordinated Water System Plan.

STORM DRAINAGE AND SURFACE WATER MANAGEMENT

People depend on and enjoy water but it creates real problems when there is too much or its quality is compromised. Pierce County addresses water issues including flood risk reduction, water quality, and preservation of natural drainage systems. The County promotes the use of low impact development principles and best management practices. This helps ensure Pierce County’s rivers and streams are clean, healthy, and safe.

Issues:

- Increasing cost of managing stormwater
- Greater emphasis on eliminating future potential runoff and mitigating for past allowance of offsite runoff
- Greater emphasis on infiltration and potential groundwater quality
- Greater emphasis on biological health protection of streams and people
- Greater emphasis of the State to impose nonpoint source pollution controls
- Greater emphasis on salmonid habitat protection, preservation, and restoration
- Drainage systems both natural and constructed do not stop at jurisdictional boundaries
- Aesthetics of storm drainage facilities
- Addressing pollution in stormwater by requiring low impact development principles and best management practices, water quality treatment features in the design and construction of facilities, requiring treatment from new development, and through public education
- The need to update the Federal Emergency Management Agency (FEMA) maps that identify the floodways and other flood hazard areas
- The large public expense to repair, expand, or replace developer constructed stormwater facilities that were improperly designed or sized

Pierce County provides surface water management services to non-federal unincorporated Pierce County—approximately 900 square miles. JBLM, McNeil Island, and Mount Rainier are not within the County’s service area.

RESOURCES:
- Pierce County Stormwater Management and Site Development Manual
- Basin Plans
- Rivers Flood Hazard Management Plan
- Additional Resources
Services include the planning, permitting, design, construction, operation and maintenance of public regional storm drainage and flood risk reduction facilities, along with associated water quality and fish and wildlife habitat projects which protect and restore water quality and enhance flood risk reduction facilities. Stormwater facilities constructed for residential subdivisions with public roads and constructed to County standards can be deeded to Pierce County Surface Water Management (SWM) utility after construction. Inspection, maintenance, and operation of these stormwater facilities are a growing responsibility for the County.

Basin plans look in greater detail at the character of the geographic basin area and projected storm drainage and surface water management needs. Those are based on growth forecasts, planned land use, and environmental regulations existing at the time of the plan’s development. Pierce County has developed basin plans for nine watershed areas and the Rivers Flood Hazard Management Plan for the rivers and large streams of Pierce County. The need for additional capacity in storm drainage and flood protection facilities is analyzed in both the basin plans and the Rivers Plan. The basin plans and Rivers Plan identify capital facilities improvements and programmatic initiatives that can provide nonstructural solutions to meet demand.

The nine basin plans are:

- Clover Creek Basin Plan
- Gig Harbor Basin Plan
- Muck Creek Basin Plan
- Mid-Puyallup Basin Plan
- Clear/Clarks Creek Basin Plan
- Key Peninsula/Islands Basin Plan
- Browns-Dash Point/Hylebos Basin Plan
- Lower White River Basin Plan
- Nisqually River Basin Plan

GOAL U-31 Strive to prevent the loss of life, the creation of public health and safety problems, and loss of or damage to public and private property due to flooding.

U-31.1 Preserve undeveloped lands that provide storage for runoff during storm events.

U-31.2 Construct flood risk reduction facilities and stormwater facilities that support the protection of infrastructure and development.

U-31.3 Coordinate with the federal government to ensure accuracy of the FEMA maps.

U-31.4 Continue to reduce the potential for flood-related damage through participation in the National Flood Insurance Program (NFIP).

U-31.5 Design projects so stormwater enters stream systems gradually with lower peak flows.

U-31.6 Maintain historic year-round flow levels.
GOAL U-32  Improve surface water and groundwater quality.

U-32.1  Address water quality in stormwater facility maintenance and capital improvement projects.

U-32.2  Reduce and eventually eliminate harm to water quality from stormwater discharges. Do this through use of on-site infiltration and best management practices and source control of pollutants; control of development density and location; preservation of stream corridors, wetlands and buffers; and development, maintenance of a system of stormwater retention and detention facilities, and retrofit of existing facilities to eliminate or reduce untreated stormwater flows.

GOAL U-33  Establish and adopt ways to solve existing surface water problems and prevent future problems.

U-33.1  Balance engineering, economic, environmental, and social factors.

U-33.2  Include a range of capital and programmatic activities.

U-33.3  Pursue nonstructural measures before pursuing structural measures.

U-33.4  Use basin planning as a strategy for achieving federal and state water quality standards.

U-33.5  Use basin plans to identify modifications to land use designations and development regulations that will protect water quality and riparian habitat, and to alleviate flooding problems.

GOAL U-34  Coordinate the basin planning process with the community planning process to address surface water runoff, flooding issues, and future capital improvement projects.

GOAL U-35  Manage stormwater in consideration of the varied uses associated with natural drainage systems.

U-35.1  Preserve opportunities for other uses.

U-35.2  Structural flood risk reduction measures should not obstruct fish passage.

U-35.2.1  Preserve or enhance existing flow characteristics for fisheries and other uses of the riparian zone.

U-35.2.2  Flood management activities should not result in a net loss of fish and wildlife or damage fish and wildlife resources.

U-35.2.2.1  Protect or improve the diversity of natural habitats.

Nonstructural measures include (U-33.3):

- Public acquisition of property
- Development rights
- Regulations
- Policy guidelines
- Site design standards
- Operational policies
- Technical assistance
- Enforcement
- Public outreach
- Educational programs
U-35.2.3 Design stormwater facilities for compatibility between utility facilities and adjacent land uses.

U-35.2.4 Protect, preserve, and restore natural drainage systems in both the urban and rural areas.

U-35.2.5 Promote infiltration, bioretention, dispersion, and permeable pavement.

GOAL U-36 Coordinate with public and private sectors to ensure cost-effective stormwater management, flood risk reduction measures, and equitable distribution of costs.

U-36.1 Include opportunity for interested citizens, groups, and agencies to be involved in the planning process.

U-36.2 Work with cities and towns toward standardization of regulations.

U-36.3 Coordinate National Pollutant Discharge Elimination System stormwater permit implementation, water quality monitoring, and database management interlocally using common protocols.

U-36.4 Work with cities to restore funding for levee system maintenance that benefits incorporated areas protected by the Puyallup River/White River levee system.

GOAL U-37 Reduce or eliminate the stormwater drainage impacts from roadways onto adjacent properties and into surface waters.

GOAL U-38 Make the use of Low Impact Development (LID) techniques in public and private developments the preferred and most widely used method of land development.

U-38.1 Coordinate monitoring and evaluation of projects that utilize LID standards to determine the effectiveness of the established goals.

GOAL U-39 Ensure that negative downstream impacts will not occur from on-site runoff.

GOAL U-40 Implement programs to reduce impacts associated with stormwater runoff.

GOAL U-41 Integrate public regional stormwater detention and retention facilities into the natural environment.

U-41.1 Recognize that regional facilities can provide aesthetic value, recreation, and fish and wildlife habitats in park or open space settings.

U-41.2 Design facilities with a natural, aesthetically-pleasing appearance.

GOAL U-42 Locate new facilities where they would serve to extend identified fish and wildlife habitat areas and open spaces, parks, and greenbelts.

GOAL U-43 Design detention facilities to mimic natural systems, provide recreational opportunities, provide aquifer recharge, or function like wetlands.

GOAL U-44 Plant trees and native, non-invasive vegetation that is suitable for areas designed to retain water.

GOAL U-45 Coordinate the general flood control strategy with the federal fisheries service approved salmon recovery plan for Puget Sound.
GOAL U-46  Establish pond depth and slope requirements that serve to reduce potential safety hazards.

GOAL U-47  Minimize fencing around ponds to allow for wildlife movement and habitats where feasible.

GOAL U-48  Provide technical assistance to homeowners’ associations and commercial sites for operation and maintenance and source control of pollutants.

U-48.1  Apply fees and liens on properties where the responsible homeowners' association or commercial sites are unresponsive to maintenance of private stormwater facilities.

U-48.2  Monitor existing maintenance agreements.

GOAL U-49  Align SWM Fee Credit Program to incorporate water quality treatment as well as flow reduction as mandatory eligibility criteria.
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- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2007-41s2, Effective 6/1/2008).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Alderton-McMillin Community

Alderton-McMillin is located approximately 30 miles northwest of Mount Rainier in central Pierce County, Washington, nestled among the hillsides and in the valley where the Puyallup River and the Carbon River meet. The community stretches from the edges of the mountain foothills and forest lands ten miles north to where the Puyallup River makes a notable turn to the west.

The community planning area was within the traditional lands of the Puyallup Tribe of Indians and the Muckleshoot Indian Tribe. They lived in permanent villages located along the river banks where the primary source for food was the rivers and salmon was the most important food in the diet. The people also hunted and gathered food in the surrounding hills and valleys. The Puyallup River valley was an important trading center for many tribes.

As the west was settled in the mid-1800s, homesteaders began to move into the valley. Land was cleared and farming became a way of life. Early farmers created subsistence farms which typically included fields where oats, rye, and barley, potatoes, peas, fruit trees, or vegetables were planted for the family. In the late 1800s, hops became a popular and lucrative crop. In the early 1900s, a hop disease and prohibition led to the decline of hops as a successful cash crop. Bulb and flowers soon were planted throughout many fields in the valley and some continue still today particularly in the northern plan area. During the same period, many local farmers in the valley diversified to dairy, berry, vegetables, and fruit orchards.

Because of the deposition of alluvial soils distributed by the rivers along the valley floor, the community has excellent soils for agricultural production. Today there are approximately 4,700 acres of farmland in the valley which cover about 42% of the total land area of the community.

Generally, the community has not experienced as much of the development and growth as seen elsewhere throughout Puget Sound over the past 30 years. That is not to say that the valley has not experienced change, but rather the changes have not been as rapid as seen in other areas of the County such as South Hill or the Bonney Lake area. This slower rate of change is likely due to two factors. First, the valley has numerous constraints resulting from natural geography. Flooding, high water tables, wetlands, and volcanic hazards limit the carrying capacity of the land and pose challenges to development. Secondly, many farmers
continued to hold onto their land rather than turn it into a cash crop through subdividing as happened to other areas of Pierce County such as the lower Puyallup valley.

The community is experiencing a significant amount of change due to the growth of the surrounding cities and urban areas. The position of Alderton-McMillin in Pierce County places it in the middle of some of the fastest growing areas of the County. The City of Sumner which bounds the north side of the community plan area had a population of 6,459 people in 1990 and is projected to have 12,250 people by 2020. Puyallup, located to the northwest of the community plan area had a 1990 population of 23,848 and is projected to reach 38,600 by 2020. Bonney Lake located to the east of the valley had a 1990 population of 7,494 people and is expected to be 18,830 by 2020. Orting, which is a city of 2.7 square miles, had a 1990 population of 2,106 and is expected to reach 7,900 people by 2020. In fact, Orting is in the top 10 cities with the greatest percent change in population over the last six years. Since the year 2000 Orting has added 1,629 people – a 41.4% increase. This increase has not been due to annexation but growth and infill of new subdivisions.

Growth in the community plan area can largely be attributed to ten subdivisions that were vested prior to the adoption of the 1994 Pierce County Comprehensive Plan. The population of the community has grown rapidly due to these subdivisions – roughly 38% in the past six years. However, these subdivisions and other parcels of one acre or less in size make up only 6% of the total land area of the community. Over 80% of the land within the community is held within parcels of five acres or greater, the majority of which is 10-50 acres in size.

Nonetheless, the population growth within the community and growth of the surrounding urban areas have had an enormous impact on the Alderton-McMillin community. Traffic congestion is now a common daily occurrence along SR 162 creating noise, conflicts with farm equipment, and activity throughout the day and night. The urban growth encroaches from the hillsides marching steadily toward the valley, removing trees and creating flooding and erosion problems below. Views of forested hillsides that once protected and secluded the valley now are covered with lighted homes looking into the rural community.

The citizens of Alderton-McMillin feel caught between the desire to preserve a quiet rural agricultural lifestyle and the chance to walk away from it allowing their land to be sold for the highest possible price and letting the urban population move in. The Alderton-McMillin Community Plan attempts to balance the desire for the traditional past with the needs of the future – recognizing both the importance of agriculture in our economy and the farmer in our communities with the geographical placement of the community – surrounded by urban areas. The plan attempts to grow the wealth of valley farmers by linking them more closely with the urban populations and markets while minimizing the impacts of urban traffic congestion on the community.

The community’s support for this plan rests on the County’s commitment to monitor the resulting effects of adopted policies and programs. Through close monitoring, implementation of the objectives, programs, and actions shall be measured and obstacles identified. If plan objectives, programs, and actions are not being met or are not effective, the County is committed to engaging the community in dialogue and devising alternative solutions to ensure the community visions and goals are achieved.
HISTORY OF ALDERTON-MCMILLIN

Alderton-McMillin lies within the traditional lands of the Puyallup Tribe of Indians and the Muckleshoot Indian Tribe. The original name of the Puyallup tribe was “spwiya’laphabsh” which meant people were generous or welcoming. The Puyallup people spoke Puyallup Nisqually, one of the languages spoken by the Salish people who inhabited the Puget Sound area before Europeans arrived. Both the Muckleshoot and the Puyallup people engaged in fishing, hunting, and gathering. Salmon was the most significant food and became an object held in reverence and incorporated into the traditional ceremony. The people also hunted and gathered food in the hills and valleys. Permanent villages were located along the river bank. The Puyallup River valley was an important trading center for many tribes.

EARLY SETTLEMENT BY EURO-AMERICANS STARTING IN 1850s

In 1850, the U.S. Congress passed the Donation Land Claim Act to promote homestead settlement in the Oregon territory which was comprised of the present-day states of Oregon, Washington, and Idaho. The statute granted 320 acres to a single white male and 640 acres to a married couple, if they settled before December 1, 1846. If settled after 1846, the law granted only half of the amount. The law expired in 1855. The claimants had to cultivate the land for a few years in order to own the land outright.

The Oregon Trail was the main land route for the emigrants coming west wishing to claim donated land to settle. The first emigrant wagon train that crossed the Cascades brought early settlers to Pierce County in 1853. Some of these early settlers took the Naches (Pass) trail which was a short-cut branch off the Oregon Trail. Many of these pioneers settled in the Puyallup River valley area including the Woolery and Lane families. The historical Naches Trail, which led many early emigrants to Pierce County, traveled between Alderton and McMillin in the vicinity of Military Road.

Homesteaders cleared the land and created subsistence farms which typically included fields where oats, rye, and barley, potatoes, peas, or other vegetables were planted, and pasture for livestock, and orchards with a variety of fruit trees were established. After living on and cultivating the land for the required time to own the land outright, some owners divided the land and sold parcels of land to others.

AGRICULTURE

Hops presented an unprecedented economic opportunity to the local settlers when first introduced to the valley in the latter half of the 19th century. Charles Wood, who operated a brewery in Olympia, brought in hops roots from England in 1865. He sent some roots to John Meeker who then gave some to his brother, Ezra Meeker. Ezra Meeker grew some hops on his land. By the 1870s he successfully turned his large fields to growing hops. Other settlers in the area soon followed suit and the entire valley area became full with hops farms by the 1880s. In addition to the local farmers and family members, Native American pickers were hired to help harvest the crops. For a while, Chinese workers were brought in to work in the hop fields.
Hop kilns were used to dry the harvested hops. Sulfur was used to bleach them and stop fermentation. Large barn structures were erected on many hop farms to house the kilns. In 1892, hop lice infested the fields and the farmers were unable to find ways to eradicate the blight. In the 1890s the economic depression hit the valley area hard. The adoption of the 18th Amendment to the U.S. Constitution in 1919 prohibiting manufacture, sale, or transportation of alcoholic beverages in combination with the economic depression led to the decline of the hops as a successful cash crop.

Flower bulbs replaced hops as a viable commercial crop. In the early 1920s the U.S. Department of Agriculture determined that the local climate and soils in the valley area was ideal for growing bulbs. Cultivation of bulbs such as hyacinths, tulips, narcissus (daffodils), and gladiolus began in Pierce County between 1910 and 1920. By the early 1920s, farmers in the valley area began cultivating these bulbs in small acreages. By 1920, Pierce County grew nearly 60% of the more than 40 million bulbs planted that year in the state. By 1928, approximately 150 acres of land in the Puyallup River valley was devoted to bulb cultivation and 90% were daffodil fields. Acreage devoted to bulbs in the area continued to expand. In 1930, the 120-acre Van Zonneveld farm at Orting was reported to be the largest in the state and sold 190 tons of narcissus bulbs.

Starting bulbs were imported from Europe. Many of these farmers grew hundreds of varieties of bulb flowers. For example, Karl Koehler, who earlier cultivated hops, cultivated 1,800 varieties on his farm, including those varieties he created through hybridization. The Van Lierop family began farming bulbs in 1934 and continues the farm still at a smaller scale.

Twelve bulb farmers, the majority of whom were located in the Puyallup valley area, formed the Puget Sound Bulb Exchange in 1926 to sell, pack, and transport the members’ produce. The successful cooperative continued its operation for more than seven decades.

The Puyallup Valley Daffodil Festival developed slowly beginning in the 1920s. The festival celebrating the blooming of the flowers has been held annually in the spring since 1926 except during World War II. A parade, a part of the Festival, still starts in Tacoma, passes through Puyallup and Sumner and ends in Orting. This annual festival has helped the local bulb farmers promote their products to the public.

Other flowers such as irises, roses, and lilies were also grown in the valley starting in the 1920s. In addition, local farmers in the valley diversified to dairy, berry, vegetables, and fruit orchards.

Fruits and vegetables such as strawberries, raspberries, blueberries, rhubarb, lettuce, squash, potatoes, pumpkin, corn, peas, beans, beets, carrots, cucumbers, onions, celery, and radishes have been grown in the valley in the past decades. Cultivation of fruits such as grapes, apples, pears, prunes, and cherries still continue. In recent decades, Christmas tree farms have become more numerous.

Over time agricultural activities in the valley have decreased. However, hundreds of acres of area lands are still devoted to agriculture. Agriculture and agriculture-related businesses continue to be an important economic base of the area.
Arrival of the Northern Pacific Railroad in the valley area in 1877 was an important stimulant to the area’s development. It brought immigrants to the community earlier than other isolated areas, stimulated development of towns in the vicinity, and spurred development of a variety of resource-based industries and commerce servicing the residents, workers, and industries. Logging became more active and a number of mills developed in the area. The railroad cars transported logs and coal as well as passengers. Northern Pacific Railroad established sidings at McMillin and Alderton. These two crossroad centers included a post office, store, and school. They served as a service center for miners who worked in coal mines and the sandstone quarry after the railroad connected the area with Wilkeson.

The following centers in the area experienced a major growth after the arrival of the railroad.

**McMillin**

John McMillin operated lime kilns and owned surrounding land across the Puyallup River from present-day McMillin. The post office established in 1890 in the present day McMillin location was originally named Lime Kiln but was renamed McMillin in the following year. The lime mine claim was abandoned in the 1920s when the lime deposit was exhausted. Stone Mill was another establishment which produced a variety of building materials made from the timber harvested in the area.

Hale’s Grocery and another grocery store built by Henry L. Ball across the highway were the early stores existing in the late 1890s. In the Polk Business Directory 1915-1916, McMillin is described as a village on the Northern Pacific Railroad Railway and Puyallup River, settled in 1888 with a population of 200.

The McMillin grocery store was first established by Ball. It had a post office and functioned as the community meeting place. The McMillin Grange was formed in 1927 to promote the interest and wellbeing of farmers and families in the area. The Grange is still in operation, located in the old McMillin School, built in 1927. For many decades, the building served as an eight-grade school during the day and as a Grange Hall during the evening. The school building was sold to the Grange by the Sumner School District in the 1960s. A variety of events are hosted in the Grange including history conferences, aerobic classes, and quilting groups. McMillin School (Grange) is designated on the National and Pierce County Registers of Historic Places.

**Alderton**

Orson Annis settled in the Alderton area in 1869, naming it Alderton because of the numerous alder trees growing in the area. He was a railroad agent and postmaster for about a decade. He built the first general store, a hotel, and livery stable in 1870s. By the early 1890s, he had planted an orchard with two thousand fruit trees. He later sold his land to the Hatch family in 1900, which then became a well-known bulb farm. Oro Oliver built a new Alderton Store in 1920. The store had the post office and Oro Oliver served as the postmaster for about 20 years. The Alderton Store still exists.
According to the Polk Business Directory 1915-1916, Alderton is described as a town with a population of 50, located 12 miles southeast of Tacoma and four miles southeast of Puyallup on the Northern Pacific Railway.

The first school in Alderton was a one-room log structure. A school district was split from the Elhi School District. The Alderton School served students of multiple grades from elementary to high school from about the 1910s to 1950s. It was then consolidated into the Sumner School District and is still standing. The main school building and gymnasium are designated on the National and Pierce County Register of Historic Places.

**Cities in the Area**

Due to rich fertile river valley soil, the valley area was chosen by early settlers as homesteads beginning in the 1850s. In addition to the early settlement, plentiful timber resources in the surrounding area and the arrival of railroads to the valley area in 1877 contributed to the development of Orting, Puyallup, and Sumner within the valley area. These towns became service and distribution centers for the surrounding area.

**Planning History**

**County Planning**

<table>
<thead>
<tr>
<th>1962 Pierce County Comprehensive Plan and Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 1962 plan did not offer much protection from incompatible uses nor recognize the unique individuality of communities. Under this plan, most of the plan area was zoned General, which allowed a variety of use types and higher levels of residential density than what is currently allowed in the rural and resource zones.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>1994 Pierce County Comprehensive Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Growth Management Act (GMA) was passed by the Washington State Legislature in 1990. This legislation required Pierce County to engage in countywide planning with the cities and towns located within Pierce County and to update its existing comprehensive plan and development regulations in conformance with the requirements outlined in the new law. In 1991, Interim Growth Management Policies were adopted as a transition between the 1962 Comprehensive Plan and the new planning required under the GMA. The Pierce County Countywide Planning Policies were adopted in 1992, which provided the framework and process by which Pierce County and the cities and towns within the County established urban growth areas, provided infrastructure and services, and preserved agricultural and natural resource lands.</td>
</tr>
</tbody>
</table>
In 1994, per the requirements of the GMA, Pierce County adopted a new Comprehensive Plan, which replaced the 1962 Pierce County Comprehensive Plan in its entirety. This plan established population projections, urban growth areas, rural areas, and natural resource lands. The new countywide plan became effective January 1995, with its implementing development regulations becoming effective July 1995. The majority of the plan area was redesignated to Rural as a result of the 1994 Comprehensive Plan.

**COMMUNITY PLANNING**

Although the GMA does not require comprehensive plans to provide for community plans, Pierce County Ordinance No. 90-47s directed County officials to prepare a community plans element of the Comprehensive Plan. The Comprehensive Plan Community Plans Element identifies which communities will receive a community plan; provides the framework for community planning; and establishes the flexibility for communities to refine comprehensive plan land use designations and associated densities, and apply design standards to achieve a local vision, while remaining consistent with the Comprehensive Plan and the GMA.

Since 1994, several community plans have been adopted throughout unincorporated Pierce County. The majority of unincorporated County residents now live in community plan areas.

**SCOPE OF THE COMMUNITY PLAN**

**LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN**

The 1994 Pierce County Comprehensive Plan Community Plans Element identifies the Puyallup River Valley as an area to receive a community plan. In 2001, the County Council authorized the initiation of a community plan for the area through Resolution No. R2001-73. Planning Staff began working with a Community Planning Board (CPB) in April, 2004.

**PURPOSE AND USE OF THE COMMUNITY PLAN**

The Alderton-McMillin Community Plan gives the residents, businesses, property owners, and the County a clear and more detailed sense of how the community should develop in the future. The purpose of the plan is to:

- Develop a long-range vision for the community;
- Evaluate the vision for the community in light of the Pierce County Comprehensive Plan and make refinements as necessary to ensure consistency between the overall countywide plan and the community plan; and
- Identify actions necessary to implement the community plan.

The policies contained in the plan are distinguished as goals, objectives, principles, and standards. Goals are a general vision statement by the community. Objectives are statements of what is desired to be achieved in the future or statements of what conditions should exist in the community. Principles set a particular course of action to accomplish objectives.
Standards, qualitative or quantitative, are specific benchmarks or targets to be accomplished in the ongoing development of the County.

All of the policy statements were developed through citizen comment and represent the will of the people translated into decision oriented statements. When applying the policy statements, each should be afforded equal weight and consideration.

**CONSISTENCY WITH THE PIERCE COUNTY COMPREHENSIVE PLAN**

The Growth Management Act requires consistency between plans and implementing development regulations. Furthermore, the Pierce County Comprehensive Plan Community Plans Element contains specific policies that require consistency between the Comprehensive Plan and community plans. The goals, objectives, principles, and standards in the Alderton-McMillin Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan.

**PUBLIC INVOLVEMENT**

**COMMUNITY PLANNING BOARD**

The development of the Alderton-McMillin Community Plan could not have been accomplished without the Community Planning Board (CPB). Appointed in the winter of 2004, this board consisted of eleven members representing a variety of interests and geographic locations throughout the community plan area. Through Ordinance No. 2005-82 the boundaries of the community plan were expanded to include the area south of Orting and subsequently, Resolution No. R2005-47 expanded the CPB to a thirteen-member board.

This group was charged with the following responsibilities: 1) serving as a sounding board for the community; 2) developing a community plan that addresses community concerns while remaining consistent with the Comprehensive Plan; and 3) forwarding a recommended plan to the Pierce County Planning Commission and Pierce County Council.

The CPB conducted bi-monthly public meetings starting in April 2004 and continuing through February 2007. A total of 67 CPB meetings were held during this time period and many members of the community attended, enriching the planning process. In addition, a history committee conducted separate meetings to work on development of the historic resources section of the plan.

**OPEN HOUSES**

The CPB worked on developing an overall vision for the community and goal statements for each element throughout 2004. In July 2005, the CPB held its first open house at the McMillin Grange. This open house was used to provide information to the general public on the community planning process and receive public opinion on the draft vision and goal
statements. Many members of the community attended and offered feedback and some suggested changes to the draft documents.

A second open house was held at McMillin Grange on March 1, 2007, to present the CPB’s final recommendations. This open house gave the public an opportunity to review and comment on the draft plan prior to its transmittal to the Pierce County Planning Commission and County Council. The CPB used the open house forum to solicit important community feedback regarding their proposed recommendations.

SURVEYS, ASSESSMENTS, AND OTHER COMMUNITY INPUT

ALDERTON-MCMILLIN COMMUNITY PLAN SURVEYS

Surveys were distributed at both the 2005 and the 2007 open houses. The intent of the 2005 survey was to solicit input on a variety of issues including perceived quality of life; adequacy of facilities and services within the plan area; quality of the natural environment; and location and intensity of residential, commercial, and industrial uses. The 2007 survey was intended to gather input on the proposed community plan. Respondents were provided space at the end of each survey to add their own comments.

AGRICULTURAL STRATEGIC PLAN

During the 2004 review of the Pierce County Comprehensive Plan to ensure compliance with the state Growth Management Act, Pierce County made substantial changes to the way agricultural lands were designated. A number of questions and issues arose from the discussions regarding the future of agriculture in Pierce County. Pierce County completed two studies to assess the future of agriculture and potential strategies that were needed to address significant issues facing the agriculture industry.

The Phase I report was conducted from July-August 2004 by American Farmland Trust and was intended to initially answer questions raised during the 2004 Comprehensive Plan update and layout a description of the costs, timelines and information needed to carry out a more detailed comprehensive report. The Phase II report was contracted to Barney and Worth, Inc. and Globalwise, Inc. and carried out from August 2005 to January 2006.

The Phase I report entitled “The Suitability, Viability, Needs, and Economic Future of Pierce County Agriculture” examined agricultural issues related to the: 1) Suitability, protectability, and reclaimability of County farm soils; 2) Economic viability of County agriculture; 3) Needs and strategies to support and protect agriculture; and 4) A strategic plan for economic development for County agriculture.

The Phase II report entitled, “Preserving Farmland and Farmers – Pierce County Agriculture Strategic Plan” provides a summary report of the comprehensive research conducted to prepare the strategic plan along with the supporting technical documentation. The research included a quantitative and qualitative assessment of Pierce County agriculture; a strengths-weaknesses-opportunities-threats (SWOT) analysis; a study of the agricultural industry’s trends; a summary of the policies and regulations that impact local agriculture; an examination of entry
barriers for farmers; a review of case studies of peer communities; identification of benchmarks to be used to measure the Agriculture Sector’s viability; a summary of stakeholder interviews; and a summary report of a farm community survey. The research led to a series of policy options intended to improve the economic environment for agriculture.

**RHODES LAKE ROAD**

In response to the anticipated growth on the Orting Plateau, the County Council passed Resolution 2001-80 in 2001 directing the County Engineer to begin investigating the possibility of establishing a new roadway in the vicinity of the existing Rhodes Lake Road East. As part of the process, Pierce County Public Works and Utilities Department is conducting a programmatic level environmental impact statement (EIS) to examine the need and means by which to meet the County Council’s direction for an “adequate, efficient, and safe roadway” for public use.

The Alderton-McMillin CPB has been involved with the development of the EIS through a variety of meetings, open houses, and newsletters. Public input included open houses on May 13, 2003; October 22, 2003; October 5, 2004 (EIS Scoping Meeting); and, October 20, 2005. Five informal community forums were held between March and November 2003. The community forums were informal sessions for both gathering information on existing conditions in the corridor area and providing information on alternatives being considered. Two newsletters were produced and distributed throughout the community and multiple meetings were held with neighborhood groups and with individual property owners throughout the project life.

Several public agencies and other organizations helped guide the development of the alternatives through membership on the Project Leadership Team (PLT). The PLT met 21 times since February 2003, and has been the primary avenue for organizations with a direct stake in the project to provide input. As an advisory group, the PLT has reached consensus on almost every element of the alternatives screening process and the alternatives evaluated in this Draft EIS. PLT membership has included: Pierce County, WSDOT, City of Bonney Lake, City of Orting, City of Sumner, and the Puyallup Tribe. In the early stages of RLR discussions, Tacoma Public Utilities, Puyallup Valley Preservation Group, Cascadia Development, and Falling Water development participated on the PLT but were not included as the project moved into the EIS phase as they have no jurisdictional responsibility.

Input from the public weighed heavily in decisions on what general geographical areas should be considered for build alternatives. Based on this input, the County considered alternatives well outside the original corridor area. Some of these alternatives included widening the 214th Ave. corridor, building an SR 410/Angeline Road Interchange, and building a South Plateau Connection (SPC). Public input also shaped the criteria used to evaluate and screen alternatives.
**Summary of the Alderton-McMillin Community Plan**

The Alderton-McMillin Community Plan contains policies and implementing actions for five subject areas or elements: Land Use Element, Community Character and Design Element, Natural Environment Element, Economic Element, and the Facilities and Services Element.

**Land Use Element**

The Land Use Element addresses the location and intensity of land uses throughout the community. A complete description of land use designations and their implementing zone classifications can be found in this element.

**Community Character and Design Element**

The Community Character and Design Element addresses community character, historic and cultural resources, design (commercial, residential, signs, etc.), viewsheds and other aesthetics. This element contains policies that will guide the creation of implementing design standards and guidelines.

**Natural Environment Element**

The Natural Environment Element examines the natural resources found in the area. The policies contained within this element address environmental concerns and projects that are necessary to improve environmental health.

**Economic Element**

The Economic Element analyzes the economy and considers a myriad of opportunities to keep Pierce County farmers in business. The policies within this element identify possibilities for increasing farm profits while reducing costs.

**Facilities and Services Element**

The Facilities and Services Element addresses infrastructure and services needed to support the community. Infrastructure includes capital facilities such as roads, trails, and parks.

**Plan Monitoring**

The Plan Monitoring section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to better fulfill each of the visions in the plan. This framework provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring...
program should be documented. Information from this program will be used in the next plan update cycle to help identify what changes the communities plan may need in order to attain specified goals and meet the visions in the plan.

IMPLEMENTATION

The plan also contains proposed actions, located at the end of each element, which serve to implement various plan policies. These actions are grouped into short-term, mid-term and long-term endeavors. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to a lead entity or entities as the primary responsible party to complete.

VISION STATEMENT

We, the residents of the Alderton-McMillin planning area, wish to maintain our rural environment where the majority of our residents travel to neighboring urban areas for employment and to seek other services.

We envision:

- A rural environment providing rural development opportunities that sustains open space;
- A rural landscape in which our residents continue to experience tranquility though their surroundings;
- A local rural economy that is supported by economically viable farming activities and small-scale services;
- A transportation and road network that supports the rural character, emergency services, and agricultural machinery;
- A rural community not burdened by traffic congestion from the surrounding areas;
- The preservation of locally significant landmarks and community celebrations that connect residents, visitors, and future generations to the area’s pioneer heritage.
Chapter 2: Land Use Element

Introduction

The policies of the Land Use Element strive to maintain the Alderton-McMillin valley with a rural, agricultural character over the next 20 years. It is the goal of the community plan to preserve not only the rich agricultural soils of the valley farmland but to ensure economically viable farms. This would be accomplished through a variety of programs including a Transfer of Development Rights program for lands with existing farms or prime agricultural soils. Urban level residential, employment, and commercial growth are expected to occur in the surrounding urban areas and be directed away from the Alderton-McMillin community.

The purpose of the Land Use Element is to articulate a direction for future growth within the Alderton-McMillin community. The adoption of policy statements forms the basis of land use regulations for the community and provides directions to residents, businesses, the community, and investors. The Land Use Element serves as a decision-making guide for planners, Planning Commission, Hearing Examiner, and elected officials regarding both public and private development proposals.

Description of Current Conditions

The Alderton-McMillin community has been impacted by population growth over the past 30 years. While several subdivisions have been constructed, larger lots and rural farms dominate the landscape. The community has maintained the rural character, open space, and productive agricultural lands. The following information provides background on the existing land development patterns, population, and housing in the valley.

Existing Comprehensive Plan Designations and Zoning Classifications

The dominant land use pattern is and will continue to be rural and agricultural over the next 20 years. Currently, the plan area has a total of seven designations/zones – four rural zone classifications, one natural resource zone classification, and two urban zone classifications as illustrated in Table A-1 and on Map A-2: Historic Land Use Designations and Map A-3: Historic Zoning.
Table A-1: Existing Designations and Zone Classifications

<table>
<thead>
<tr>
<th>Designation</th>
<th>Acres</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rural</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>10.55</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Rural 10 (R10)</td>
<td>6,033.05</td>
<td>53%</td>
</tr>
<tr>
<td>Rural 20 (R20)</td>
<td>651.23</td>
<td>6%</td>
</tr>
<tr>
<td>Reserve 5 (Rsv5)</td>
<td>721.42</td>
<td>6%</td>
</tr>
<tr>
<td><strong>Natural Resource Land</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Resource Land (ARL)</td>
<td>3,458.97</td>
<td>31%</td>
</tr>
<tr>
<td><strong>Urban</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moderate Density Single Family (MSF)</td>
<td>40.08</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>351.23</td>
<td>3%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>11,266.53</td>
<td></td>
</tr>
<tr>
<td><strong>Overlays</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mineral Resource Overlay</td>
<td>302.67</td>
<td>2.7%</td>
</tr>
</tbody>
</table>

*Table based on Pierce County Assessor-Treasurer land use categories and parcel data including roads.

**Rural**

**RURAL NEIGHBORHOOD CENTER (RNC)**

In 1996 a Comprehensive Plan amendment recognized the intersection of 96th Street East and SR 162 as a Rural Neighborhood Center. This designation is intended for small-scale and light-intensity commercial uses. RNCs provide limited convenience shopping and services which meet the daily needs of the residents. All new development within this designation should retain a size and scale appropriate for maintaining the rural character. Commercial uses are limited and high density housing is not allowed.

**RURAL 10 (R10) AND RURAL 20 (R20)**

The predominant zoning of the Alderton-McMillin valley is Rural 10 and Rural 20. These designations are intended to maintain rural character and large tracts of land associated with a rural lifestyle. The R10 and R20 zones currently allow opportunities for resource-based industries such as agriculture, forestry, or mining, provided these uses do not require urban level services. Gas stations, retail shops, and stores are not allowed. However, smaller scale home-based and cottage industries are allowed provided they are incidental to a home. Residential densities allow a basic density of one dwelling unit per 10 acres or one unit per 20 acres, respectively. Bonus densities are not allowed due to the volcanic hazard potential of the valley. The minimum lot size for any newly created lot is one acre.
**Reserve 5 (Rsv5)**

The Reserve 5 designation and zone was established to accommodate future expansions of the UGA when the land capacity within the CUGA or satellite city’s UGA has been depleted. The Rsv5 allows for residential development at a density of one dwelling unit per five acres, with the criteria that only one of the proposed lots shall exceed 12,500 square feet (except that new lots may be increased to 21,780 square feet in the Rsv5 when residential densities are reduced to one unit per 10 acres) and shall be clustered in groups of not more than 12 lots.

The Pierce County Comprehensive Plan establishes specific criteria for expansion of a UGA including:

- Land capacity within the CUGA or UGA is evaluated and the need for additional land capacity is clearly demonstrated;
- The housing affordability and density objectives of applicable comprehensive plans have been monitored and evaluated;
- Demonstration that adequate public facilities and services can be provided to service urban development and ensure a high quality of life;
- Adequate land use regulations are in place to discourage sprawl and strip development.

**Natural Resource Lands**

**Agricultural Resource Land (ARL)**

The Agricultural Resource Land designation and zone represent lands that have been designed as having long-term commercial agricultural significance. The lands within this category meet the minimum guidelines outlined in WAC 365-190-050 and are comprised of lands that are primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products, or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.10-0 through 84.33.140, finfish in upland hatcheries, or livestock, and that has long-term commercial significance for agricultural production. ARL lands have both prime agricultural soils and a yield of 3.5 tons per acre per year. Alderton-McMillin has approximately 3,460 acres or 31% of the land area in ARL — some of the largest, intact agricultural lands still in existence in Pierce County.

**Mineral Resource Overlay (MRO)**

The Mineral Resource Overlay identifies lands that are intended for long-term mineral extraction activities. Typically, lands designated as MRO have an existing surface mining operation that has been permitted through the Washington Department of Natural Resources (WDNR) and a County issued conditional use permit or historic unclassified use permit, which dictates time limitations, performance standards during mining activities, and reclamation actions.

There are 302 acres of designated MRO land within the community, representing 2.7% of the total land area. Two surface mines are in operation. Woodworth and Company own and operate a sand and gravel mine to the east of McCutcheon Road that includes approximately 58
acres. Pierce County Public Works and Utilities Department owns a site that is not currently being mined south of the City of Orting and is approximately 244 acres within the plan area.

**Urban**

The urban area encompassed within the Alderton-McMillin community is part of the urban growth area (UGA) for the City of Puyallup and is located north of East Pioneer and west of 141st Avenue East.

**Moderate Density Single Family (MSF)**

The Moderate Density Single-Family designation and zone is located within the CUGA and provides areas for urban level single-family and two-family residential development at densities of four to six dwelling units per acre.

**Employment Center (EC)**

The Employment Center designation and zone is located within the CUGA and allows for industrial, manufacturing, warehousing, and related office and service jobs. Within these categories a variety of uses may occur including product assembly, fabrication, processing, heavy trucking, wholesale activities, corporate office, and office park development. Some commercial uses that are subordinate to and supportive of employment uses are also permitted.

**Existing Land Uses**

Table A-2 summarizes existing land uses within the community and Map A-4: Historic Assessed Land Uses illustrates the distribution of the uses. This land use inventory was based on Pierce County Assessor-Treasurer data for each tax parcel.

### Table A-2: Existing Land Use

<table>
<thead>
<tr>
<th>Category*</th>
<th>Acres*</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial/Service</td>
<td>59.77</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Industrial</td>
<td>116.91</td>
<td>1.1%</td>
</tr>
<tr>
<td>Single-Family Residential</td>
<td>2,351.57</td>
<td>21.7%</td>
</tr>
<tr>
<td>Residential Outbuildings</td>
<td>205.46</td>
<td>1.9%</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>560.18</td>
<td>5.2%</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>16.26</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Resource Land**</td>
<td>3,955.07</td>
<td>36.6%</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>2.79</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Quasi-Public Facilities</td>
<td>4.03</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Open Space/Recreation</td>
<td>593.47</td>
<td>5.5%</td>
</tr>
<tr>
<td>Education</td>
<td>116.94</td>
<td>1.1%</td>
</tr>
</tbody>
</table>
The predominant land use is resource-based which includes agriculture, forestry, fishing, and mining, accounting for approximately 37% of the community. The second predominant land use is residential, approximately 29% of the community, and accounts for large and small lot sizes as well as a variety of housing types. The category also includes residential outbuildings which are typically associated with a residential use but are currently uninhabitable. The third predominant land use currently in the valley is vacant lands at 23%. The vacant lands category accounts for unimproved parcels and includes properties which have had dwellings removed or have abandoned activities such as farming. Public or quasi-public facilities, recreation, education, and transportation, communication, and utilities only make up about 8% of the total area. The smallest percent of land occupied by a certain type of use is commercial and industrial, comprising less than 2% of the community.

### Housing

The Pierce County Assessor-Treasurer’s records identify approximately 3,150 dwelling units within the plan area. Of this total, roughly 1,950 units are on parcels with a primary use code of single-family. Mobile homes/modular homes make up a little more than 460 units. Units associated with multifamily structures, duplexes and a fourplex, only account for less than 2.5% of the housing stock. The remaining units are associated with parcels under the open space taxation programs (timber, agricultural, open space), resource lands, and other non-residential activity as the principle use.

Mobile/modular homes comprise almost 15% of the housing stock. While these types of units are distributed throughout the area, the majority are located within 10 mobile home parks. Within the parks, the age of structures vary significantly with the majority manufactured after 1980.

Residential development within the plan area has been rapid since 2000. Growth has occurred at an average rate of 170 units per year. Representing roughly a 40% increase in units, the 850

<table>
<thead>
<tr>
<th>Category</th>
<th>Acres</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation, Communication, Utilities</td>
<td>166.89</td>
<td>1.5%</td>
</tr>
<tr>
<td>Vacant</td>
<td>2455.97</td>
<td>23%</td>
</tr>
<tr>
<td>Water Bodies</td>
<td>51.76</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Unknown</td>
<td>157.17</td>
<td>1.5%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>10,814.22</td>
<td></td>
</tr>
</tbody>
</table>

*Table based on Pierce County Assessor-Treasurer land use categories and parcel data.** Resource lands include agriculture, mining, and forestry.
new homes have focused within 10 plats. The following plats have accommodated 81% (690 units) of the growth: Rivers Edge, Creekridge Glen, Falling Water, South Fork Estates, River Bend Estates, Cedars Bend, High Cedars, Laquinta, Pinehurst, and The Buttes.

Table A-3: Residential Building Permits 2000 – 2005 (issued/finaled)

<table>
<thead>
<tr>
<th>Year</th>
<th>Residential Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>83</td>
</tr>
<tr>
<td>2001</td>
<td>167</td>
</tr>
<tr>
<td>2002</td>
<td>97</td>
</tr>
<tr>
<td>2003</td>
<td>180</td>
</tr>
<tr>
<td>2004</td>
<td>126</td>
</tr>
<tr>
<td>2005</td>
<td>175</td>
</tr>
<tr>
<td>Total</td>
<td>845</td>
</tr>
</tbody>
</table>

Source: Puget Sound Regional Council

**Population**

The plan area had a population between 5,000 and 5,500 in 2000. It is difficult to pinpoint the total number of households due to the geography of the census blocks. Review of the census geography reveals an average household size of 2.73 persons. Applying a vacancy rate between three and seven percent, reflective of the 2000 census, the plan area experienced a population growth of approximately 38% between 2000 and the end of 2005.

**Parcel Size**

While approximately 87% of the total parcels are primarily residential, they account for only 26% of the total acreage within the plan area. In terms of parcel size, only 20% of the total plan area consists of parcels less than five acres while nearly 80% of the plan area consists of parcels that are five acres or greater in size. Table A-4 illustrates the breakdown of parcel sizes within Alderton-McMillin.

Table A-4: Land Divisions in Alderton-McMillin

<table>
<thead>
<tr>
<th>Parcel size</th>
<th># of Parcels</th>
<th>Total Acreage</th>
<th>Total Percent of Land Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;.25 acre</td>
<td>945</td>
<td>166.43</td>
<td>1.5%</td>
</tr>
<tr>
<td>.25 - .49 acres</td>
<td>808</td>
<td>273.8</td>
<td>2.5%</td>
</tr>
<tr>
<td>.5 - .99 acres</td>
<td>281</td>
<td>198.4</td>
<td>1.8%</td>
</tr>
<tr>
<td>1 – 4.9 acres</td>
<td>714</td>
<td>1,661.6</td>
<td>14.9%</td>
</tr>
<tr>
<td>5 – 9.9 acres</td>
<td>285</td>
<td>1,905.4</td>
<td>17.1%</td>
</tr>
<tr>
<td>10 – 24.99</td>
<td>140</td>
<td>2,694.6</td>
<td>24.2%</td>
</tr>
<tr>
<td>25 – 49.9</td>
<td>69</td>
<td>2,397.5</td>
<td>21.5%</td>
</tr>
<tr>
<td>50 – 74.9</td>
<td>12</td>
<td>717</td>
<td>6.4%</td>
</tr>
</tbody>
</table>
The Alderton-McMillin Community Plan strives to preserve farmland, improve the financial viability of farmers, and maintain the rural character of the community into the future. In order to achieve these goals, some innovative land use planning strategies are introduced. Funding for farmland preservation and programs to improve agricultural viability is a very limited resource and time is of the essence. Land prices have risen dramatically pricing new farmers out of the market and allowing retiring farmers to sell their property for large residential lots at top dollar. The community plan recognizes the importance of a Purchase of Development Rights (PDR) program but also acknowledges that only a few purchases could be made with the potential funding sources. Transferring development rights is another tool to preserve farmland. The community plan proposes to transfer development rights of farms in the valley to targeted areas beyond the community plan boundaries.

The community plan strives to allow more options for farmers to market products locally by allowing certain retail uses on the farm site and developing and promoting agriculture-tourism. Opportunities are provided to sell produce, nursery items, plants, eggs, wine, arts and crafts, dairy products, and limited accessory retail directly from the farm. This allows the market to come directly to the farm which increases profits and reduces costs to the farmer.

The base density within the ARL and RF designations is one unit per 10 acres; however, two units per 10 acres may be achieved when there is a minimum of 20 acres and the resulting lots are clustered together. When subdividing to the maximum density, new lots that are created cannot be larger than one acre in size. The remaining unclustered area must be retained as open space or agriculture with an agricultural conservation easement.

The plan recognizes historic commercial and industrial uses through the designation of two Rural Neighborhood Centers and a Rural Industrial Center. The majority of the plan area will continue to be designated Rural 10 allowing only large lots in keeping with the rural character.
The community plan proposes nine land use designations and zone classifications. Table A-5 summarizes the acreages and Map A-1: Land Use Designations provides an illustration. Two new designations/zones are introduced to the community: Rural Farm (RF) and Rural Industrial Center (RIC).

<table>
<thead>
<tr>
<th>Designation</th>
<th>Acres</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>22.67</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Rural 10 (R10)</td>
<td>5,156.65</td>
<td>46.1%</td>
</tr>
<tr>
<td>Rural 20 (R20)</td>
<td>654.50</td>
<td>6%</td>
</tr>
<tr>
<td>Rural 5 (R5)</td>
<td>721.74</td>
<td>6.4%</td>
</tr>
<tr>
<td>Rural Industrial Center (RIC)</td>
<td>107.74</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Rural Farm (RF)</td>
<td>653.03</td>
<td>5.8%</td>
</tr>
<tr>
<td>Natural Resource Lands</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Resource Land (ARL)</td>
<td>3,558.9</td>
<td>31.6%</td>
</tr>
<tr>
<td>Urban</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moderate Density Single Family (MSF)</td>
<td>40.08</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>351.23</td>
<td>3%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>11,266.53</td>
<td></td>
</tr>
</tbody>
</table>

Source: Based on Pierce County Assessor-Treasurer land use categories and parcel data.

The Rural 20, Rural 5, Moderate Density Single Family, and Employment Center zones remain the same as the current designations and zones. There are no changes to these designations/zones under the community plan and they would remain the same. There are also no revisions proposed to the Mineral Resource Overlay.

The Rural Neighborhood Center would be applied to the intersection of 96th Street East and SR 162 as it currently is configured consisting of approximately 10 acres located at three of the corners of the intersection. The RNC would consist of the same types of uses as presently allowed; however, to ensure the character and function of this commercial area, any uses that may be urban in function or intensity would not be allowed. This RNC meets the LAMIRD criteria as detailed in the Draft Supplemental Environmental Impact Statement issued April 2, 2007.

The Rural Neighborhood Center would be applied to the intersection of 128th Street East and SR 162. It consists of approximately 10 acres located at three of the corners of the intersection. All new development within this RNC shall retain a size and scale appropriate of the rural area.
**Rural 10 (R10) and Rural 20 (R20)**

The Rural 10 and Rural 20 designations are intended to continue to maintain rural character and large tracts of land associated with a rural lifestyle. The R10 and R20 designations/zones will continue to be primarily residential and allow opportunities for resource-based industries such as agriculture, forestry, or mining, provided these uses do not require urban level services. Gas stations, retail shops, and stores would continue to not be allowed. Small scale home-based and cottage industries are allowed provided they are incidental to a home. Where Rural 10 and Rural 20 parcels are currently allowed some commercial agricultural sales, these would not be allowed under the community plan so as to limit competition for the agricultural zoned lands. The density would continue to be one dwelling unit per 10 acres. Bonus densities would not be allowed due to the volcanic hazard potential of the valley. The minimum lot size for any newly created lot is one acre. The Rural 10 comprises approximately 46% of the community and Rural 20 approximately 6%.

**Rural Industrial Center (RIC)**

The Rural Industrial Center designation/zone allows light industrial uses that are related to food or agriculture or intermediate manufacturing and final assembly. It would not allow heavier industrial uses that produce substantial waste byproducts or wastewater discharge or noise impacts incompatible with a rural area. The RIC meets the LAMIRD criteria. The RIC is less than one percent of the plan area.

**Rural Farm (RF)**

The Rural Farm designation/zone includes properties that are one acre or greater and are currently being used for agriculture or properties that are receiving the current use assessment tax benefit for agricultural uses. This designation is intended to recognize properties that provide agriculture uses within the community but may or may not meet the size or soil criteria for designation as ARL. Agricultural uses allowed in ARL are also allowed in the RF designations as well as the protections and incentives afforded to ARL. The base density within the RF designation is one unit per 10 acres; however, two units per 10 acres may be achieved when there is a minimum of 20 acres and the resulting lots are clustered together. When subdividing to the maximum density, new lots that are created cannot be larger than one acre in size. The remaining unclustered area must be retained as open space or agriculture. The intent of the Rural Farm designation is to recognize existing farms that do not otherwise qualify as ARL and allow these farms the same commercial opportunities, rights, and regulations as ARL. RF comprises approximately 5% of the community.

**Agricultural Resource Land (ARL)**

The Agricultural Resource Land designation/zone is intended to preserve parcels that contain prime agricultural soils for long-term agricultural activities. These properties are identified through a countywide process. The community plan corrects a 2004 mapping error and contains 3,558 acres of ARL land, a slight increase from 2004. This designation allows for a variety of agricultural uses and related activities intended to preserve the prime soils while
ensuring economically viable farms. The base density within the ARL designation is one unit per 10 acres; however, two units per 10 acres may be achieved when there is a minimum of 20 acres and the resulting lots are clustered together. When subdividing to the maximum density, new lots that are created cannot be larger than one acre in size. The remaining unclustered area must be retained as open space or agriculture. The ARL comprises approximately 32% of the community.

Our community land use patterns reflect our connections to the land. New homes and other development are well planned in order to preserve open space and privacy. Services are located in the Rural Neighborhood Center while most of our services and employment are located in surrounding urban areas. We remain committed to supporting economically viable and profitable agriculture. The area will remain primarily a rural community that serves the region with locally grown and produced products, recreational opportunities, and a chance for all to experience our open spaces.

The goal of the rural land use policies is to ensure future decisions that impact the community are consistent with and continue the preservation of the rural character of Alderton-McMillin. This includes decisions related to land development, grant funding, roads, infrastructure and services, and anything that has the potential to change or impact the character and structure of the community.

**LAND USE POLICIES**

**GOALS**

The goal of the rural land use policies is to ensure future decisions that impact the community are consistent with and continue the preservation of the rural character of Alderton-McMillin. This includes decisions related to land development, grant funding, roads, infrastructure and services, and anything that has the potential to change or impact the character and structure of the community.

**RURAL RESIDENTIAL**

**GOAL AM LU-1** Ensure the Alderton-McMillin community remains rural in character over the next 20 years.

**AM LU-1.1** The rural character of Alderton-McMillin is defined and shall be maintained as working farms, forests, open space, and low density residential homes on large lots.

**AM LU-1.2** To maintain and preserve the rural character of the Alderton-McMillin community, the following types of non-agricultural activities are considered incompatible with rural character:

**AM LU-1.2.1** Activities that generate constant, ongoing noise;

**AM LU-1.2.2** Activities that generate large amounts of traffic within a short duration;
AM LU-1.2.3 Activities that are dependent upon an urban population draw (other than farm sales and tours);
AM LU-1.2.4 Activities that operate into night hours; or
AM LU-1.2.5 Activities that require extensive lighting or lighting that spills onto neighboring properties.
AM LU-1.3 Any major amendment to approved development applications shall include a condition of approval that requires the major amendment to meet design standards.

GOAL AM LU-2 Identify lands for Rural 10 and Rural 20 designations and ensure activities on those lands meet the objective of maintaining a rural lifestyle and rural character.
AM LU-2.1 Rural lands that are not devoted to resource uses, Rural Neighborhood Center, Rural Farm, or Rural Industrial Center shall be zoned Rural 10 or Rural 20.
AM LU-2.2 Within Rural 10 and Rural 20 designations, the dominant land use should be detached single-family homes on large lots.
AM LU-2.3 Allow limited civic uses within Rural 10 and Rural 20. Civic uses shall have size restrictions compatible with the rural area.
AM LU-2.3.1 Civic uses shall be supported by rural infrastructure and not require urban facilities or urban levels of service.
AM LU-2.4 Prohibit the following uses within the Rural 10 and Rural 20 designations.
AM LU-2.4.1 Agricultural sales and services; and
AM LU-2.4.2 Commercial uses (except as an accessory).
AM LU-2.5 Allow the following uses within the Rural 10 and Rural 20 designations:
AM LU-2.5.1 Nonprofit recreational uses;
AM LU-2.5.2 Forestry, surface mines, and crop production; and
AM LU-2.5.3 Home occupations and cottage industries.
AM LU-2.6 Cottage industries should be accompanied by site design requirements to mitigate noise, lighting, and visual impacts to neighboring properties.
AM LU-2.7 Home occupations and cottage industries that grow beyond the limits of the underlying residential designation and the allowances of the code shall be relocated to an appropriate commercial or industrial zoned area.
AM LU-2.7.1 Allowances shall not be made to continue to grow home occupations and cottage industries within the Rural 10 and Rural 20 designations.
AM LU-2.7.2 Permitted home occupations and cottage industries shall be reviewed every 5 years by the Planning and Land Services Department to ensure the activities on site are maintained and carried out in accordance with the conditions of approval.
AM LU-2.7.3 Strict enforcement action shall be taken when properties are out of compliance.

AM LU-2.8 Industrial use types should not be permitted within Rural 10, Rural 20, ARL, and RF zoned lands.

AM LU-2.9 Development proposals which have significant adverse impacts to critical areas or resource lands that cannot be mitigated to less than significant levels shall be denied.

AGRICULTURAL RESOURCE LANDS AND RURAL FARM POLICIES

GOAL AM LU-3 Allow and encourage a variety of uses in the Agriculture Resource Land and Rural Farm designations that are consistent with and support the long-term viability of farming.

AM LU-3.1 Administrative use or conditional use permits shall be required for farm activities that continue for more than 60 days and generate heavy traffic, excessive noise, or other significant impacts to the community.

AM LU-3.2 Regulations shall be revised to clarify that a retail facility owned and operated by a farm shall not be required to provide locally grown products year-round.

AM LU-3.2.1 During the local off-season, these stores may be stocked with non-local products if the store is predominantly dedicated to locally grown products during the harvest season, May through November.

AM LU-3.3 The intensity and design of retail structures located on ARL or RF zoned properties should reflect the rural character and be in an open air farmers market format or incorporated into a barn-like structure.

AM LU-3.3.1 New structures shall meet the agricultural needs of the farmer and sized to be consistent with the rural character.

AM LU-3.4 Outside storage should be controlled and fenced to provide adequate screening.

AM LU-3.5 Prohibit civic uses on ARL and Rural Farm lands.

AM LU-3.6 Allow opportunities for employee housing on agricultural lands.

AM LU-3.7 Consider developing a Puyallup-Carbon River Valley farm tour.

GOAL AM LU-4 Promote a more stable environment for farm operations and reduce non-farm competition for scarce rural land and the uncertainties that can lead to a gradual disinvestment in agriculture.

AM LU-4.1 Recognize that the community plan area is a rural agricultural community and prioritize agricultural uses and activities over residential housing.

AM LU-4.2 Sound agricultural practices may generate noise and odors.

AM LU-4.2.1 Agricultural land uses are a priority for this community.
AM LU-4.2.2 Work to educate realtors on the importance and impacts of agriculture.

GOAL AM LU-5 Allow two options for residential densities in the Agricultural Resource Land and Rural Farm zones.

AM LU-5.1 Residential density shall not exceed a maximum of 1 dwelling on 10 acres.

AM LU-5.1.1 Residential density may be increased to a maximum of 1 dwelling unit per 5 acres when in a clustered residential development on properties 20 acres or more with only 1 lot larger than 1 acre.

AM LU-5.1.2 The remaining unclustered area must be dedicated to open space or agricultural use through an agriculture conservation easement.

AM LU-5.2 Clustered residential developments should be designed and located in a manner that maintains a view of continued open space from the public realm.

PURCHASE AND TRANSFER OF DEVELOPMENT RIGHTS (PDR/TDR)

GOAL AM LU-6 Create opportunities for ARL and Rural Farm property owners to receive a financial return on their land holdings while conserving prime agricultural soils and open space to continue viable farming activities.

AM LU-6.1 Establish the following sending criteria to prioritize Alderton-McMillin properties for PDR transactions. The acquisition of development rights should be prioritized as follows (most important to least):

AM LU-6.1.1 Threat of conversion (magnitude, urgency);

AM LU-6.1.2 Importance (soil types, size, contiguous);

AM LU-6.1.3 Viability (on-site production/support facilities, water availability, drainage);

AM LU-6.1.4 Environmental values (benefits to fish and wildlife); and

AM LU-6.1.5 Community values/priorities (education, viewshed, aquifer recharge, stormwater, job creation).

AM LU-6.2 Outline an effective Transfer of Development Rights (TDR) program for Alderton-McMillin that will assist farmers and farm preservation.

AM LU-6.3 The Alderton-McMillin TDR program should be a component of a countywide TDR program.

RURAL NEIGHBORHOOD CENTER

GOAL AM LU-7 Recognize and improve the commercial Rural Neighborhood Center (RNC) at 96th Street East and SR 162, at 128th Street and SR 162, and at Bowman Hilton Road and SR 162 to provide limited rural commercial services that are not appropriate on other rural lands. Uses should provide services to the rural population and maintain rural character.
| **AM LU-7.1** | The County should work with local business owners and the community to develop a master plan for the RNC that will include site and design standards as well as a traffic control plan. |
| **AM LU-7.2** | The master plan shall retain the rural character and prevent traffic conflicts with SR 162. |
| **AM LU-7.3** | Prohibit commercial activities from sprawling along SR 162 or other major arterials through the establishment of a RNC. |
| **AM LU-7.4** | Allow civic and commercial uses that can be supported by rural facilities and services and that support the rural agricultural economy. |
| **AM LU-7.5** | Allow such uses as public safety services, transit services, agricultural products and supply sales, agriculture-related amusement and recreation uses, personal services, business services, dinner theaters, gas stations, restaurants, micro-breweries, and farmers market. |
| **AM LU-7.6** | Prohibit urban intensity or types of uses within the RNC. Such uses include fast-food restaurants, malls or strip malls, and large-scale commercial buildings or large traffic generators. |
| **AM LU-7.7** | Prohibit large civic uses such as schools and churches within the limited commercial area of the RNC. |
| **AM LU-7.8** | Allow infill development within the logical outer boundary of established RNC. |

**Rural Industrial Center**

| **GOAL AM LU-8** | Recognize and designate the McMillin Park of Industry area for rural industrial uses. |
| **AM LU-8.1** | Implement low impact development design standards where feasible. |
| **AM LU-8.2** | Require significant vegetative buffering/screening between industrial and non-industrial lands. |
| **AM LU-8.3** | On-site lighting should enhance visibility and security without projecting glare on surrounding non-industrial areas. |
| **AM LU-8.4** | Outdoor lighting should be focused downward and not protrude into the night sky or beyond property boundaries. |
| **AM LU-8.5** | Screen materials stored outdoors from non-industrial properties. |
| **AM LU-8.6** | Screen refuse collection/recycling areas and loading/delivery areas from neighboring non-industrial uses. |
| **AM LU-8.7** | Industrial activities should not produce excessive noise that impacts quality of life in adjacent non-industrial properties. |
| **AM LU-8.8** | Allow industrial uses that are: |
| **AM LU-8.8.1** | Food or agriculture related; |
AM LU-8.8.2  Intermediate manufacturing;  
AM LU-8.8.3  Final assembly; and  
AM LU-8.8.4  Warehousing and distribution.  

AM LU-8.9  Prohibit the following uses:  
AM LU-8.9.1  Heavier industrial uses that produce substantial waste byproducts or wastewater discharge;  
AM LU-8.9.2  Commercial service and retail businesses;  
AM LU-8.9.3  Contractor yards;  
AM LU-8.9.4  Waste treatment and storage;  
AM LU-8.9.5  Residential uses; and  
AM LU-8.9.6  Rendering.

MINERAL RESOURCE OVERLAY

GOAL AM LU-9  Ensure new mining activities are consistent with community plan goals and policies.  
AM LU-9.1  Ensure proposed mining activities do not cause adverse environmental impacts through flooding, landslide, or soil erosion to the valley and streams.  
AM LU-9.2  Recognize the community’s desire to retain the integrity of the vegetated hillsides for visual aesthetics. Proposed mining activities shall be designed and operated in a manner that retains the vegetated integrity of the hillsides and has limited visual impact on the valley.  
AM LU-9.3  Prohibit mining activities on ARL and Rural Farm properties.

URBAN GROWTH AREA EXPANSIONS

GOAL AM LU-10  An urban growth area expansion for an adjacent city may be considered through an annual Comprehensive Plan Amendment process only if the request meets the following criteria:  
AM LU-10.1  The City files an application meeting all legal requirements for UGA amendment applications specified in the PCC Chapter 19C.10, Procedures for Amendments to the Comprehensive Plan, and Chapter 19A, Comprehensive Plan;  
AM LU-10.2  A transportation plan and funding mechanism that addresses the buildout of the expansion area are in place or are proposed;  
AM LU-10.3  Implementing regulations that address urban design standards, buffers from rural and resource lands, and protection of viewsheds are proposed;  
AM LU-10.4  The application is processed consistent with the provisions of the TDR program;
AM LU-10.5 De-designation of ARL properties must be accompanied by a commensurate designation of ARL lands from other rural designations, provided that the new ARL lands meet the Comprehensive Plan criteria, and further provided that the new ARL lands are placed in a conservation easement that limits further future expansion of the UGA. The City must demonstrate that the requirements for de-designation in the Comprehensive Plan and the Growth Management Act have been met. Parcels involved in the ARL de-designation described herein would not be subject to the provisions of the TDR program. If there are not adequate rural lands to convert to ARL, the County may consider additional conservation easements on ARL properties within the Community Plan area.

AM LU-10.6 The City provides Findings that show any proposed ARL de-designation is consistent with applicable Pierce County and Washington State criteria including SEPA and is in the public interest.

AM LU-10.7 Chapter 19C.10 of the Pierce County Code, Procedures for Amendments to the Comprehensive Plan, has been amended to allow annual amendments for this purpose.

**Implementing Actions**

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), Washington State University Extension (WSU), and Tacoma-Pierce County Health Department (TPCHD).

**Short Term Actions (Upon plan adoption to 1 year)**

1. Amend the Pierce County Comprehensive Plan to adjust land use designations according to plan policies and maps including:
   - Establish a Rural Industrial Center designation.
   - Revise land use designations per the adopted community plan. (PALS)
2. Amend the Pierce County Development Regulations – Zoning to:
   - Establish the allowed uses in zone classifications per the plan policies.
   - Establish densities and dimensions for the zone classifications. (PALS)
3. Amend the Pierce County Zoning Atlas to adjust the zones for the Alderton-McMillin Community Plan area. (PALS)
4. Amend the Pierce County Development Regulations – Design Standards and Guidelines to require site design requirements for home occupations and cottage industries and within the Rural Industrial Center. (PALS)

5. Amend the Pierce County Development Regulations – Signs to require sign design requirements within the Rural Industrial Center. (PALS)

6. Develop a master plan for the Rural Neighborhood Center at 96th Street East and SR 162. (PALS)

7. Inventory, identify, and place qualifying properties on a priority enforcement list. (PALS)

8. Develop a public education and outreach program to provide information to the public about the Pierce County PDR and TDR programs. (PALS, WSU Extension)

9. Work with the Pierce County Assessor-Treasurer’s Office to research possibilities of reconciling property taxation with existing zoning and allowed uses pursuant to what is allowed in the zone. (PALS, Assessor-Treasurer’s office)

10. Implement Purchase of Development Rights (PDR) and Transfer of Development Rights (TDR) programs in Pierce County. (PALS, WSU Extension Office)

**Mid-Term Actions (1-5 Years)**

1. Establish a process to review conditional use permits on a five year basis. (PALS)

2. Create an annual monitoring report regarding the effectiveness of the Pierce County TDR program in preserving prime agricultural land. (WSU Extension Office)

3. Design and implement a realtor education/communication forum to ensure new home buyers understand agriculture is a primary activity in the Alderton-McMillin community. Noise and odors may be experienced. (PALS)

**Long Term Actions (5-10 Years)**

1. Map potential mineral resource lands within the community plan area and develop Mineral Resource Overlay (MRO) standards. (PALS)
Map A-1: Land Use Designations
Alderton-McMillin Community Plan

- Employment Center (EC)
- Moderate Density Single Family (MDF)
- Rural Industrial Center (RIC)
- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Rural 5 (R5)
- Park & Recreation (PR)
- Rural Farm (RF)
- Rural 20 (R20)
- Agricultural Resource Land (ARL)
- Mineral Resource Overlay
- Community Plan Boundary

*Note: The legend shows only the land use designations within the Alderton-McMillin Community Plan Area. The areas outside this plan area are masked within the map display.
Alderton-McMillin Community Plan

Historic Land Use Designations

- Employment Center (EC)
- Community Centers (CC)
- Neighborhood Centers (NC)
- High Density Residential (HDR)
- High Density Single-Family (HDSF)
- Moderate Density Single-Family (MDSF)
- Master Planned Communities (MPC)
- Emp. Based Planned Communities (EBPC)
- Rural Neighborhood Center (RCN)
- Rural 10 (R10)
- Reserve 5 (R5v)
- Rural 20 (R20)
- Designated Forest Land (FL)
- Agricultural Resource Land (ARL)
- Mineral Resource Overlays

Adopted December 6, 2005 - Ord.2005-9462, Effective March 1, 2006

Note: Inquiries regarding specific parcels should be directed to Pierce County Department of Planning & Land Services 2401 South 35th Street, Tacoma Washington 98409-7490

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations associated with actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITHOUT ALL FAULTS." The County makes no warranty of fitness for a particular purpose.

Pierce County, Washington

Department of Planning and Land Services

Plot Date: January 8, 2007
Map A-4: Historic Assessed Land Uses

Historic Assessed Land Uses
- Employment Center (EC)
- Community Centers (CC)
- Residential Office-Civic (ROC)
- Moderate-High Density Residential (MHDR)
- High Density Single-Family (HDSF)
- Moderate Density Single-Family (MDSF)
- Residential Resource (RR)
- Employment Based Planned Communities (EBPC)
- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Reserve 3 (Res 3)
- Rural 20 (R20)
- Designated Farm Land (FL)
- Agricultural Resource Land (ARL)
- Mineral Resource Overlay

Adopted December 6, 2005 - Ord.2005-9462, Effective March 1, 2006

Note: Inquiries regarding specific parcels should be directed to Pierce County, Department of Planning & Land Services 2404 South 35th Street, Tacoma Washington 98409-7400

- Comprehensive Urban Growth Area Boundary
- Urban Growth Area Boundary
- Municipal Areas
- Alderton-McMillin Community Plan Boundary

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for covenants associated by actual survey. ALL DATA IS EXPRESSLY PROVIDED “AS IS” AND “WITH ALL FAULTS”. The County makes no warranty of fitness for a particular purpose.

Pierce County
Geographic Information System
Department of Planning and Land Services
Plot Date: January 8, 2007
Chapter 3: Community Character and Design Element

Introduction

Various natural attributes and built infrastructure have contributed to the past and present character of the planning area. Early settlers cultivated the fertile soils abundant on the valley floor. The land use patterns and buildings constructed by earlier settlers can still be observed from the less traveled roadways. Local residents and land owners are motivated to halt the degradation of the rural community’s character it has experienced from the explosive residential development on the surrounding hillsides and conversion of farmland along SR 162.

The Community Character and Design Element emphasizes the community’s vision by setting forth goals and objectives related to the preservation of the historic and cultural characteristics of the area. Desired design standards are outlined that promote commercial development and signage that can harmonically coexist in rural settings. Strategies are identified that promote the contribution of agriculture within the community, both presently and historically.

Description of Current Conditions

Overall Character

Farm land and open/forested spaces continue to shape the overall character of the plan area. Views from the neighboring ridgelines expose the large open areas that accommodate historical farmsteads, pasture lands, small pockets of clustered homes, forest lands, and the meandering rivers. This is not to say the entire plan area resembles a picturesque rural community. Traveling along SR 162 between Sumner and Orting conveys the contrary, an area in transition. Residential subdivisions haphazardly sprouted up next to working farms. In conjunction with random commercial buildings and signage, contiguous open spaces appear to be dwindling.

Residential growth to the south and east has drastically increased commuter traffic through the area. A line of continuous cars during peak commuting hours create an illusion of a drive-through community. Residents and visitors may sense an urgency, rush and anxiety; quite a different experience from the tranquil feeling of living in a rural countryside. Neighboring
growth has also morphed vegetated hillsides and ridgelines into noticeable executive homes seeking magnificent views of the valley and Mt. Rainier.

COMMERCIAL/INDUSTRIAL CHARACTER

The Alderton RNC has not experienced the same explosive retail commercial growth occurring in neighboring urban areas. Consequently, franchised or corporate identities are absent. Two newer buildings are designed to resemble Pacific Northwest architecture with the incorporation of wood materials and details. Several commercial buildings could be updated or restored. The commercial node is void of any significant landscaping or community amenities and lacks pedestrian connections.

The industrial development within the plan area is concentrated in two general areas, the McMillin Park of Industry and the employment center associated with the City of Puyallup along Pioneer Way. The structures are representative of typical non-discreet manufacturing and warehouse buildings. Absent architectural detail and little or no landscaping, neighboring open spaces, neighborhoods, and farms provide a significant contrast in the landscape.

Older commercial businesses are dispersed throughout the community. Their character varies as much as the services and products provided. Converted single-family homes accommodate offices and home occupations. A detached garage may provide space for a small home-based fabricating operation. During the growing season, locally grown goods are sometimes sold in smaller scale farm stands or converted agricultural buildings.

SIGNAGE

Commercial signs vary in condition, size, placement, and materials. Temporary banner signs may be attached to chain link fences. Reader boards may advertise events at the Grange or available produce at local farms. Various styles of wooden signs promote/publicize local businesses, industries, and home-based occupations. While most signs advertise for businesses located on the premises, a few signs direct travelers to off-site businesses. While the inconsistent signage may detract from the rural character, it may also convey a prevalent sense of autonomy that is typically associated with a rural setting.

VIEWSHEDS

Scenic views of Mount Rainier are abundant within the community. Older structures, such as bridges and agricultural buildings, are located throughout the area and reflect the historic rural and agricultural character. Unfortunately, in some instances these valued community
amenities are overshadowed by discarded material on properties and the disappearing vegetation along hillsides and ridgelines.

Cultural

Historical events and settlement patterns contribute to the cultural and built landscape of today. The Puyallup and Orting valleys played significant roles in the early agricultural economies of Pierce County. The farming families through the 1900s were a close knit community through social gatherings and agricultural activities. As converted agricultural properties have spurred increased residential growth, families are increasingly disengaged with surrounding neighbors and community affairs. This is evident through the decline in the membership of the McMillin Grange.

Local schools may provide the strongest link for residents in the community. Various school programs encourage local support through booster clubs for sports teams or attendance at school functions. Many residents may feel a stronger connection to the school district they reside within rather than the larger community.

HarvestFest is an annual countywide event that promotes Pierce County’s agricultural resources. With various Alderton-McMillin farms participating, the general public becomes connected to the people and land that produces locally grown food. The day concludes with a better understanding and greater appreciation of local farmers by HarvestFest participants.

Historic Resources

Preservation and enhancement of special and unique features and places that relate to a community’s heritage can bring economic benefits to the community through stimulating internal and external investment, increased visitors and promoting tourism in general, and by increasing pride among the community members. A variety of historic preservation activities throughout a community can support the efforts for resource conservation and also help improve quality of life. Examples include restoration of an old farm house, re-use of a historic schoolhouse or grange, rehabilitation of an old store and retaining its commercial use through compatible commercial additions, and incorporation of historic resources and landmarks into new recreational resources and facilities, including trails or scenic bike or auto routes.

There are a number of federal, state and local laws and programs that apply to historic and cultural resource preservation. Locally the Pierce County Cultural Resource Inventory provides an indication of those properties or structures that may hold historical or cultural significance. Table A-6 and Map A-5: Historic Resources identify historic and cultural resources within the
plan area. These resources include one room schools, stores, post offices, homes of notable persons, and granges.

Table A-6: Historical and Cultural Resources

<table>
<thead>
<tr>
<th>National Register and Pierce County Register of Historic Places</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alderton School at 9512 Orting Highway East</td>
</tr>
<tr>
<td>Charles Orton House, 7473 Riverside Road East</td>
</tr>
<tr>
<td>McMillin School (Grange) at 12615 SR 162 E</td>
</tr>
<tr>
<td>McMillin Bridge spans Puyallup River near McMillin</td>
</tr>
<tr>
<td>Woolery-Koehler Hop Kiln (Hop Kiln has been taken down and moved since its designation to National Register.)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pierce County Cultural Resource Inventory, Volume VII: Central Planning Area: Puyallup Valley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alderton</td>
</tr>
<tr>
<td>House, West end of 96th Street East at railroad tracks</td>
</tr>
<tr>
<td>Building behind Alderton Store; southwest corner of Pioneer Way (SR 162) and 96th Street East</td>
</tr>
<tr>
<td>House; southeast corner of Pioneer Way (SR 162) and 96th Street East</td>
</tr>
<tr>
<td>House; southeast corner of Pioneer Way (SR 162) and 106th Street East</td>
</tr>
<tr>
<td>Alderton Store; southwest corner of Pioneer Way (SR 162) and 96th Street East</td>
</tr>
<tr>
<td>Alderton School; northwest corner of Pioneer Way (SR 162) and 96th Street East</td>
</tr>
<tr>
<td>Gymnasium (Alderton School); northwest corner of Pioneer Way (SR 162) and 96th Street East</td>
</tr>
</tbody>
</table>

| McMillin                                                                                     |
| House; east side of Pioneer Way (SR 162) north of 128th Street East                          |
| McMillin School (McMillin Grange); east side of Pioneer Way (SR 162) north of 128th Street East |
| McMillin Community Church; north side of 128th Street East, East of Pioneer Way (SR 162)     |
| House; southeast corner of Pioneer Way (SR 162) and 128th Street East                         |
| House; south side of 128th Street East, east of Pioneer Way (SR 162)                         |
| House; south side of 128th Street East, east of Pioneer Way (SR 162)                         |
| House; west side of Pioneer Way (SR 162), south of Military Road (11822 Orting Highway)      |
| House; east side of Pioneer Way (SR 162) at Military Road                                     |
| McMillin Store; northeast corner of Pioneer Way (SR 162) and 128th Street East               |

It should be noted that this inventory of historic and cultural resources is intended to be a preliminary list of resources of potential historic significance. Additional detailed individual property-based research is necessary to determine eligibility for listing in a historic register. Further, other resources may be added to this list in the future based on additional research.
DESCRIPTION OF DESIRED CONDITIONS

OVERALL CHARACTER

Residential and commercial growth should complement or restore the rural character within the community. Future development should create a land use pattern that depicts open spaces through agricultural and pastoral lands. Homes located on the neighboring hills and ridgelines should be integrated along with trees and vegetation. Future infrastructure improvements should incorporate context sensitive design to be conducive with a rural and agricultural character.

COMMERCIAL/INDUSTRIAL CHARACTER

Commercial development within the Alderton Rural Neighborhood Center should be designed as a compact node that complements the surrounding open spaces and residential development. Access from SR 162 should be limited, requiring shared access for future development. The architectural integrity of existing older structures should be preserved if substantial improvements occur to the exterior of the building. New buildings should be designed in a manner that is indicative of a historic rural commercial area. This would include architectural features such as sloped or stepped roof, porches integrated into storefronts, and the use of wooden or natural construction materials. Businesses that incorporate a franchise or corporate identity would not be present.

Commercial establishments beyond the Alderton commercial area should be designed to blend in with the surrounding agricultural and/or residential character. The placement of new structures should consider the proximity of surrounding homes. Service bays should be screened through the natural attributes of the site or additional landscaping. Structures should replicate historical agricultural building styles, including barns, through the application of architectural features such as a sloped or stepped roof, porches, and use of natural construction materials.

Additional industrial development at the McMillin Rural Industrial Center should be designed to create a perception of smaller scale. This may be accomplished through site design and architectural details. Perimeter landscaping should be required to screen parking lots and outdoor service/storage areas. The exterior walls should be modulated in a manner to decrease the building mass. Additional architectural detail should be applied to the primary building(s) entrances.

SIGNAGE

The continuous signage along various segments of SR 162 creates a perception of unattractive clutter, detracting from the surrounding natural and agricultural landscape. The streetscape of advertisements is a result of both legally and illegally erected signs. Existing illegal signs should be identified and removed. Damaged signage should be repaired or replaced. New signage
should be designed and erected in a manner that advertises the presence of the on-site business while maintaining a low profile along the streetscape. This could be accomplished through the use of natural materials and limiting the number and size of signs.

Signage should support the current and historical agricultural character of the area. Agricultural-themed murals should be encouraged on the sides of commercial buildings. Farms that include an on-site retail operation or other area businesses should be provided additional flexibility in advertising locally grown products. The flexibility may include, but is not limited to, additional temporary signage devoted solely to the availability of local produce or additional permanent signage for a restaurant indicating locally grown products are included on their menu.

**VIEWSHEDS**

The valley provides open spaces, farm lands, and meandering rivers as a desirable view to homeowners overlooking the valley. These overlooking views result in a premium land price. The degradation of these views may slow down the increase in property value or make the view undesirable. It would be expected for homeowners overlooking the valley to protect their views. Valley residents desire a mutual respect from neighboring communities for the protection of views from the valley bottom. Trees and other vegetation on the surrounding hillsides, ridgelines, and transportation corridors should be preserved or replanted in a manner that continues to provide great views of the valley to individual homeowners while concealing the evolving urban residential development from residents living below.

**HISTORIC RESOURCES**

The identification and preservation of historic places augments an adult’s and child’s sense of place within the plan area. It provides a link to the community’s rural and natural resource-oriented past. The current inventory of historic structures and sites should be further researched to identify their current condition and historical significance. Structures and sites should be prioritized as a precursor to a preservation strategy. Historic resources should receive special attention and review during the permitting process on any proposals for alterations, additions, or demolition. Signage should be installed along SR 162 and the Foothills Trail that educates residents and visitors on the area’s current and historical connection to agriculture.
Cultural Resources Policies

Cultural Development

Goal AM CR-1 Ensure that the agricultural heritage of the Alderton-McMillin community is preserved and perpetuated.

AM CR-1.1 Look for opportunities to educate the residents of the community’s agricultural heritage.

AM CR-1.2 Organize agricultural heritage tours to promote and market the community-based agriculture.

AM CR-1.2.1 Work with the local farmers, granges, agriculture-related organizations, and business to organize on-going tours of local farms and other agriculture-related businesses.

AM CR-1.2.2 Work with local schools and colleges to involve young people in the local agriculture.

Historic Preservation

Goal AM CR-2 Emphasize the importance of history in providing a sense of place in the plan area and preserve and prioritize historic structures, places, and traditions.

AM CR-2.1 Ensure the history of the Alderton-McMillin Community Plan area is conveyed to residents and visitors.

AM CR-2.2 The community should be afforded an opportunity to provide input into the review process when a nomination application to the Pierce County Register of Historic Places for a property located in the Alderton-McMillin Community Plan area is filed with the Pierce County Landmarks Commission.

AM CR-2.3 Promote the knowledge and presence of history in the community to provide a sense of belonging and tradition for those who live in or visit the community.

AM CR-2.3.1 Explore educational opportunities in conjunction with activities at the McMillin Grange.

AM CR-2.3.2 Work with the local school districts to integrate the community’s history into the curriculum.

AM CR-2.3.3 Disseminate historical information through kiosks or landmarks.

AM CR-2.4 Develop a historic tour of important places and structures in the community.

AM CR-2.4.1 Develop standardized identification signs for historic tour properties.

AM CR-2.4.2 Encourage property owners of historic properties and structures to be involved with the development of a tour.
**DESIGN AND CHARACTER POLICIES**

**GOALS**

The goal of the community character policies is to ensure future decisions that impact the community are consistent with and continue the preservation of the rural character of Alderton-McMillin.

**COMMUNITY DESIGN**

**GOAL AM D-1** Promote commercial and industrial development that is visually attractive, and compatible with the residential character and agricultural identity of the community while being respectful to the natural environment.

**AM D-1.1** Implement low impact development design standards where feasible.

**AM D-1.2** Locate required vegetation in a manner that provides buffering/screening between industrial and non-industrial lands.

**AM D-1.3** Outdoor lighting should enhance visibility and security without projecting excessive glare on surrounding property or into the night sky.

**AM D-1.4** Sustained noise that is generated by commercial activity should not negatively impact neighboring property owners.

**AM D-1.5** New commercial buildings within a Rural Neighborhood Center that are visible from public areas should convey a traditional rural or agricultural character.

**AM D-1.5.1** New commercial development within the Rural Neighborhood Center should be designed to complement adjacent businesses.

**AM D-1.5.2** Encourage connections between neighboring commercial properties.

**AM D-1.5.3** Promote harmonious commercial building architecture through the use of materials and textures.

**AM D-1.5.4** Prohibit the use of typical franchise/corporate architecture.

**AM D-1.6** Develop and adopt a preferred master plan design for the location of buildings, open space, access, and amenities within the Rural Neighborhood Center.

**AM D-1.6.1** Developments should be linked with walkways, common access points, and outdoor areas providing an atmosphere and identity that is unique to the area.

**AM D-1.6.2** Provide incentives for landowners within a Rural Neighborhood Center to conform to the appropriate adopted master plan design.

**AM D-1.7** Design standards for commercial activities on agricultural properties should be flexible.
AM D-1.7.1 At a minimum, setbacks between residential uses and commercial activities on Agricultural Resource Land and Rural Farm properties should equal or exceed setbacks from neighboring residential property.

AM D-1.8 Promote residential site design that establishes and connects open spaces.

AM D-1.8.1 Provide incentives for innovative site designs that cluster residential uses to preserve larger contiguous open areas.

GOAL AM D-2 Building and freestanding signs shall be designed and located in a manner that is not overly intruding

AM D-2.1 Pole signs shall be prohibited.

AM D-2.2 Decrease the amount of non-agricultural commercial signage in the community plan area.

AM D-2.3 Building and freestanding signs should be lighted indirectly.

AM D-2.4 The size of building and freestanding sign faces shall be limited.

AM D-2.5 The exterior base structure for freestanding signs shall be made of or faced with natural materials such as stone, brick, or wood.

AM D-2.6 Prohibit the use of flashing or rotating signs, video signs, internally lit signs, and roof signs.

AM D-2.7 The Rural Industrial Center shall be identified with one monument sign located along SR 162.

AM D-2.8 Limit the use of off-premise signs to temporary applications such as directional signage or community events.

GOAL AM D-3 Promote local seasonal agricultural products through the allowance of temporary signage.

AM D-3.1 Provide sufficient regulatory flexibility to allow local farmers to advertise available produce using temporary signage.

AM D-3.2 Implement temporary sign standards that allow a local farmer to acquire a temporary sign permit that may extend beyond 30 days to accommodate a product’s availability for marketing.

GOAL AM D-4 Locate required vegetation in a manner that protects and enhances the views of the ridgelines and hillsides from the valley floor.

AM D-4.1 Preserve the natural attributes along the hills and ridgelines above the valley.

AM D-4.2 Development on hillsides or along ridgelines shall be required to locate natural vegetation areas and tree preservation credits along the perimeter of the project to maintain vegetated views from the valley floor.

AM D-4.3 Minimize tree removal to accommodate view creation; encourage selective tree-liming as necessary.
AM D-4.4 Encourage neighboring communities to adopt policies and regulations that
naturally screen urban development on the hillsides and ridgelines from valley
residents.

IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term
actions should be completed within 5-10 years of plan adoption. The entity or entities
responsible for leading the effort to complete the action item is listed in parenthesis following
the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County
Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County
Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce
County Health Department (TPCHD).

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend Title 18J, Design Standards and Guidelines to:
   • Establish site design standards and guidelines and a site plan review and approval
     process for all proposed commercial, civic and industrial development.
   • Establish site design standards and guidelines and a site plan review and approval
     process for all clustered residential development.
   • Establish architectural standards and guidelines and an architectural plan review and
     approval process for all proposed commercial, civic and industrial development.
   • Establish simple, facilitated standards for commercial related to agriculture. (PALS)

2. Amend Title 18B, Signs to establish sign standards and a sign review and approval
   process including:
   • Type and placement of signs.
   • Design details.
   • Sign maintenance.
   • Conveyance of information.
   • Flexibility for establishments selling locally grown products.
   • Nonconforming signs. (PALS)

3. Adopt an inventory of cultural and historic resources within the plan area that are
   significant for preservation, protection, or restoration efforts. These resources may
   include buildings, roads, sites, or districts within communities. (PALS)

4. Review Pierce County land use applications to determine if historic and cultural
   resources are listed for consideration. Amend as necessary to include this as a review
   item. (PALS)

5. Initiate a video documentary of the history of the community including interviews with
   long time residents and farmers. (PALS)
6. Update existing inventory of historic and cultural resources by field verification. (PALS)

**Mid-Term Actions (1-5 years)**

1. Establish a Land Use Advisory Commission for the community plan area. In addition to the normal development and design review responsibilities of the LUAC consider:
   - Initiate special events to promote the history within the plan area.
   - Engage in restoration actions for historic or cultural resources.
   - Work with individual property owners of historic or cultural resources to encourage preservation or restoration actions.
   - Establish a standard design for signage that identifies historic or cultural resources. (PALS, LUAC)
2. Amend Title 18A, Zoning cottage industry standards to provide adequate screening between cottage industries and neighboring properties. (PALS)
3. Amend Title 18J, Design Standards and Guidelines to:
   - Establish viewshed guidelines.
   - Develop context sensitive design guidelines for transportation and utility infrastructure. (PALS, PW-T, PWU)
4. Conduct an inventory of commercial signage within the plan area. The inventory should identify the total number of signs on each parcel, the type of sign, and year the sign was permitted. (PALS)
5. Work toward the placement of community profiles, including the current and historical role of agriculture in the plan area, at trailhead kiosks and along the Foothills trail. (PALS, Parks, LUAC)
6. Organize regular community events by working and coordinating with agriculture-related organizations located within the community. (LUAC)
7. Work with locally-based community development organizations, both public and non-profit, to provide for space and resources for public events and provide market mechanisms to promote agricultural heritage. (LUAC)

**Long Term Actions (5-10 years)**

1. Work with the local school districts to integrate the history of the valley into school curriculum. (LUAC)
2. Develop and distribute material that emphasizes the area’s current and historical connection with agriculture to local homeowner associations to provide community awareness and identity to residents. (PALS, LUAC)
**Map A-5: Historic Resources**

- Pierce County Register of Historic Places
  - PCR-3: Charles W. Orton House
  - PCR-14: Woolrey-Koehler Hop Kiln
  - PCR-16: Alderton School
  - PCR-27: McMillin School (Grange)

1. House
2. Building Behind Alderton Store
3. House
4. House
5. Alderton Store
6. Alderton School
7. Gymnasium (Alderton School)
8. House
9. McMillin School
10. McMillin Community Church
11. House
12. House
13. House
14. House
15. House
16. McMillin Store

**Map Disclaimer:** The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.
Chapter 4: Natural Environment Element

INTRODUCTION

The Natural Environment Element addresses the protection and conservation of natural resources. The Alderton-McMillin community is steeped in traditions dependent upon the land and its resources. The community plan policies and action steps strive to ensure these resources are not only available and enjoyed by future generations but that over time where degradation has occurred, restoration will occur also.

DESCRIPTION OF CURRENT CONDITIONS

The Alderton-McMillin community has experienced a tremendous amount of change over the past thirty years. Rural resource industries within the plan area, such as agriculture, forestry, and mineral extraction, have affected natural systems. Some of the main problems within the plan area include flooding caused by surface water or groundwater, surface water impairment, stream degradation, and riparian habitat degradation due to stormwater runoff. However, much of the plan area still remains as agricultural and rural residential and, as a result, has incurred fewer negative impacts to the natural environment than other more urbanized portions of the County.

AIR RESOURCES

CLIMATE

The Puget Sound region has a marine climate largely influenced by moist air from the Pacific Ocean traveling inland and releasing precipitation as the air masses rise over the Cascade Mountains. Climate conditions in the plan area are typical of the moderate marine climate with the average annual temperature of 50 degrees Fahrenheit and average annual precipitation of 35 to 50 inches.

PUGET SOUND AIRSHE W CHARACTERISTICS

An airshed is a geographic area where air pollutants from sources “upstream” or within the area flow and are present in the air. Most of the air pollution within the Puget Sound airshed
comes from urban development, emissions from motor vehicles, wood burning, and industrial activities. The region’s air quality is highly influenced by the Pacific Ocean and westerly wind patterns. Wind-driven mixing regularly occurs which effectively disperses air pollutants; however, temperature inversions can happen, resulting in stagnation and increased pollution levels. Air inversions are a relatively common occurrence in the Puget Sound area. During times of air inversions, air pollution will continue to accumulate until the weather pattern changes, with the amount of air quality degradation depending on actions such as the amount of vehicle use, mowing of lawns, and burning of wood stoves. The Olympic Mountains to the west and the Cascade mountain range to the east form the sides of a bowl that traps air pollution within the urban basin.

**AIR QUALITY**

Air quality affects the health of people and the environment. Air pollution has been linked to several human lung and heart related diseases, including asthma and cancer, and has been shown to decrease lung function in children. Air pollution affects the environment by harming soil, water, crops, forests, wildlife, decreasing visibility, and impacting global and local climate. Increases in global temperature (referred to as global warming) has resulted from an accumulation of greenhouse gases such as carbon dioxide, methane, and chlorofluorocarbons in the atmosphere. Greenhouse gases trap the sun’s heat as it is radiated from the earth, preventing this heat from escaping back into space, thus warming the earth’s temperature. One of the main contributors to greenhouse gases is discharge from motor vehicles. In Washington State, the effects of global warming results in reduced snow pack, low summer stream flows, more winter flooding, increased coastal erosion, reduced water supplies for people and agriculture, and further loss of salmon habitat. In addition to these impacts, air pollutants also damage the economy. The Washington State Department of Ecology estimates that the annual cost to Washington’s economy from air pollution-related death and illness is at least $500 million. The main sources of air pollution in Washington State come from motor vehicles (over 50%) and smoke from outdoor burning and wood stoves.

The Puget Sound Clean Air Agency (PSCAA), in cooperation with the Washington State Department of Ecology (DOE), monitors air quality in a four-county region (Snohomish, King, Pierce, and Kitsap) for compliance with federally established standards. PSCAA monitors six criteria air pollutants (CAPs) for which the U.S. Environmental Protection Agency (EPA) has established national ambient air quality standards (NAAQS). These criteria air pollutants are:

- Particulate Matter (10 micrometers and 2.5 micrometers)
- Ozone
- Nitrogen Dioxide
- Carbon Monoxide
- Sulfur Dioxide
- Lead

In 2004 PSCAA added information on air toxics (over 400 air pollutants beyond the six CAPs) which don’t have federally set standards but have been associated with a broad range of adverse health effects, including cancer. In 2005, PSCAA also added fine particulate matter
monitoring information. According to the PSCAA 2005 Air Quality Data Summary Report, air quality within Pierce County in 2005 was classified as meeting federal standards and, as described in the PSCAA’s Air Quality Index (AQI), generally ranged between good to moderate with a few brief periods of time classified as unhealthy for sensitive groups.

While the region has never violated the PM$_{2.5}$ federal standard, fine particulate matter is a main pollutant of concern in the Puget Sound area. Because of its adverse health effects, PSCAA has established a health goal for fine particulate matter. Monitoring sites in three of four counties (Snohomish, King, and Pierce) continue to exceed this goal. If proposed federal standards are enacted for fine particulate matter then PSCAA will need to increase efforts to reduce fine particulate matter including wood smoke emission reductions. PSCAA has the authority to issue burn bans to protect human health during high particulate matter events and in February and December 2005 two such burn bans, totaling 16 days, were issued.

In addition to fine particulate matter, ozone levels remain a concern in the Puget Sound region because concentrations have not reduced as significantly as precursor pollutants have. Air toxics are also present in the Puget Sound airshed at levels that pose adverse health effects. These health effects include but are not limited to increased cancer risk and respiratory, cardiovascular, and neurological effects.

Air quality within the plan area is generally consistent with that of Pierce County and the greater Puget Sound region.

**Earth Resources**

Topography within the plan area is characterized by a wide, flat valley bottom bisected by the meandering Puyallup River and abrupt valley walls on either side. Valley walls climb an average of 500 feet before leveling to hilly terraces. Volcanic processes and glaciations formed the Puyallup River Valley. Scouring from the Vashon glaciations formed the deep, northerly trending Puyallup Valley. The topography in the Puyallup and Carbon River valleys was also affected by historic lahar events originating from Mount Rainier.

**Soils**

Soil types determine the ability of the ground to absorb rainfall and dictate appropriate levels and types of development. The main soils types in the valley floor include Orting loam, Puyallup fine sand loam, Pilchuck (loamy) fine sand, and Sultan silt loam. The predominant soil types in the ridge areas above the valley are Everett gravelly sandy loam and Kitsap silt loam. The Puyallup-Sultan Association along the Puyallup River was formed in alluvium deposited by flood waters. Puyallup soils are well-drained, whereas Sultan soils are moderately well-drained. Septic systems in Puyallup soils are moderately prone to failures from wetness. In Sultan soils, septic systems also are prone to failure during the rainy season because of the high-water table. Everett soils are somewhat excessively drained. Septic systems in Everett soils can endanger groundwater supplies because this soil is highly permeable.

Pierce County Surface Water Management classifies soil types into hydrologic soil groups A through D, which range from low runoff potential with high infiltration capacity (group A) to
high runoff potential with low infiltration capacity (group D). Group A and B soils typically include sandy loam soil types such as Spanaway gravelly sandy loam, while Kapowsin gravelly loam is an example of a group D soil. These soil groups become indicators of which areas are more susceptible to surface water runoff, flooding, and groundwater recharge problems. For example, soils with high infiltration capacity can result in insufficient filtration of runoff pollutants, which results in inadequate protection of groundwater quality. The poor draining soil types may contribute to septic failure and quick surface runoff that creates flooding even during smaller storm events.

The majority of soils within the valley portion of the plan area range from Group B to Group D soils. These soil groups have moderate to very slow infiltration rates and slow rate of water transmission. The soils around Canyon Falls Creek area are classified as Group A which has a high infiltration rate and high rate of water transmission.

**LANDSLIDE AND EROSION HAZARD AREAS**

Landslide hazard areas are areas potentially subject to mass movement due to a combination of geologic, seismic, topographic, hydrologic, or manmade factors. Landslide hazard areas can be identified by the presence of indicators such as steep slopes, areas with active bluff retreat or that exhibit sloughing or calving of bluff sediments, areas with skewed trees or that have tension cracks or other types of erosion and/or ground rupture, and areas of historic failures.

A large portion of the plan area is located in the Puyallup River Valley. This valley has steep ridges on either side that quickly have a gain of about 500 feet in elevation. These two ridge areas are classified as potential landslide hazard areas. The areas around Fennel Creek are also classified as potential landslide hazard areas. (See Map A-6: Potential Landslide Hazard Areas)

Potential erosion hazard areas are those areas subject to erosion through either loss of soil, slope instability, or land regression. There are three types of erosion hazards including:

- **Shoreline Erosion Hazard Areas** - areas within 200 feet of a freshwater (lake or pond) or marine (Puget Sound, tidal marshes, and estuaries) shoreline, as measured landward perpendicularly from the edge of the ordinary high water mark.
- **Riverine Erosion Hazard Areas** – areas located within the lateral extent of likely watercourse channel movement due to bank destabilization and erosion, rapid incision, and shifts in location of watercourse channels. These areas are referred to as channel migration zones and regulated as flood hazard areas.
- **Soil Erosion Hazard Areas** - areas identified as having slopes of 20 percent or greater and that are classified as having severe, or very severe erosion potential by the Soil Conservation Service, United States Department of Agriculture (USDA).

The Puyallup and Carbon Rivers have a history of large-scale channel movement. Those portions of the plan area within the designated channel migration zones for the Puyallup and Carbon Rivers are classified as riverine erosion hazard areas. The ridgeline areas and Fennel Creek gulch are classified as potential soil erosion hazard areas and there are also small pockets of areas classified as potential freshwater shoreline erosion hazard areas. (See Map A-7: Potential Erosion Hazard Areas)
**Seismic Hazard Areas**

Seismic hazard areas are areas subject to severe risk of damage as a result of earthquake-induced landsliding, seismic ground shaking, dynamic settlement, fault rupture, soil liquefaction, or flooding caused by tsunamis and seiches. The river valley portions of the plan area are identified as potential seismic hazard areas. These areas have the greatest chance for liquefaction and/or dynamic settlement during a seismic (earthquake) event. Liquefaction hazard areas are areas capable of liquefying in response to earthquake shaking. Dynamic settlement hazard areas are underlain by loose or soft soil that could result in vertical settlement of the ground surface in response to earthquake shaking. (See Map A-8: Potential Seismic Hazard Areas)

**Volcanic Hazard Areas**

At over 14,411 feet high, Mount Rainier is a visible landmark within the southern Puget Sound region and dominates the skyline of the plan area. This glacier-clad, potentially active volcano is capable of spewing ash from pyroclastic eruptions, and generating large volumes of lahars and floods. Such hazard events have in the recent geologic past, inundated various watersheds, river valleys, and even reached the shores of Puget Sound.

Volcanic hazard areas are those land areas subject to pyroclastic flows, pyroclastic surges, or ballistic projectiles, lava flows, and inundation by lahars, debris flows, or related flooding resulting from geologic and volcanic events on Mount Rainier. Volcanic hazard areas also include areas that have not been affected recently, but could be affected by future such events. Volcanic hazard areas are classified into the following categories:

- **Case I Lahar Inundation Zones** – are massive in scale, can occur with or without eruptive activity, and the average reoccurrence rate is about 500 to 1,000 years.
- **Case II Lahar Inundation Zones** – are commonly caused by the melting of snow and glacier ice by hot rock fragments during an eruption, but which can also have a non-eruptive origin and the average reoccurrence rate is near the lower end of the 100 to 500 year range, making these flows analogous to the so-called “100-year flood” commonly considered in engineering practice.
- **Case III Lahar Inundation Zones** – can occur from events such as moderately large debris avalanches or small non-cohesive lahars, glacial outburst floods, or other types of debris flow, all of non-eruptive origin and the average reoccurrence rate is about 1 to 100 years. While occurring more frequently, these events are typically small and have generally not gone beyond the Mount Rainier National Park boundaries.
- **Pyroclastic-Flow Hazard Areas** – are subject to pyroclastic flows, pyroclastic surges, lava flows, and ballistic projectiles during future eruptions and the average time interval between eruptions of Mount Rainier is about 100 to 1,000 years.

The river valley portions of the plan area are identified as designated volcanic hazard areas for Case I and Case II Lahar Inundation Zones. While the time intervals between these types of events may range from 100 to 1,000 years the magnitude of the damage that is caused is extreme. During one of the biggest Case I lahar inundation events, known as the Osceola
Mudflow, which occurred almost 5,000 years ago, it is estimated that a wall of mud, with a consistency of viscous cement, 60 feet in height roared down the White and Green River Valleys and spilled across the Buckley Plain destroying and covering everything in its path. It appears that the lahar in this event traveled as far as Commencement Bay in Tacoma and Elliott Bay in Seattle. The much smaller Electron Mudflow event that occurred about 500 years ago, moved about 35 miles down the Puyallup River Valley as far as McMillin. (See Map A-9: Volcanic Hazard Areas)

**Vegetation**

The historic plant communities within the majority of the plan area were mixed woodlands (hardwoods and conifers ranging from early to late seral stage). At this time, the plan area contains a mixture of pasture grasses, agricultural crops, wetlands, and a mixture of lowland conifer forests and hardwood/shrubs. (See Map A-10: Tree Canopy Coverage (2002)) The eastern slope containing Canyon Falls Creek and Fennel Creek contains high tree cover. These trees help to stabilize the slope, uptake and cleanse excess water, and provide an aesthetic value to the Alderton-McMillin community.

**Water Resources**

Water resources are one of the defining natural features of the Puyallup Valley. The valley is abundant with two main rivers, numerous streams, floodplains, wetlands, and a high groundwater table. Resources need to be protected for fish and wildlife habitat, drinking water, and flood storage.

**Water Resource Inventory Areas (WRIAs) and Watershed Basins**

Water Resource Inventory Areas (WRIAs) are watershed planning units established by Washington State. Pierce County has further divided these WRIAs into 26 watershed basins. The entire Alderton-McMillin Community Plan area is located within the Puyallup watershed (WRIA #15). There are three watershed sub-basins within the plan area including the Lower White River Basin, the Lower Carbon River Basin and the Mid-Puyallup River Basin, which encompasses the majority of the plan area.

The Pierce County Public Works and Utilities Department-Water Programs Division is in the process of developing detailed basin plans for each of the 26 watershed basins in Pierce County. These basin plans will be considered an update of the Pierce County Storm Drainage and Surface Water Management Plan, adopted in 1991. The 1991 Plan established policies for how to manage stormwater runoff in unincorporated Pierce County. It identified capital improvement projects for urban drainage basins to reduce flooding and control the adverse effects of stormwater on water quality and other aspects of aquatic habitat, such as the accumulation of fine sediment in stream bottoms. Basin plans analyze the existing hydrologic and habitat systems and address the impacts of current and proposed land use development on surface water runoff, capital improvement projects, and habitat degradation. Information from basin plans provides some scientific analysis, which can be used to help develop preferred land use designations.
In 2005, Pierce County Water Programs Division completed a basin plan for the Mid-Puyallup River Basin. The Mid-Puyallup drainage basin is approximately 58 square miles of land and streams tributary to the Puyallup River from approximately River Mile 7 west of the City of Puyallup to the High Bridge at River Mile 26.5 south of Orting. The study area does not include the Puyallup River, the Carbon River, or the White River because these rivers are addressed in separate existing plans. Within the Mid-Puyallup River Basin, multiple streams comprise the natural drainage system and contribute flow to the main stem of the Puyallup River. Major tributaries include Alderton Creek, Van Ogles Creek, Ball Creek, Fennel Creek, Canyon Falls Creek, and Horsehaven Creek. Drainage in the basin has been significantly modified over time through farming and the progression of development. Much of the system today is controlled through manmade systems of conveyance pipelines, ditches, and other stormwater facilities.

Also in 2005, Pierce County Water Programs Division began characterizing storm drainage and surface water management problems in the Carbon River and Upper Puyallup River drainage basins to be addressed in the Carbon River and Upper Puyallup Basin Plan. Completion is forecast in winter 2008. The Carbon River/Upper Puyallup River Basin Plan will concentrate on areas draining to the tributaries of the rivers, not the mainstem Carbon River and Upper Puyallup River. Mainstem flooding is covered in a separate plan called the Puyallup River Basin Comprehensive Flood Control Management Plan. The effects of mainstem flooding on tributaries will be described in the basin characterization. Recommended solutions emerging from analysis of these conditions will be forwarded to the update of the Flood Control Management Plan.

To date, no basin planning process has been initiated for the Lower White River.

## Flooding and Surface Water Runoff

The County’s Critical Area regulations identify land areas that are most prone to flooding. These areas typically include lands adjacent to rivers and streams and pothole areas. In addition, as forested and natural vegetative cover is replaced with development, surface water runoff (stormwater) tends to increase both in volume and rate of runoff. Historically, rainfall would be utilized in forest evapotranspiration processes or stay on a site trapped in numerous small depressions, saturating the top several feet of soil. Flooding would only occur during larger storm events when the vegetation and soil was completely saturated. As development has occurred, vegetation has been removed and many of the small depressions were graded smooth, with the top several feet of soil removed or compacted. This type of development removed the ability of the land to contain the smaller storm events and subsequently flooding started to become a problem at even the smaller events, particularly in areas underlain by Type C or D soils which have a low infiltration capability. Increases in the number and capacity of connected drainage systems, in the form of ditches and pipes intended to drain properties and remove water quickly, also increase stormwater problems downstream.

Stormwater, that has not been properly addressed, can also result in water quality and habitat degradation, negative impacts to fisheries, and erosion. Stormwater related problems can be correlated to the amount of impervious surface within a watershed or basin. Recently published research indicates that water quality problems and habitat degradation start
occurring when a watershed reaches approximately 10% effective impervious surface. This percentage can be reached with a density of as little as one home per acre because of the network of roads needed to support this type of development.

**Potential Flood Hazard Areas**

Over 50% of the lands within the plan area are classified as potential flood hazard areas. These areas are mainly located adjacent to the rivers and creeks within the plan area. Lands located within potential flood hazard areas require a special review process for proposed development or building activities. (See Map A-11: Potential Flood Hazard Areas)

**Flooding Problems in the Mid-Puyallup Basin**

The Mid-Puyallup Basin Plan identified some specific flooding problems within the plan area including:

- Ponding water along the side of the road along Pioneer Way from 142nd Avenue Court East to the BNSF railroad crossing that does not extend over the roadway.
- Roadway flooding at the culvert under 106th Street East on Ball Creek and sedimentation in the creek has reduced capacity and fish passage. Also, erosion is occurring at a bend in the stream just upstream from the culvert.
- Flooding and a fish passage barrier at the culvert where Ball Creek crosses under the railroad on the west side of Pioneer Way.
- McCutcheon Road floods where it crosses Fennel Creek.
- Flooding at the Kelly Lake Road Bridge (206th Avenue East) that crosses Fennel Creek.
- Overtopping of the stormwater pond at the intersection between 108th Street Court East and 206th Avenue Court East that serves the Fir Ridge development (formerly Wembley Park).
- Road flooding at the 114th Street cul-de-sac that extends off of 205th Avenue East.
- Roadway flooding where Horsehaven Creek crosses at 150th Avenue East.
- Roadway flooding at 188th Street East where it crosses over Horsehaven Creek.
- Roadway flooding along Jansky Road near the 15200 block and severe erosion on Horsehaven Creek just upstream of twin 24-inch driveway culverts that sends sediment to downstream spawning reaches.
- Flooded properties at 224th Street East near 149th Avenue East.
- Roadway flooding at Jansky Road near the 21400 block.
- Several other areas have been placed on a monitoring list to pay close attention for any future flooding events.

Conceptual solutions for these issues are addressed in the basin plan as proposed capital improvement projects (CIPs). These conceptual solutions include actions such as:

- Replacing existing culverts with larger, habitat friendly box culverts.
- Creating new swales to existing ponds or developing new detention ponds where necessary.
- Completing channel and stream bank restoration activities.
• Reconstructing roadways and bridges.

**GROUNDWATER**

The unique topography of this plan area introduces issues of water interaction between the plateaus and the flat river valley. Multiple springs emerge from the hillside between the plateau and the valley. The springs serve as water sources for the homes below. These springs are fed by infiltration up on the plateau. An increase in impervious surfaces on the plateau could affect both the quantity and quality of water from these springs and reduce the amount of infiltration feeding these springs. In addition, the western portion of the plan area is underlain by a designated sole source aquifer. The depth of groundwater in the plan area ranges from one to more than 100 feet.

Aquifer recharge and wellhead protection areas are regulated areas that have a critical recharging effect on groundwater used for potable water supplies and/or that demonstrate a high level of susceptibility or vulnerability to groundwater contamination from land use activities. Regulated aquifer recharge areas include the potentially vulnerable aquifers as identified in map of Groundwater Pollution Potential, Pierce County, Washington, National Water Well Association, U.S. Environmental Protection Agency and the entire Clover/Chambers Creek Aquifer Basin boundary as identified in the Clover/Chambers Creek Basin Groundwater Management Program. Regulated wellhead protection areas are lands within the ten-year time-of-travel zone boundary of a Group A public water system well. The majority of the plan area is located within designated aquifer recharge and wellhead protection areas. (See Map A-12: Aquifer Recharge and Wellhead Protection Areas)

**WATER QUALITY**

Threats to water quality come from a variety of everyday sources such as agriculture, forest practices, septic systems, stormwater, construction activities, recreation, road runoff, and residential activities. These sources are often referred to as “nonpoint” sources of pollution. Point sources of pollution would include businesses and sewage treatment plants, which directly discharge into salt or freshwater. Given the rural character of the plan area, it is probable that the majority of water quality problems are attributable to nonpoint sources of pollution.

Section 303(d) of the federal Clean Water Act requires Washington State Department of Ecology (DOE) to prepare a list of water bodies that are not meeting, or will not meet water quality standards. The mainstem Puyallup River is on the 1998 303(d) list for biochemical oxygen demand (BOD), ammonia, and residual chlorine.

**WATER QUALITY PROBLEMS IN THE MID-PUYALLUP BASIN**

None of the Puyallup River tributaries located within the Mid-Puyallup Basin planning area are on the 1998 303(d) list. Waterbodies in the Basin included on the Candidate 2002/04 303d List (Category 4/Fish Habitat) are: Ball Creek, Fennel Creek, Canyon Falls Creek, and Horsehaven Creek. Although the Mid-Puyallup Basin does not contain streams with reaches on the 1998 303(d) list, care should be exercised to avoid contributing any additional BOD and ammonia to...
the Puyallup River. Various methods of reducing pollutants against water quality standards should be examined given the level of development planned for areas draining to the creeks and draining directly to the Puyallup River.

Land use impacts to water quality in the Mid-Puyallup Basin are primarily a result of historical agriculture use. Much of the Puyallup River Valley has been used for agriculture since the early 1900s and continues to be used this way today. Impacts to Mid-Puyallup tributary streams resulting from agriculture include elevated stream temperatures from lack of vegetated stream corridors; high fecal coliform levels from herd animals; and herbicides and insecticides in the water. In addition, the water quality of stormwater runoff from urban areas is an increasing concern in the Mid-Puyallup Basin as urban and suburban growth increases. Urban stormwater runoff typically has elevated levels of nutrients, metals, and fine sediment among others.

Another contributor to water quality (and quantity) problems in the community is from development on the hillsides. Construction on the hillsides flanking the Puyallup Valley greatly increases soil erosion and deposition in the valley. Trees and shrubs are cut so rainfall strikes the ground without being slowed by leaves, needles, and branches. Rain hits the ground with much greater energy with the potential to dislodge and move large soil particles. Groundcover and leaf detritus is removed with a similar effect, exposing soil to the direct force of raindrops. Soil, gravel, and debris are conveyed in concentrated rivulets and scour adjacent areas. Soil suspended in runoff is conveyed to streams and precipitates out where stream grades are low. Low gradient stream reaches occur in the valley. The precipitate (sediment and gravel) fill stream channels sometimes forcing flows to leave the original channel, flooding adjacent areas, and changing the extent of the floodplain.

The Mid-Puyallup Basin Plan identified some specific water quality problems within the Alderton-McMillin Community Plan area including:

- Iron bacteria in Alderton Creek proliferate in the open channel portion of the creek near the corner of Pioneer Way East and 88th Street East. Although the presence of iron bacteria is unsightly in Alderton Creek, it is neither toxic nor hazardous to public health.
- The groundwater table is shallow in the Puyallup River Valley and flooding has caused some on-site sewer systems to fail.
- Bank erosion along stream channels caused by unrestricted access by livestock and increased urban type development contributes to elevated turbidity levels, sediment accumulations, degraded habitat, and can cause other property damage. Alderton Creek, Ball Creek, and Horsehaven Creek all have segments of unprotected, low-gradient stream banks through agricultural areas which make it difficult for sediments from bank erosion to be flushed downstream. Each of these creeks has thick layers of fine material covering their gravel beds and smothering spawning gravel. This fine sediment reduces the flow of oxygen rich water to developing eggs and fills cobble spaces where insects live that provide food for developing fingerlings.
- Elevated temperatures have been recorded in Ball Creek, Fennel Creek, and Horsehaven Creek. During 2002, Ball Creek was proposed to be listed on the State’s 303(d) list of impaired waters for exceeding temperature standards.
• Fecal coliform bacteria enter streams and other waters from the feces of animals. Allowing cattle to have free access to streams elevates fecal coliform levels and can pose health risks to both humans and fish. Elevated fecal coliform levels have been recorded in several of the Mid-Puyallup tributaries. In 2002, Ball Creek was proposed to be listed on the State’s 303(d) list for exceeding fecal coliform standards. Grab samples collected by the Puyallup Tribe indicated fecal coliform levels exceeding State standards six times during the years 1999 to 2001 in Fennel Creek and Canyon Falls Creek.

Conceptual solutions for these issues include actions such as:

• Restricting livestock from free access to watercourses and waterbodies to eliminate defecation and erosion.
• Planting native vegetation and tree cover along watercourses for shading and filtration of pollutants and sediments.
• Installation of stormwater control projects to redirect stormwater runoff away from watercourses.
• Work with the Tacoma-Pierce County Health Department to correct on-site septic system failures.
• Increase monitoring and sampling areas.

**Shorelines**

The Washington State Shoreline Management Act (SMA) provides for the management of water bodies or watercourses identified as “shorelines of the state.” Areas under jurisdiction of the SMA include the water body/course, all lands within 200 feet of the ordinary high water mark, and associated wetlands and floodplains. In the Alderton-McMillin Community Plan area this classification is applied to the Carbon and Puyallup Rivers and Voights Creek.

Shorelines of the state are designated into five types of environments including Urban, Residential Rural, Rural, Conservancy, and Natural. These environments are similar to zoning classifications allowing different land uses, densities and activities ranging from the most intensive uses (Urban) to very limited uses (Natural). A majority of the Puyallup River is designated Rural Environment, which allows low density residential and intensive recreational and agricultural uses. A few small segments of the Puyallup River are designated as Conservancy Environment, which allows for outdoor recreation and low intensity agricultural and forestry uses. The Carbon River is designated Rural Environment downstream of the City of Orting and changes to Conservancy Environment from the northern city limits upstream. The portion of Voights Creek located within the plan area is designated as Rural Environment.

**Wetlands**

Wetlands are legally protected under the Federal Clean Water Act, the State Growth Management Act, and Pierce County Codes. Wetlands are those areas identified by the presence of water during the growing season, hydric soils, and the presence of a plant community that is able to tolerate prolonged soil saturation. These special land areas provide many important environmental functions including: reducing the impact or frequency of flooding, providing habitat, recharging aquifers, providing clean water for fish and other aquatic
species, and preventing shoreline erosion. Wetlands also provide visual buffers in the built landscape.

The plan area contains wetlands that are mainly located adjacent to the rivers and creeks and small pockets of scattered, isolated wetlands. There is a strong correlation between designated flood hazard areas and wetlands. (See Map A-13: County Wetland Inventory)

**Fish and Wildlife Resources**

**Fish Species and Habitat**

Eight anadromous fish species (Coho salmon, steelhead trout, Chinook salmon, chum salmon, pink salmon, sockeye salmon, cutthroat trout, and bull trout/Dolly Varden) are identified on the revised Washington State Department of Fish and Wildlife (WDFW) StreamNet maps as known and/or predicted to occur within the plan area (see Map A-14: Fish and Wildlife Resources). The location, status, origin and type, spawning and Endangered Species Act (ESA) listing information for each anadromous fish species within the plan area is depicted in Table A-7.

**Table A-7: Anadromous Fish Species in the Plan Area**

<table>
<thead>
<tr>
<th>Species</th>
<th>SaSI Stock*</th>
<th>Status</th>
<th>Origin and Type</th>
<th>Spawning</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Coho Salmon</strong></td>
<td>Puyallup</td>
<td>Healthy</td>
<td>Mixed, Composite</td>
<td>mid-Oct – Jan (can be Mar)</td>
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<tr>
<td>Puyallup River</td>
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<tr>
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<tr>
<td>Voight Creek</td>
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<tr>
<td><strong>Steelhead Trout</strong></td>
<td>Mainstem Puyallup Winter</td>
<td>Depressed</td>
<td>Native, Wild</td>
<td>Mar – mid-June</td>
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<tr>
<td>Puyallup River</td>
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<td></td>
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</tr>
<tr>
<td>Carbon River</td>
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<tr>
<td>Fennel Creek</td>
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<tr>
<td>Coplar Creek</td>
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<td>Voight Creek</td>
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<td><strong>Chinook Salmon</strong></td>
<td>Puyallup</td>
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<td>Mixed, Composite</td>
<td>mid-Sept – early Nov</td>
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<td><strong>Chum Salmon</strong></td>
<td>Puyallup/ Carbon Fall</td>
<td>Healthy</td>
<td>Native, Wild</td>
<td>Dec – Jan</td>
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<td><strong>Pink Salmon</strong></td>
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<td>Sept – Oct</td>
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<td>Species</td>
<td>SaSI Stock*</td>
<td>Status</td>
<td>Origin and Type</td>
<td>Spawning</td>
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<td>Sockeye Salmon</td>
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<tr>
<td>Cutthroat Trout</td>
<td>Puyallup</td>
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<td>Native, Wild</td>
<td>Jan – Mid-June</td>
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<td>Puyallup River</td>
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<tr>
<td>Bull Trout/ Dolly Varden***</td>
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<td>Unknown</td>
<td>Native, Wild</td>
<td>Unknown (but would occur in the autumn)</td>
</tr>
<tr>
<td>Puyallup River</td>
<td></td>
<td></td>
<td>Unknown</td>
<td></td>
</tr>
</tbody>
</table>

*Information from the 2002 draft Washington State Salmon & Steelhead Stock Inventory (SaSI), WDFW and from interviews with WDFW staff.

** Chinook Salmon, Bull Trout/Dolly Varden, and Steelhead Trout are listed as Threatened under the Endangered Species Act.

*** Bull Trout/Dolly Varden (WDFW has not done enough genetic analysis to determine if the basins contain one species of native char or both, and they’re difficult to distinguish, except by genetic analysis). Both have anadromous life history forms. Cutthroats were rated in 2000, and Bull Trout/Dolly Varden in 1998.

**** These fish are part of a coast-wide riverine population not yet characterized in WA.

Healthy stream habitats include cool, clean water, vegetated riparian corridors, clean bed material, a high degree of channel complexity, and a stable channel. A vegetated riparian corridor is land adjacent to the creek that has mature trees and shrubs for a distance from the creek of at least one tree height. The Mid-Puyallup Basin Plan includes a detailed discussion of the streams and creeks located within the plan area that provide fish habitat as follows:

- About half the length of Alderton Creek now flows underground through pipes, including the first 300-feet at the mouth of the creek. These pipes are barriers to fish passage. The open-channel sections that lie upstream of the pipe are mostly roadside ditches. Flow is intermittent.
- Van Ogles Creek is considerably degraded in many areas with sparse riparian corridors, high fine sediment content, low channel complexity, and at least three fish blocking culverts in the lower reaches. Despite its degraded condition, the Puyallup Tribe reports that Coho, chum, and, cutthroat use this stream for spawning and rearing.
- Ball Creek flows from the west across the flat valley bottom and is known to support Coho salmon and cutthroat trout even though the creek is listed as degraded. The habitat value in this stream is moderate but could be greatly improved by removing barriers to fish passage and working with property owners to restore riparian corridors.
- Fennel Creek drains most of the upland plateau in the northeast part of the Mid-Puyallup Basin. Chinook and Coho salmon use the lower reaches up to Victor Falls, which acts as a natural fish barrier restricting anadromous fish from the upper reaches. Fennel Creek has experienced a loss of riparian vegetation and channel complexity. Much of Fennel Creek’s upper reaches, from the headwaters of Fennel Creek down to Rhodes Lake Road near Victor Falls, has sparse or absent riparian vegetation. Beyond this location, the riparian corridors are fully forested to the creek’s mouth. Most areas adjacent to the creek are agricultural and rural-residential areas; however, the Fennel Creek Basin is currently undergoing rapid residential development.
- Canyon Falls Creek flows from springs on the east valley wall south of Fennel Creek. The creek supports small runs of Coho, chum, and pink salmon and winter steelhead as far
as McCutcheon Road. There is a culvert under McCutcheon Road that is creating a fish passage barrier. There is approximately 0.25 mile of spawning habitat above this culvert. The upstream reaches are good habitat with clean gravel, fully forested riparian corridors, and adequate water quality. At the end of the 0.25-mile stream reach is a commercial fish hatchery. Migrating fish are unable to go beyond the hatchery.

- Horsehaven Creek has its headwaters on the plateau above the Puyallup River Valley wall. The creek flows down into the valley and then across the flat valley bottom to the Puyallup River. The creek supports Coho and chum salmon and cutthroat trout despite the fact it has lost much riparian habitat, contains fine sediments and fish passage barriers, and has lost much of its channel complexity. Aerial photographs show sparse or absent riparian corridors along Horsehaven Creek in a number of places. There is also a fine sediment build up in several areas of the creek including one area in the lower reaches of Horsehaven Creek near the confluence with the Puyallup River that buries spawning gravels to a depth of several feet. This section of creek provides valuable refuge for spawning fish and rearing area for fingerlings. Much of the sediment is assumed to come from local hobby farms and other agricultural practices upstream. At several locations along Horsehaven Creek, stream banks have been damaged or continue to be damaged by livestock. These places are highly susceptible to erosion and contribute fine sediment and fecal coliform bacteria to the stream. Complex features such as large woody debris, pool riffle intervals, sinuosity, gravel bars, and bank vegetation have been removed from the stream greatly reducing habitat value.

<table>
<thead>
<tr>
<th>Wildlife Species and Habitat</th>
</tr>
</thead>
</table>

Wildlife species depend on a variety of habitat types to support their life cycles, including wetlands, riparian areas, and coniferous forests. Priority wildlife habitat and species locations have been mapped by the Washington State Department of Fish and Wildlife (WDFW) and are identified in WDFW’s Priority Habitat and Species Database. The plan area provides habitat for bald eagles, which are a listed species under the Endangered Species Act. Nesting habitat for bald eagles consists of upland woodlands and lowland riparian stands with a mature conifer or hardwood component. A variety of tree species, both alive and dead, are used for perching. Communal roost stands are generally uneven-aged with a multi-layered canopy, often on leeward-facing hillsides or in valleys. In addition, the WDFW Priority Habitats and Species (PHS) data indicates urban natural open space and wetland habitats within the plan area. (See Map A-14: Fish and Wildlife Resources)

Pierce County, in conjunction with WDFW and the University of Washington, has completed a wildlife biodiversity plan for Pierce County. This plan identifies areas within Pierce County that provide for the greatest diversity of wildlife species, based on existing land cover (vegetation zones) and the concepts of species richness and representation. The areas with the highest diversity and representation were designated as Biodiversity Management Areas (BMAs). Connecting corridors between the BMAs have also been established to facilitate wildlife movement between BMAs. The Puyallup River is designated as a biodiversity corridor. (See Map A-14: Fish and Wildlife Resources)
The Pierce County Comprehensive Plan contains policies that address open space. These policies specify open space criteria that include areas where natural processes (e.g., wetlands and tidal actions) occur or which contain unusual landscape features (e.g., cliffs and bluffs), wooded areas, environmentally unique areas, and parcels which provide connectivity in the open space network. The Map 2-5: Open Space Corridors identifies the designated open space corridor throughout Pierce County, which is based upon high priority open space categories (fish and wildlife habitat, wetlands, rivers, streams, creeks, marine waters, and wooded areas). Several County programs and development regulations provide for preservation of open space. These include Conservation Futures Program, Current Use Assessment Program-Open Space taxation, and Development Regulation bonus densities and design standards. Almost the entire plan area is located within a designated open space corridor.

**Description of Desired Conditions**

The community plan envisions a greater integration of the built or human environment with the natural environment. In the past 30 years, the greatest changes to the Alderton-McMillin community result from alterations in the areas surrounding the community rather than the community itself. A significant amount of development has occurred in Orting, Sumner, and the hillsides containing Puyallup, South Hill, and Bonney Lake. The community plan policies and action steps focus on three main areas: improving hillside development; flooding, and stream restoration.

Under the plan, it is hoped that development along the hillsides would no longer exacerbate erosion, sedimentation, and flooding problems on the valley floor and the aesthetics of the valley walls would be preserved through greater tree retention. The plan strives to address the impacts of hillside development through establishment of a task force to address the problems resulting from continual development of the hillsides surrounding the valley. The task force would consist of members of the community, the cities, and the County. Plan policies outline potential measures that could be taken in order to ensure hillside development does not increase erosion, sedimentation, and flooding on the valley floor. The plan also seeks to identify and correct existing problems resulting in excessive stormwater or sedimentation through best environmental practices such as limiting footprints, tree retention, and low impact
development techniques that reduce impervious surfaces and infiltrate stormwater rather than route it off site.

The community plan strives to alleviate flooding and restore stream corridor and bank functions for the Puyallup and Carbon rivers thus improving both water quality and quantity issues for fish, wildlife, and people (see Map A-15: Flood Restoration Projects). The plan builds upon the Mid-Puyallup Basin Plan and the Puyallup Tribe Restoration Site Catalogue by identifying restoration projects or community priorities for purchasing properties with public funds.

The valley community clearly demonstrates the high value we place on a healthy ecosystem. Our clean air and water, abundance of habitat for fish and wildlife, forested hillsides and open spaces help us retain our historic connection to the land. We integrate our building and development activities with the natural environment and the spectacular views.

It is the goal of this community plan to sustain the health, beauty, and function of the unique natural ecosystems of the valley for future generations. The valley’s abundant rivers and wetlands, fertile soils, clean air, forested hillsides, and open spaces provide numerous recreational opportunities, homes and habitat for fish and wildlife, and a healthy local food supply for the urban areas. The valley’s natural resources should be protected and where degraded, should be restored.

**ENVIRONMENT POLICIES**

**GOALS**

It is the goal of this community plan to sustain the health, beauty, and function of the unique natural ecosystems of the valley for future generations. The valley’s abundant rivers and wetlands, fertile soils, clean air, forested hillsides, and open spaces provide numerous recreational opportunities, habitat for fish and wildlife, and a healthy local food supply for the urban areas. The valley’s natural resources should be protected, and where degraded, should be restored.

The goal of the natural hazard policies is to ensure damage to property or people is minimized; evacuation routes, procedures, and actions are in place; and the public is educated about what to do and where to go in the event of a flood, earthquake, volcano, or landslide.

**WATER RESOURCES**

**SURFACE WATER RUNOFF, FLOODING, AND HABITAT**

**GOAL AM ENV-1**

Plant or retain trees and employ other natural methods to stop excess stormwater runoff, flooding, and erosion resulting from construction on hillsides.

**AM ENV-1.1**

Require new hillside developments to mimic pre-development hydrologic conditions.
AM ENV-1.2 Require development on hillsides to eliminate stormwater runoff consistent with the most recent stormwater manual.

AM ENV-1.2.1 Hillside developments shall be designed to absorb and slow the water through mechanisms such as:

AM ENV-1.2.1.1 Reducing the building and road footprint by increasing allowable roof-height, clustering the buildings, reducing densities, and shortening the roads;

AM ENV-1.2.1.2 Revising emergency vehicle access standards to reduce road width, length, and pavement material while ensuring safety;

AM ENV-1.2.1.3 Designing the sites with terraces to increase the flow length and treatment capacity in heavily vegetated swales connecting bioretention systems;

AM ENV-1.2.1.4 Locating buildings on the uphill side of the parcel to allow greater area of infiltration below the building;

AM ENV-1.2.1.5 Using permeable sidewalks, patios, driveways, and roadways; and

AM ENV-1.2.1.6 Using low impact development (LID) techniques when feasible.

AM ENV-1.3 Require maximum tree retention to ensure slope stability and assist with the uptake of water. Allow limbing or pruning of trees for views while not compromising tree viability or slope stability.

AM ENV-1.3.1 Developments on hillsides should be allowed to remove vegetation only in the area necessary for roads, buildings, and yards. Overall vegetation removal should not exceed 30% of the parcel.

AM ENV-1.3.2 Explore the establishment of a greenbelt/open space corridor along the ridgelines and hillsides bordering the valley.

AM ENV-1.4 Ensure the allowable hillside density is compatible with the carrying capacity of the land.

AM ENV-1.4.1 Consider adoption of performance standards for developments on slopes or hillsides.

AM ENV-1.4.2 Consider reducing allowable densities on hillsides.

AM ENV-1.5 Investigate and correct flooding and sedimentation conflicts resulting from existing hillside development.

AM ENV-1.5.1 Undertake a study of existing developments on the ridgelines and hillsides to determine the source of excessive stormwater or sedimentation.

AM ENV-1.5.2 Funding for studies and corrective actions should come from multiple sources including stormwater utility management fees, grants, and developers.
AM ENV-1.5.3 Update the Mid-Puyallup Basin Plan to include any capital projects or programs that address sedimentation and flooding resulting from hillside development.

AM ENV-1.6 Work with homeowner associations located on hillsides to understand and address the issues and correct existing problems.

GOAL AM ENV-2 In determining properties for purchase with public funds, use the following community preferences:

AM ENV-2.1 Priority 1: Headwaters of streams and creeks;

AM ENV-2.2 Priority 2: Mouths of creeks into the Puyallup River;

AM ENV-2.3 Priority 3: Wetlands that mediate stream flow and provide flood storage capacity; and

AM ENV-2.4 Priority 4: Wetlands that mainly provide habitat for wildlife.

GOAL AM ENV-3 Prioritize Mid-Puyallup Basin Plan capital improvement projects in the Alderton-McMillin community in the following order:

AM ENV-3.1 Priority 1: Projects that alleviate flooding;

AM ENV-3.2 Priority 2: Projects to reduce erosion and sedimentation;

AM ENV-3.3 Priority 3: Projects that provide greater conveyance efficiency; and

AM ENV-3.4 Priority 4: Projects that improve water quality and aquatic habitat.

GOAL AM ENV-4 Stream corridor restoration and removal of invasive plant species protects the carrying capacity of stream channels, reduces sediment deposition, protects or restores fish habitat, improves water quality, and reduces property damage and flooding. Restoration and invasive vegetation removal projects in Alderton-McMillin should reflect the following community priorities:

AM ENV-4.1 Priority 1: Projects that alleviate flooding or reduce property damage;

AM ENV-4.2 Priority 2: Projects that include both bank restoration and invasive species removal;

AM ENV-4.3 Priority 3: Invasive species removal; and

AM ENV-4.4 Priority 4: Bank restoration.

NATURAL HAZARDS

GOAL AM ENV-5 Recognize that the Puyallup-Carbon River Valley has the potential for several naturally occurring, catastrophic events.

AM ENV-5.1 Allow clustering of homes or businesses only when safe, available evacuation routes can be identified or constructed.
GOAL AM ENV-6  Pierce County should develop plans that protect and prepare community residents in the event of a hazardous incident.

AM ENV-6.1  Pierce County should invest financial and staff resources into future capacity improvements that protect local community residents.

AM ENV-6.1.1  The County shall include seismic retrofitting for the McMillin Bridge in the next Transportation Improvement Program (TIP) cycle.

AM ENV-6.1.2  The County should facilitate opportunities to implement the Bridge for Kids.

AM ENV-6.1.3  The County and community should engage in conversations with Tehaleh to investigate the possibility of an escape footpath from the valley to a staging area on the plateau.

AM ENV-6.2  Pursue opportunities to augment the local emergency siren system.

AM ENV-6.2.1  The County shall require all new public gathering places to be hardwired with NOAA weather radios.

AM ENV-6.2.2  Home builders should be encouraged to hardwire emergency weather radios into new construction.

AM ENV-6.2.3  Pierce County should distribute emergency weather radios to residents.

AM ENV-6.3  All evacuation routes out of the valley shall be clearly identified with signage within one year of plan adoption.

AM ENV-6.4  Pierce County neighborhood emergency teams should be widely established within the plan area.

AM ENV-6.4.1  Identify groups of people and individuals, particularly the elderly or young children, which may need assistance during an event.

AM ENV-6.4.2  Establish and distribute procedures and contacts through coordination with PC-NET.

AM ENV-6.5  Establish and implement a public outreach program to familiarize citizens with the County Hazards Mitigation Plan.

AM ENV-6.5.1  The public outreach program should include meetings with community groups, neighborhood associations, the grange, school groups, and business associations.

AM ENV-6.5.2  Prepare and distribute brochures describing the evacuation routes and general procedures at public and private locations throughout the valley.

AM ENV-6.6  Coordinate with the County Parks and Recreation Department to prepare educational information for incorporation into the Foothills Trail (review the UPS interpretive plan).
Educate local residents and business owners about the notification benefits of emergency weather radios.

**IMPLEMENTING ACTIONS**

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. Amend the Pierce County Development Regulations to include design criteria (such as clustering and building construction) and site development standards (such as Low Impact Development, maximum impervious surface coverage, minimum vegetation retention, tree retention) for hillside areas to reduce the negative impacts of stormwater runoff into the valley areas. (PALS)

**MID-TERM ACTIONS (1-5 YEARS)**

1. Establish a task force to address stormwater runoff problems coming from hillsides onto the valley areas. The task force process shall include:
   - Initiate a study to analyze hillside development and determine the source of stormwater runoff into the valley areas and identify recommendations to correct this problem.
   - Companion update within affected Basin plans to address necessary capital improvement projects to mitigate stormwater runoff problems from hillside areas.
2. (PALS, PWU, City of Bonney Lake, City of Puyallup, City of Sumner, South Hill LUAC, Graham LUAC, local landowners)
3. Work with the Public Works and Utilities Department – Water Programs Division to prioritize property acquisition within flood hazard areas. (PALS, PWU, LUAC)

**LONG TERM ACTIONS (5-10 YEARS)**

1. Implement basin plan recommendations to correct flooding problems in the plan area. (PWU)
2. Implement Puyallup Tribes recommended restoration opportunities on the Puyallup River. (PWU, Puyallup Tribe)
Map A-6: Potential Landslide Hazard Areas

Potential Landslide Hazard Areas

Adopted October 19, 2004 - Ord.#2004-56s
Effective March 1, 2005

Pierce County Code Title 8E regulates activities within Landslide Hazard Areas.

The boundaries of landslide hazard areas are approximate and are intended only to provide an indication of the presence of landslides. Additional landslide hazard areas that have not been mapped may be present.

Sources:
1) Washington State Department of Ecology, Coastal Zone Mapps, Digital Data, 2001, with a 300' Potential Review Trigger Distance as per Title 8E.80.
2) Steep slope data developed for urban areas only. Includes a 50' (slope greater than 25 percent) and a 300' (slope greater than 50 percent) Potential Review Trigger Distance as per Title 8E.84.

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations caused by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.

Alderton-McMillin Community Plan

Pierce County Geographic Information System
Department of Planning and Land Services

Plot Date: January 8, 2007
Potential Erosion Hazard Areas

- Potential Rockslide Erosion Hazard Area
- Potential Soil Erosion Hazard Area
- Potential Freshwater Shoreline Erosion Hazard Area

Adopted October 19, 2004 - Ord.#2004-56s
Effective March 1, 2005

Pierce County Code Title II regulates activities within Erosion Hazard Areas.

The boundary of landslide erosion areas are approximate and are intended only to provide a general indication of the presence of erosion hazard areas. Additional erosion hazard areas that have not been mapped may be present.

Sources:
1) Pierce County Water Programs: Hydrography Baseline Bottomline Database, Scholars, Erosion, Lakes, and Reservoirs greater than 2500 square feet with a 200' Potential Rockslide Trigger Distance per Title 11E II.10
2) Puget Sound Shoreline database from Pierce County LIDAR Database, with a 200' Potential Rockslide Trigger Distance per Title 11E II.10
3) Channel Migration Zone Dataset developed by Pierce County Water Programs. Defined per Title 11E II.10
4) Slope Slope Data Derived from Pierce County's Digital Orthophotography, 2001. Data developed for urban areas only.

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.
Potential Seismic Hazard Areas

Moderate to High Potential Liquefaction Hazard Area

Moderate to High Potential Dynamic Settlement Areas

Adopted October 19, 2004 - Ord.#2004-56
Effective March 1, 2005

Pierce County Comprehensive Plan
Alderton-McMillin Community Plan

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.

Sources:
1) Digital data: Washington Department of Natural Resources (2004), Division of Geology and Earth Resources 1:190,000 (Kadys). This is the report the map is based on.

Note: Liquefaction hazard areas are areas underlain by unconsolidated sandy or silty soils and a shallow groundwater table capable of liquefying as response to earthquake shaking. Dynamic settlement hazard areas are areas underlain by a significant thickness of loose or soft and not susceptible to liquefaction, but that could result in vertical settlement of the ground surface in response earthquake shaking.

Pierce County, Washington

Department of Planning and Land Services
Plot Date: January 8, 2007

Alderton-McMillin Community Plan
Volcanic Hazard Areas

- **Case I Inundation Level (Debris Flow & Debris Avalanche Zone)** - 500 to 1,000 Year Frequency

- **Case II Inundation Level (Debris Flow & Debris Avalanche Zone)** - 100 to 500 Year Frequency

- **Estimated Lahar Travel Time (hours)** from when the AFM Warning System sounds the alarm for lahars approaching the case I Lahar in magnitude.

Adopted October 19, 2004 - Ord #2004-56s Effective March 1, 2005

Pierce County Code Title 15B regulates activities within Volcanic Hazard Areas.

The boundaries of volcanic hazard areas are approximate and are intended only to provide definition of the presence of volcanic hazard areas. Additional volcanic hazard areas that have not been mapped may be present.

Sources:


**Map Disclaimer:** The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS AND WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.
Tree Canopy Coverage (2002)

- **Low Tree Cover <20%**
- **20% - 29% Tree Cover**
- **30% - 39% Tree Cover**
- **40% - 49% Tree Cover**
- **High Tree Cover >50%**
- **Unclassified**

**SOURCE**
American Forests subpixel classification performed to determine tree canopy density. These 30 meter resolution Landsat 7 images from the year 2002 were used in the creation of the product.
Potential Flood Hazard Areas

Adapted October 19, 2004 - Ord#2004-56s
Effective March 1, 2005

Pierce County Code Title 12B regulates activities within Flood Hazard Areas.

The boundaries of flood hazard areas are approximate and are intended only to provide clarification of the presence of such areas. Additional hazard areas that have not been mapped may be present.

Source:
1) Federal Insurance Rate Map (FIRM), Federal Emergency Management Agency (FEMA), including a 30-Year Potential Flood Trigger Distance.
2) Pierce County Hydro-Cartesian and Surface Drainage, Including a 50-Year Potential Flood Trigger Distance.
3) Pierce County Floodplain Data, Including a 30-Year Potential Flood Trigger Distance.
4) Channel Migration Zone Creation developed by Cingraine, Inc. for Pierce County Public Works & Utilities, Water Program Division.

Values:
1) FIRM data is for reference purposes only. For administering the National Flood Insurance Program, please use the original FIRM map series.
2) Elevation data also include some islands' revised low flood surface flood elevation on the ordnary high water mark of an identified natural water body.

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations inexperienced by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.

Map: Potential Flood Hazard Areas

Pierce County, Washington

Department of Planning and Land Services
Plot Date: January 8, 2007

Alderton-McMillin Community Plan

Map Document: Alderton_McMillin_Plan_map_potential_flood_31_Pierce
Aquifer Recharge and Wellhead Protection Areas

- Clover/Chambers Creek Aquifer
- DRASTIC Zones: 180 or higher
- Wellhead Protection Area
- EPA Sole Source Aquifer

Adopted October 19, 2004 - Ord.2004-56
Effective March 1, 2005

Pierce County Code Title HE regulates activities within Aquifer Recharge and Wellhead Protection Areas.

The boundaries of aquifer recharge and wellhead protection areas are approximate and are intended only to provide an indication of the presence of aquifer recharge and wellhead protection areas. Additional aquifer recharge and wellhead protection areas that have not been mapped may exist.

Aquifer Recharge Areas include land located within one of the following:
1. The Clover/Chambers Creek Upper Aquifer Basin
2. The area of the two highest DRASTIC zones (rated 180 or higher)
3. The Wellhead Protection Area defined by ten-year time of travel.

Sources:
1. Pierce County Health Dept., Water and Waste Management Bulletin No. 1
2. Map of Central Valley Pollution Potential (DRASTIC Index), National Well Association
4. Clover/Chambers Creek Basin Ground Water Model, Program 1, EG, Brown
5. Sole Source Aquifers, Environmental Protection Agency, District 16

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Flood Restoration Projects
Mid-Puyallup Basin Plan

Project Type
- Acquisition
- Bridge Replacement
- Culvert Replacement
- Detention Pond
- Drainage Improvement
- Habitat

Source:
Mid-Puyallup Basin Plan, Pierce County Public Works and Utilities Environmental Services Waste Program Division
August 2005.

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.
Chapter 5: Economic Element

INTRODUCTION

Today there are approximately 4,700 acres in the Alderton-McMillin valley where the soils are rich with the sedimentary deposits from the Puyallup and Carbon Rivers. Agricultural practices were established in the valley as early as the mid-1800s. By 2006 valley farmers faced numerous challenges that inhibit their ability to continue farming while recovering a reasonable rate of return. Challenges presented to farmers are resulting from international trade practices, changes in market forces, corporate agricultural practices, land development pressures and values, traffic conflicts, and local and state regulations. Farms in Pierce County and all across the country are in a state of transition.

The Economic Element of the community plan builds upon the historical practices and natural attributes of the community by strengthening the agricultural industry through a myriad of policies, programs, and actions aimed at raising the income of the farmer while reducing the costs and barriers to farming. The community plan minimizes corporate agricultural practices and changes in market forces by directly linking local farms to local urban markets. Land development pressures and values are put onto a more level playing field through transfer and purchase of development rights programs and subdivision practices that keep farms intact. It is also recognizing the importance of allowing farmers the flexibility to sell farm goods and related uses throughout the year. Traffic conflicts are reduced by designing roads and road expansions to accommodate farm equipment. Local and state regulations are reduced and streamlined for farm operations. And finally, the community plan calls for lobbying at state and federal levels of government to raise awareness of and reduce barriers to trade practices that are hobbling American farmers.

To accomplish this task of ensuring the viability of current and future farms in the Alderton-McMillin valley, coordinated and committed leadership at both the County and state levels of government is required. The community plan calls for commitment to policy direction, establishment and funding of programs and action items, and monitoring of accomplishments. Every five years the community plan should be reviewed against the desired goals and, where the goals are not being met, adjustments should be made accordingly.
Description of Current Conditions

Pierce County has lost many acres of farmland to development in the past 50 years. While the number of acreage lost is unknown, it is anticipated that as the population of Puget Sound continues to grow, more farm acreage will be converted to housing or urban commercial developments. Puget Sound’s population is projected to increase by approximately 1.6 million over just the next 25 years. This urbanization places tough limitations on many farmers. New residents resist odors, dust/smoke, nighttime noise, crop spraying, and other activities of farm operations. Urban traffic congestion conflicts with farm vehicles that need to travel along County or state roads to access various growing plots. Further, as growth pressures increase, so does the cost of land. The price of land in Pierce County has escalated to a range that now extends from a low of $50,000 (in some rural areas) to as high as $1 million per acre (in more urban settings) – well beyond the economic value of land for agricultural use. The high price of land presents an attractive alternative to farming for many farmers. Land costs also pose the single greatest entry barrier to beginning farmers; the price of the land is simply too high.

Factors other than urbanization and development pressure are making it difficult for local farmers to stay in business and prosper. The rising costs for labor, production, processing, and shipping have driven up operating expenses and reduced profits for many farmers. The difficulty finding a steady farm labor force present challenges. Federal, state, and local regulatory requirements can be cumbersome, expensive, and time consuming. The local agriculture infrastructure (equipment dealers, farm lenders, etc.) is in decline and there are fewer local processors for agricultural crops. The concentration in grocery retailing has left fewer large buyers for Pierce County’s products. The bottom line is that changing market conditions and increased competition have forced many farmers out of business.

Data sources confirm the negative effects on Pierce County agriculture. The figures show the number and size of Pierce County farms are declining, along with farm incomes. By several standards, Pierce County is faring less well than its peers in the Puget Sound region (King, Skagit, Snohomish, and Thurston). “Covered employment” in local agriculture fell from 1,500 jobs in 1990 to 1,000 jobs in 2004, and Pierce County’s share of the regional total slid from 22% to 15%. Likewise, the number of farm enterprises providing covered employment declined from 152 to 91, leaving Pierce County with 16% of the regional total in 2004 versus 20% in 1990. Pierce County’s net farm income dropped even more precipitously to less than half its 1990 level.
Today, many farmers in the valley have a source of income other than the farm in order to maintain their household. The Pierce County Agriculture Strategic Plan, Phases I and II, presented opportunities to change the current agriculture outlook. Pierce County agriculture is in transition – moving away from the traditional industrial, wholesale model of agricultural business and toward a more intensive, value-added, direct market urban edge model. The public is more educated about the health benefits of fresh, organic foods. Farmers following a new business model are making a profit.

There is a growing trend toward community supported agriculture (CSA), which lowers the operation costs and reduces financial risks for farmers while providing a source of fresh locally grown foods for consumers. The USDA defines a CSA as “a community of individuals who pledge support to a farm operation so that the farmland becomes, either legally or spiritually, the community’s farm, with the growers and consumers providing mutual support and sharing the risks and benefits of food production. Typically, members or “share-holders” of the farm or garden pledge in advance to cover the anticipated costs of the farm operation and farmer’s salary. In return, they receive shares in the farm’s bounty throughout the growing season, as well as satisfaction gained from reconnecting to the land and participating directly in food production. Members also share in the risks of farming, including poor harvests due to unfavorable weather or pests. By direct sales to community members, who have provided the farmer with working capital in advance, growers receive better prices for their crops, gain some financial security, and are relieved of much of the burden of marketing.”

ECONOMIC INFORMATION FOR ALDERTON MCMILLIN

The Alderton-McMillin Community Plan area does not neatly fit any boundaries which are helpful for economic analysis. This section draws heavily on census data which is only available at the Block Group level, and therefore does not match exactly the boundaries of the community plan. However, most of the demographic characteristics are discussed in terms of percentages and Block Groups chosen for analysis sufficiently described the plan to make generalization to the plan area valid.

EDUCATIONAL ATTAINMENT

Table A-8 shows that the Alderton-McMillin area has a higher percentage of people who have completed high school, have some college without obtaining a degree, or have an associate’s degree than do the populations of Pierce County, Washington State, or the United States. There are lower percentages of people with bachelor’s and master’s degrees.

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<th>Highest Level of School Completed</th>
<th>Alderton-McMillin Area</th>
<th>Pierce County</th>
<th>Washington</th>
<th>Entire US</th>
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<tr>
<td>Total Population Age 25+</td>
<td>4,447</td>
<td>441,661</td>
<td>3,820,917</td>
<td>181,984,640</td>
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<td>Grade K - 9</td>
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<td>2.60%</td>
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<tr>
<td>Grade 9 - 11, No diploma</td>
<td>9.30%</td>
<td>9.80%</td>
<td>8.60%</td>
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### Highest Level of School Completed

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<th>Pierce County</th>
<th>Washington</th>
<th>Entire US</th>
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<td>High School Graduate</td>
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<td>Some College, No Degree</td>
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<td>0.80%</td>
<td>1.00%</td>
<td>1.40%</td>
</tr>
</tbody>
</table>

Source: Census 2000; DemographicsNow.com

### Household Income

As illustrated in Table A-9, the Alderton-McMillin area has higher average, median, and per-capita income than the comparison areas, as well as a higher percentage with incomes over $50,000 per year.

**Table A-9: Household Income**

<table>
<thead>
<tr>
<th>Income</th>
<th>Alderton-McMillin Area</th>
<th>Pierce County</th>
<th>Washington</th>
<th>Entire US</th>
</tr>
</thead>
<tbody>
<tr>
<td>$0 - $15,000</td>
<td>5.10%</td>
<td>12.40%</td>
<td>13.10%</td>
<td>15.80%</td>
</tr>
<tr>
<td>$15,000 - $24,999</td>
<td>9.10%</td>
<td>11.70%</td>
<td>11.70%</td>
<td>12.80%</td>
</tr>
<tr>
<td>$25,000 - $34,999</td>
<td>11.00%</td>
<td>13.20%</td>
<td>12.50%</td>
<td>12.80%</td>
</tr>
<tr>
<td>$35,000 - $49,999</td>
<td>12.50%</td>
<td>17.80%</td>
<td>17.10%</td>
<td>16.50%</td>
</tr>
<tr>
<td>$50,000 - $74,999</td>
<td>29.00%</td>
<td>22.50%</td>
<td>21.40%</td>
<td>19.50%</td>
</tr>
<tr>
<td>$75,000 - $99,999</td>
<td>19.50%</td>
<td>11.90%</td>
<td>11.60%</td>
<td>10.20%</td>
</tr>
<tr>
<td>$100,000 - $149,999</td>
<td>9.80%</td>
<td>7.40%</td>
<td>8.30%</td>
<td>7.70%</td>
</tr>
<tr>
<td>$150,000 +</td>
<td>4.00%</td>
<td>3.10%</td>
<td>4.30%</td>
<td>4.60%</td>
</tr>
</tbody>
</table>

Average Household Income: $66,867
Median Household Income: $60,017
Per Capita Income: $24,100

Source: Census 2000; DemographicsNow.com

### Laborforce Participation

Laborforce participation among residents of the Alderton-McMillin plan area is similar to Washington and the United States as illustrated in Table A-10. Pierce County as a whole has a slightly lower employed percentage, but higher rate of employment in the armed forces.
### Table A-10: Laborforce Participation

<table>
<thead>
<tr>
<th>Occupation &amp; Employment</th>
<th>Alderton-McMillin Area</th>
<th>Pierce County</th>
<th>Washington</th>
<th>Entire US</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not in Labor Force</td>
<td>1,495</td>
<td>178,480</td>
<td>1,525,075</td>
<td>78,319,195</td>
</tr>
<tr>
<td>In Labor Force</td>
<td>3,632</td>
<td>352,881</td>
<td>3,027,556</td>
<td>138,829,294</td>
</tr>
<tr>
<td>Employed</td>
<td>90.70%</td>
<td>89.10%</td>
<td>92.30%</td>
<td>93.40%</td>
</tr>
<tr>
<td>Unemployed</td>
<td>8.40%</td>
<td>6.20%</td>
<td>6.20%</td>
<td>5.70%</td>
</tr>
<tr>
<td>In Armed Forces</td>
<td>0.90%</td>
<td>4.80%</td>
<td>1.60%</td>
<td>0.80%</td>
</tr>
</tbody>
</table>

Source: Census 2000; DemographicsNow.com

### Industry Employment

People who live in the plan area, regardless of where they work, have the highest concentrations of employment in the manufacturing, retail trade and construction industries as illustrated in Table A-11. These concentrations are also above the average employment for Pierce County, Washington and the United States. Other sectors with above-average employment concentration include wholesale trade and agriculture, forestry, fishing and hunting, although the number of people in those sectors is not high.

### Table A-11: Industry Employment

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Alderton-McMillin Area</th>
<th>Pierce County</th>
<th>Washington</th>
<th>Entire US</th>
<th>Pierce County</th>
<th>Washington</th>
<th>U.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>16.50%</td>
<td>12.60%</td>
<td>12.50%</td>
<td>14.10%</td>
<td>1.31</td>
<td>1.32</td>
<td>1.17</td>
</tr>
<tr>
<td>Retail trade</td>
<td>13.80%</td>
<td>12.50%</td>
<td>12.10%</td>
<td>11.70%</td>
<td>1.10</td>
<td>1.14</td>
<td>1.18</td>
</tr>
<tr>
<td>Construction</td>
<td>11.30%</td>
<td>7.80%</td>
<td>7.00%</td>
<td>6.80%</td>
<td>1.45</td>
<td>1.61</td>
<td>1.66</td>
</tr>
<tr>
<td>Health care and social assistance</td>
<td>8.00%</td>
<td>12.60%</td>
<td>10.90%</td>
<td>11.20%</td>
<td>0.63</td>
<td>0.73</td>
<td>0.71</td>
</tr>
<tr>
<td>Educational services</td>
<td>7.00%</td>
<td>8.10%</td>
<td>8.40%</td>
<td>8.80%</td>
<td>0.86</td>
<td>0.83</td>
<td>0.80</td>
</tr>
<tr>
<td>Transportation and warehousing</td>
<td>7.00%</td>
<td>6.10%</td>
<td>4.60%</td>
<td>4.30%</td>
<td>1.15</td>
<td>1.52</td>
<td>1.63</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>6.40%</td>
<td>4.40%</td>
<td>4.10%</td>
<td>3.60%</td>
<td>1.45</td>
<td>1.56</td>
<td>1.78</td>
</tr>
<tr>
<td>Public administration</td>
<td>6.10%</td>
<td>5.90%</td>
<td>5.10%</td>
<td>4.80%</td>
<td>1.03</td>
<td>1.20</td>
<td>1.27</td>
</tr>
<tr>
<td>Accommodation and food services</td>
<td>3.90%</td>
<td>5.70%</td>
<td>6.10%</td>
<td>6.10%</td>
<td>0.68</td>
<td>0.64</td>
<td>0.64</td>
</tr>
</tbody>
</table>
## Occupation Employment

Aside from examining in what industries people are employed, it also helpful to understand what types of work people are engaged in. Occupational Employment differs from Industry Employment because it looks at what people do at work rather than the primary output of their employer. For example, a person working in the Manufacturing sector may perform a clerical or sales function. Table A-12 shows that farmers and farm managers, personal care and service providers, production, material moving and construction trades workers, and legal workers, are all represented to a higher degree in the Alderton-McMillin area than they are on average in the comparison areas.

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Alderton-McMillin Area</th>
<th>Pierce County</th>
<th>Washington</th>
<th>Entire US</th>
<th>Pierce County</th>
<th>Washington</th>
<th>U.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative, support &amp; waste management service</td>
<td>3.70%</td>
<td>3.70%</td>
<td>3.40%</td>
<td>3.40%</td>
<td>1.00</td>
<td>1.09</td>
<td>1.09</td>
</tr>
<tr>
<td>Finance and insurance</td>
<td>3.50%</td>
<td>3.70%</td>
<td>4.00%</td>
<td>5.00%</td>
<td>0.95</td>
<td>0.88</td>
<td>0.70</td>
</tr>
<tr>
<td>Professional scientific and technical services</td>
<td>3.00%</td>
<td>3.60%</td>
<td>6.30%</td>
<td>5.90%</td>
<td>0.83</td>
<td>0.48</td>
<td>0.51</td>
</tr>
<tr>
<td>Agriculture forestry fishing and hunting</td>
<td>2.60%</td>
<td>0.90%</td>
<td>2.40%</td>
<td>1.50%</td>
<td>2.89</td>
<td>1.08</td>
<td>1.73</td>
</tr>
<tr>
<td>Information</td>
<td>2.20%</td>
<td>2.30%</td>
<td>3.40%</td>
<td>3.10%</td>
<td>0.96</td>
<td>0.65</td>
<td>0.71</td>
</tr>
<tr>
<td>Other services (except public administration)</td>
<td>2.20%</td>
<td>5.10%</td>
<td>4.80%</td>
<td>4.90%</td>
<td>0.43</td>
<td>0.46</td>
<td>0.45</td>
</tr>
<tr>
<td>Arts entertainment and recreation</td>
<td>1.00%</td>
<td>2.00%</td>
<td>1.90%</td>
<td>1.80%</td>
<td>0.50</td>
<td>0.53</td>
<td>0.56</td>
</tr>
<tr>
<td>Utilities</td>
<td>0.90%</td>
<td>0.80%</td>
<td>0.90%</td>
<td>0.90%</td>
<td>1.13</td>
<td>1.00</td>
<td>1.00</td>
</tr>
<tr>
<td>Real estate, rental and leasing</td>
<td>0.70%</td>
<td>2.10%</td>
<td>2.10%</td>
<td>1.90%</td>
<td>0.33</td>
<td>0.33</td>
<td>0.37</td>
</tr>
<tr>
<td>Mining</td>
<td>0.20%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Management</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.10%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Source: Census 2000; DemographicsNow.com
## Table A-12: Occupational Employment

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Alderton-McMillin Area</th>
<th>Pierce County</th>
<th>Washington</th>
<th>Entire US</th>
<th>Pierce County</th>
<th>Washington</th>
<th>U.S.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal care/ service</td>
<td>14.90%</td>
<td>3.60%</td>
<td>3.30%</td>
<td>2.80%</td>
<td>4.14</td>
<td>4.52</td>
<td>5.32</td>
</tr>
<tr>
<td>Sales</td>
<td>10.10%</td>
<td>11.20%</td>
<td>11.10%</td>
<td>11.30%</td>
<td>0.90</td>
<td>0.91</td>
<td>0.89</td>
</tr>
<tr>
<td>Production</td>
<td>9.60%</td>
<td>7.30%</td>
<td>6.60%</td>
<td>8.50%</td>
<td>1.32</td>
<td>1.45</td>
<td>1.13</td>
</tr>
<tr>
<td>Material moving</td>
<td>9.30%</td>
<td>3.30%</td>
<td>2.50%</td>
<td>2.60%</td>
<td>2.82</td>
<td>3.72</td>
<td>3.58</td>
</tr>
<tr>
<td>Construction trades</td>
<td>8.70%</td>
<td>5.40%</td>
<td>4.80%</td>
<td>4.70%</td>
<td>1.61</td>
<td>1.81</td>
<td>1.85</td>
</tr>
<tr>
<td>Office/admin. support</td>
<td>5.50%</td>
<td>15.50%</td>
<td>14.80%</td>
<td>15.40%</td>
<td>0.35</td>
<td>0.37</td>
<td>0.36</td>
</tr>
<tr>
<td>Edu. training/library</td>
<td>5.10%</td>
<td>5.40%</td>
<td>5.40%</td>
<td>5.70%</td>
<td>0.94</td>
<td>0.94</td>
<td>0.89</td>
</tr>
<tr>
<td>Installation maint./repair</td>
<td>4.60%</td>
<td>5.00%</td>
<td>4.00%</td>
<td>3.90%</td>
<td>0.92</td>
<td>1.15</td>
<td>1.18</td>
</tr>
<tr>
<td>Food prep./serving</td>
<td>3.50%</td>
<td>5.10%</td>
<td>5.00%</td>
<td>4.80%</td>
<td>0.69</td>
<td>0.70</td>
<td>0.73</td>
</tr>
<tr>
<td>Motor vehicle operators</td>
<td>3.20%</td>
<td>3.50%</td>
<td>2.80%</td>
<td>3.00%</td>
<td>0.91</td>
<td>1.14</td>
<td>1.07</td>
</tr>
<tr>
<td>Building/grounds cleaning/maintenance</td>
<td>3.00%</td>
<td>3.20%</td>
<td>3.10%</td>
<td>3.30%</td>
<td>0.94</td>
<td>0.97</td>
<td>0.91</td>
</tr>
<tr>
<td>Computer and mathematical</td>
<td>2.60%</td>
<td>1.80%</td>
<td>3.20%</td>
<td>2.40%</td>
<td>1.44</td>
<td>0.81</td>
<td>1.08</td>
</tr>
<tr>
<td>Legal</td>
<td>2.00%</td>
<td>0.90%</td>
<td>1.10%</td>
<td>1.10%</td>
<td>2.22</td>
<td>1.82</td>
<td>1.82</td>
</tr>
<tr>
<td>Business op. specialists</td>
<td>1.80%</td>
<td>2.00%</td>
<td>2.30%</td>
<td>2.10%</td>
<td>0.90</td>
<td>0.78</td>
<td>0.86</td>
</tr>
<tr>
<td>Fire/law enforcement</td>
<td>1.80%</td>
<td>1.30%</td>
<td>1.00%</td>
<td>1.20%</td>
<td>1.38</td>
<td>1.80</td>
<td>1.50</td>
</tr>
<tr>
<td>Healthcare support</td>
<td>1.60%</td>
<td>2.20%</td>
<td>1.90%</td>
<td>2.00%</td>
<td>0.73</td>
<td>0.84</td>
<td>0.80</td>
</tr>
<tr>
<td>Financial specialists</td>
<td>1.40%</td>
<td>1.90%</td>
<td>2.10%</td>
<td>2.20%</td>
<td>0.74</td>
<td>0.67</td>
<td>0.64</td>
</tr>
<tr>
<td>Health technologists and technicians</td>
<td>1.30%</td>
<td>1.70%</td>
<td>1.30%</td>
<td>1.40%</td>
<td>0.76</td>
<td>1.00</td>
<td>0.93</td>
</tr>
<tr>
<td>Health diagnosing and treating practitioners and technicians</td>
<td>1.20%</td>
<td>3.20%</td>
<td>3.10%</td>
<td>3.20%</td>
<td>0.38</td>
<td>0.39</td>
<td>0.38</td>
</tr>
<tr>
<td>Farm-fish-forest</td>
<td>1.10%</td>
<td>0.50%</td>
<td>1.60%</td>
<td>0.70%</td>
<td>2.20</td>
<td>0.69</td>
<td>1.57</td>
</tr>
<tr>
<td>Farmers and farm managers</td>
<td>1.00%</td>
<td>0.10%</td>
<td>0.50%</td>
<td>0.60%</td>
<td>10.00</td>
<td>2.00</td>
<td>1.67</td>
</tr>
<tr>
<td>Supervisors const./ extraction</td>
<td>1.00%</td>
<td>0.80%</td>
<td>0.70%</td>
<td>0.70%</td>
<td>1.25</td>
<td>1.43</td>
<td>1.43</td>
</tr>
<tr>
<td>Occupation</td>
<td>Alderton-McMillin Area</td>
<td>Pierce County</td>
<td>Washington</td>
<td>Entire US</td>
<td>Pierce County</td>
<td>Washington</td>
<td>U.S.</td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------</td>
<td>---------------</td>
<td>------------</td>
<td>----------</td>
<td>---------------</td>
<td>------------</td>
<td>------</td>
</tr>
<tr>
<td>Arts design entertainment sports and media</td>
<td>0.90%</td>
<td>1.30%</td>
<td>2.10%</td>
<td>1.90%</td>
<td>0.69</td>
<td>0.43</td>
<td>0.47</td>
</tr>
<tr>
<td>Community and social services</td>
<td>0.80%</td>
<td>1.90%</td>
<td>1.60%</td>
<td>1.50%</td>
<td>0.42</td>
<td>0.50</td>
<td>0.53</td>
</tr>
<tr>
<td>Drafters engineering and mapping tech.</td>
<td>0.70%</td>
<td>0.50%</td>
<td>0.60%</td>
<td>0.60%</td>
<td>1.40</td>
<td>1.17</td>
<td>1.17</td>
</tr>
<tr>
<td>Life physical and social science</td>
<td>0.70%</td>
<td>0.60%</td>
<td>1.10%</td>
<td>0.90%</td>
<td>1.17</td>
<td>0.64</td>
<td>0.78</td>
</tr>
<tr>
<td>Management except farmers/farm managers</td>
<td>0.70%</td>
<td>7.80%</td>
<td>9.20%</td>
<td>8.60%</td>
<td>0.09</td>
<td>0.08</td>
<td>0.08</td>
</tr>
<tr>
<td>Rail/water/other transp.</td>
<td>0.40%</td>
<td>0.50%</td>
<td>0.40%</td>
<td>0.30%</td>
<td>0.80</td>
<td>1.00</td>
<td>1.33</td>
</tr>
<tr>
<td>Aircraft/traffic control</td>
<td>0.30%</td>
<td>0.40%</td>
<td>0.20%</td>
<td>0.10%</td>
<td>0.75</td>
<td>1.50</td>
<td>3.00</td>
</tr>
<tr>
<td>Architects/surveyors cartographers/eng.</td>
<td>0.30%</td>
<td>1.20%</td>
<td>2.00%</td>
<td>1.50%</td>
<td>0.25</td>
<td>0.15</td>
<td>0.20</td>
</tr>
<tr>
<td>Extraction</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.10%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Protective Service</td>
<td>0.00%</td>
<td>0.90%</td>
<td>0.70%</td>
<td>0.80%</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Supervisors transportation and material moving workers</td>
<td>0.00%</td>
<td>0.20%</td>
<td>0.20%</td>
<td>0.20%</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>% in Blue Collar Occupations</td>
<td>46.80%</td>
<td>43.20%</td>
<td>38.60%</td>
<td>39.70%</td>
<td>1.08</td>
<td>1.21</td>
<td>1.18</td>
</tr>
<tr>
<td>% in White Collar Occupations</td>
<td>53.30%</td>
<td>56.80%</td>
<td>61.40%</td>
<td>60.30%</td>
<td>0.94</td>
<td>0.87</td>
<td>0.88</td>
</tr>
</tbody>
</table>

Source: Census 2000; DemographicsNow.com

**JOURNEY TO WORK**

Workers in the plan area have a median commute time nearly 10 minutes longer than the average worker in Washington or the U.S., and a much higher percentage of people who commute 45 minutes or more as illustrated in Table A-13. Over 78% of the laborforce works in Puyallup, Tacoma, or outside of Pierce County, with 50% working in King County and fully 20% traveling to Seattle or further north into Snohomish County as illustrated in Table A-14.
Table A-13: Travel Time to Work

<table>
<thead>
<tr>
<th>Median Travel Time to Work in Minutes</th>
<th>Alderton-McMillin Area</th>
<th>Pierce County</th>
<th>Washington</th>
<th>Entire US</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 to 5</td>
<td>2.10%</td>
<td>2.90%</td>
<td>3.30%</td>
<td>3.30%</td>
</tr>
<tr>
<td>5 to 9</td>
<td>7.10%</td>
<td>8.50%</td>
<td>10.30%</td>
<td>10.70%</td>
</tr>
<tr>
<td>10 to 14</td>
<td>8.80%</td>
<td>12.60%</td>
<td>14.10%</td>
<td>14.50%</td>
</tr>
<tr>
<td>15 to 19</td>
<td>8.10%</td>
<td>13.90%</td>
<td>15.00%</td>
<td>15.30%</td>
</tr>
<tr>
<td>20 to 24</td>
<td>10.00%</td>
<td>13.50%</td>
<td>14.20%</td>
<td>14.00%</td>
</tr>
<tr>
<td>25 to 29</td>
<td>7.10%</td>
<td>5.70%</td>
<td>5.80%</td>
<td>5.60%</td>
</tr>
<tr>
<td>30 to 34</td>
<td>19.40%</td>
<td>12.80%</td>
<td>12.50%</td>
<td>12.80%</td>
</tr>
<tr>
<td>35 to 39</td>
<td>2.30%</td>
<td>3.00%</td>
<td>2.60%</td>
<td>2.50%</td>
</tr>
<tr>
<td>40 to 44</td>
<td>6.90%</td>
<td>4.00%</td>
<td>3.40%</td>
<td>3.20%</td>
</tr>
<tr>
<td>45 to 59</td>
<td>13.70%</td>
<td>9.00%</td>
<td>7.00%</td>
<td>7.20%</td>
</tr>
<tr>
<td>60 to 89</td>
<td>5.90%</td>
<td>7.00%</td>
<td>4.70%</td>
<td>5.00%</td>
</tr>
<tr>
<td>90 or more</td>
<td>4.40%</td>
<td>3.50%</td>
<td>2.70%</td>
<td>2.70%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>4.30%</td>
<td>3.60%</td>
<td>4.30%</td>
<td>3.30%</td>
</tr>
<tr>
<td>45 or more</td>
<td>24.00%</td>
<td>19.50%</td>
<td>14.40%</td>
<td>14.90%</td>
</tr>
</tbody>
</table>

Source: Census 2000; DemographicsNow.com

Table A-14: Counties Where Residents Are Employed

<table>
<thead>
<tr>
<th>Location</th>
<th>Count</th>
<th>Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>King Co., WA</td>
<td>2,157</td>
<td>50.20%</td>
</tr>
<tr>
<td>Pierce Co., WA</td>
<td>1,602</td>
<td>37.30%</td>
</tr>
<tr>
<td>Snohomish Co., WA</td>
<td>216</td>
<td>5.00%</td>
</tr>
<tr>
<td>Spokane Co., WA</td>
<td>67</td>
<td>1.60%</td>
</tr>
<tr>
<td>Clark Co., WA</td>
<td>54</td>
<td>1.30%</td>
</tr>
<tr>
<td>All Other Locations</td>
<td>199</td>
<td>4.60%</td>
</tr>
<tr>
<td>Puyallup, Tacoma or Out of Pierce County</td>
<td>3,363</td>
<td>78.30%</td>
</tr>
<tr>
<td>Seattle/Snohomish County</td>
<td>860</td>
<td>20.02%</td>
</tr>
</tbody>
</table>


LOCAL EMPLOYERS

Despite the number of people who travel outside of the plan area, there are 112 employer firms within the plan area, who employ over 1,500 workers as illustrated on Table A-15. The
highest employment is in the agriculture, forestry, fishing and hunting, construction and manufacturing sectors. Manufacturing has the highest average employment per firm.

### Table A-15: Covered Employment

<table>
<thead>
<tr>
<th>NAICS Code</th>
<th>Description</th>
<th>Employers</th>
<th>Employment</th>
<th>Avg. Employ. per Employer</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Agriculture, Forestry, Fishing &amp; Hunting</td>
<td>15</td>
<td>578</td>
<td>38.5</td>
</tr>
<tr>
<td>23</td>
<td>Construction</td>
<td>32</td>
<td>308</td>
<td>9.6</td>
</tr>
<tr>
<td>31-33</td>
<td>Manufacturing</td>
<td>7</td>
<td>300</td>
<td>42.9</td>
</tr>
<tr>
<td>42</td>
<td>Wholesale Trade</td>
<td>5</td>
<td>13</td>
<td>2.6</td>
</tr>
<tr>
<td>44</td>
<td>Retail Trade</td>
<td>6</td>
<td>70</td>
<td>11.7</td>
</tr>
<tr>
<td>48</td>
<td>Transportation &amp; Warehousing</td>
<td>5</td>
<td>44</td>
<td>8.8</td>
</tr>
<tr>
<td>53</td>
<td>Real Estate</td>
<td>5</td>
<td>21</td>
<td>4.2</td>
</tr>
<tr>
<td>54-62</td>
<td>Professional, Technical, Managerial, Education &amp;</td>
<td>14</td>
<td>76</td>
<td>5.4</td>
</tr>
<tr>
<td>71-72</td>
<td>Arts, Entertainment, Accommodations &amp; Food</td>
<td>4</td>
<td>35</td>
<td>8.8</td>
</tr>
<tr>
<td>81-92</td>
<td>Other Services &amp; Public Administration</td>
<td>19</td>
<td>93</td>
<td>4.9</td>
</tr>
</tbody>
</table>

* “Covered Employment” means people covered by Unemployment Insurance, and does not generally include self-employed, managerial or contract workers. The employees may be full-time, part-time, or seasonal.


### Description of Desired Conditions

Opportunities exist to strengthen and expand agriculture in Pierce County. The Agriculture Strategic Plan demonstrated opportunities exist for a healthy, strong agricultural economy. Among Pierce County’s strengths are: excellent growing conditions and proximity to the large, affluent Puget Sound market; the rising consumer demand for locally grown and organic products; key market infrastructure such as farmers’ markets, community supported agriculture (CSA) subscription farming, and restaurant buying are in place; and a remarkable diversity in goods produced. The wide range of producers include vegetable farmers; dairies, beef and other livestock producers; horse farms; specialty fruit growers with such crops as raspberries and rhubarb; open field ornamental plant nurseries; greenhouse operators; flower and bulb growers; Christmas tree growers; and landscape nurseries. In fact, Pierce County’s agriculture sector employs 1,900 workers and produces $115 million annually.

Finally, Pierce County is fortunate to have both Washington State University (WSU) and the Pierce Conservation District (PCD) engaged and active in assisting with the changing market, business strategies, and production challenges. WSU Pierce County Extension offers a full-time Agriculture faculty person responsible for assisting Pierce County landowners with technical assistance and research-based information related to agriculture. Extension is a resource to producers, processors, direct marketers, agri-entrepreneurs, and consumers and offers programs and workshops that benefit the different facets of the agriculture industry. Beginning
in 2007, Extension will house the Farming Assistance, Revitalization, and Marketing (FARM) program, which will provide support for area farmers. This program will be a single point-of-contact for farmers and the public and will provide technical, regulatory and marketing assistance to farmers, promote the benefits of consuming locally grown produce, and act as a coordinating office connecting farmers with other local farming support agencies and organizations. The Pierce Conservation District also provides free technical assistance and site specific recommendations based on property goals. Together with the landowner, the PCD develops a working and functional conservation plan that identifies current conditions and outlines reasonable and economically viable alternatives and best management practices (BMPs) that can help improve productivity while protecting soil and water quality. These practices may include composting, roof runoff management, pasture planting, sacrifice areas, filter strips, or other BMPs that allow the property owner to protect natural resources while also making the most efficient use of their land. The District works with the U.S. Fish & Wildlife Service, Washington State Department of Fish & Wildlife, WSU Extension, Washington State Department of Ecology, Washington State Department of Natural Resources, and Pierce County government to maximize benefits for Pierce County residents. Landowners can request help in a variety of areas, including: animal waste management, streambank fencing, replanting streambank areas, pasture management, improving fish and wildlife habitat, and support fish passage by designing and implementing fish ladders or road culvert replacement.

The community plan aims to strengthen and expand the agricultural sector to increase profitability in three key ways. The first strategy is to bring the market to the farms in Alderton-McMillin by allowing farmers to sell a variety of agriculture based goods on their properties. The second strategy is to connect the farm to the local urban market and create demand for local agricultural products. And the final strategy consists of a number of programs and policies to support and ensure the long term stability of agriculture.

**THE ALDERTON-MCMILLIN VALLEY MARKET**

Opportunities exist to bring the urban market to the Alderton-McMillin valley by allowing farmers to sell produce, nursery items, plants, eggs, wine, arts and crafts, dairy products and limited accessory retail directly from the farm. This allows the market to come directly to the farm which increases profits and reduces costs to the farmer. The community plan strives to achieve this by allowing the farmer certain agricultural retail uses on the farm site and developing and promoting agriculture-tourism through route identification, marketing, and education. This first strategy supports and strengthens the agriculture-based economy and lifestyle while retaining the rural atmosphere.
Agricultural tourism for Alderton-McMillin is likely to increase when the Foothills Trail is connected to the Puyallup River Trail thus directly connecting the urban populations of Puyallup and Tacoma with the valley. (See Map A-16: Park, Recreation, and Trail Facilities).

**THE PUGET SOUND URBAN MARKET**

Perhaps the greatest opportunity for increasing agricultural operations and profits exists through increasing awareness and actually creating greater demand in the urban areas for locally grown products. There are several action steps put forth in the community plan to accomplish this. Connections and formal programs are to be developed with urban institutions to purchase local food supplies including schools, universities, military bases, hospitals, prisons, major employers, and convention events. Assistance with marketing and professional advertising is requested in order to raise awareness and assist with creating the demand for local food products. Educating urban populations about food security, health, importance and benefits of buying fresh and local foods is another step in the strategy to develop a strong connection with Puget Sound markets. Local television features, bus signs, logos, and commercials should all be part of the effort to get the word out. Finally, the plan calls for increasing the community supported agriculture (CSA) market through coordinating produce and deliveries to the urban areas.

**POLICIES AND PROGRAMS**

The community plan calls for a number of policies and ongoing actions be established in order to truly create demand for local farm goods and reduce barriers to farming. The community plan requests the County establish an agricultural policy that provides commitment to courses of action that support local farms, raise awareness, promote coordination among agencies and farms, and recognize the importance of the economic sector of agriculture. The community plan also requests redundant regulatory restrictions be streamlined or removed and direct assistance be provided to farm businesses through such possible actions as establishing a Farm Emergency Fund or a Revolving Loan Fund for business improvement. Finally, the plan recognizes the need for expert assistance in both technical and financial realms to help farmers switch to new markets and new business plans. All of the actions should be closely monitored for effectiveness and adjusted accordingly when necessary.

**ECONOMIC DEVELOPMENT POLICIES**

**GOALS**

The goal of the policies is to preserve and protect productive agricultural lands and to identify and implement actions to improve the viability of agriculture by ensuring family wage incomes and profitability for local farmers and their families for generations to come. To make this goal a reality, the County must make a commitment, fund, and act upon policies and recommended actions that will allow for increased incomes and will decrease barriers for local farmers.
AGRICULTURAL ECONOMY

GOAL AM EC-1 Create permanent ongoing demand for Alderton-McMillin plan area farm products—create the market.

AM EC-1.1 Support a farmers market in a commercial center in Alderton-McMillin and/or a commercial center in South Hill.

AM EC-1.2 Assist with development of a farm cooperative where many farms operate as one for purposes of getting goods to market, buying materials in bulk, marketing products, and regulatory purposes.

AM EC-1.3 Grow a community supported agriculture (CSA) market through coordinating produce and deliveries.

AM EC-1.4 Develop an agriculture tourism program and route for Alderton-McMillin.

AM EC-1.5 Explore and encourage opportunities for agricultural recreation such as agritourism and U-Pick farms.

AM EC-1.6 Provide technical assistance to farmers to adjust to the changing market.

AM EC-1.7 Assess the type of assistance most needed by the farming community.

AM EC-1.8 Hire or connect with experts to provide knowledge and direct assistance in:

AM EC-1.8.1 Economic decisions, e.g., where there are needs in the local market not being filled thus providing opportunities;

AM EC-1.8.2 Business improvement, e.g., marketing products locally or how to increase value-added production opportunities; and

AM EC-1.8.3 Technical assistance, e.g., how to cost effectively convert to another product, become an organic farm, or comply with environmental and other regulations.

AM EC-1.9 Assign a farmbudsman as a single point of contact on agriculture permits, zoning, and environmental regulation to assist local farmers through the regulatory process.

AM EC-1.10 Establish a single place of contact for coordination and promotion of agricultural issues.

AM EC-1.11 Pierce County shall develop a monitoring program to evaluate the effectiveness of agricultural policies and programs.

GOAL AM EC-2 Provide tax relief to commercial Pierce County farms or those non-profit farms that are a commercial equivalent providing products to food banks or other non-profit organizations.

AM EC-2.1 Update and enhance tax incentives.

AM EC-2.2 Work to revise tax assessments to value productive agricultural lands at agricultural value rather than ‘highest and best use.’
AM EC-2.3  Consider reducing or eliminating surface water management fees.

IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD), WSU Extension, Pierce Conservation District (PCD), Farm Assistance Revitalization & Marketing Program (FARM).

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend Title 18A, Zoning to allow farm-related sales and uses in the ARL and Rural Farm zones. (PALS, FARM, LUAC)
2. Adopt an agriculture policy that coordinates various agencies and activities for sustaining Pierce County farmers. (PALS, FARM, WSU Extension, PCD, Pierce County Council)
3. Work with the Pierce County “Farmbudsman” to promote cooperative marketing and purchasing of agricultural products, subscription farms, public education and outreach on locally produced agricultural products, and provide technical assistance to farmers. (PALS, WSU Extension Office, PCD, FARM)
4. Initiate a study to compile a comprehensive regulatory review of federal, state, and local requirements for farming related activities including identification of regulatory barriers to farming practices. The study results should suggest proposed regulatory amendments at the local level to streamline the approval process for farming activities. (PALS, WSU Extension Office, FARM, PCD)

MID-TERM ACTIONS (1-5 YEARS)

1. Continue work with the Pierce County “Farmbudsman” to promote cooperative marketing and purchasing of agricultural products, subscription farms, public education and outreach on locally produced agricultural products, and provide technical assistance to farmers. (PALS, WSU Extension Office, PCD, FARM)
2. Provide technical business and financial assistance to farms adjusting to the changing market. (PALS, WSU Extension Office)
3. Provide technical assistance to farmers in addressing critical area issues related to farming activities. (PALS, WSU Extension Office, PCD)
4. Work with local agencies and groups to promote the Current Use Assessment Program for productive farm and agricultural lands. (PALS, A/T Office, WSU Extension Office, FARM)

5. Work with the Assessor/Treasurer’s Office to research possible changes to tax structure so properties are assessed at current use rather than “highest and best use.” (PALS, A/T Office, WSU Extension Office)

6. Develop a set of pre-approved base plans for common farm facilities. (PALS, WSU Extension Office, FARM, PCD)

**LONG TERM ACTIONS (5-10 YEARS)**

1. Work with local agencies and groups to develop a farmers’ market within a nearby commercial center. (PALS, ED, Graham Business Association, FARM, and WSU Extension Office, LUAC)

2. Develop a farm cooperative and enhance the community supported agriculture (CSA) market. (PALS, WSU Extension Office, ED, FARM)

3. Develop an agricultural tourism program and route for the Alderton-McMillin plan area. (PALS, WSU Extension Office, ED, FARM)
Chapter 6: Facilities and Services Element

Introduction

The Facilities and Services Element articulates the need for facilities and services that will implement the visions and goals of the community plan. Facilities and services are collectively considered ‘infrastructure’ and may include public or privately funded projects. The adoption of policy statements regarding infrastructure provide direction to investors and decision-makers about what investments are desired and needed by the community.

Alderton-McMillin is a rural community and hopes to remain rural into the future. As a rural community, urban infrastructure and services such as sewer facilities are not available within the plan area. The element focuses on the three main items important to this rural community: emergency services, transportation, and parks.

Description of Current Conditions

Parks and Recreation

There is one County park facility within the plan area in addition to the Foothills Trail. Riverside Park is approximately 40 acres and is located in the 7900 block of Riverside Drive. The western boundary of the park abuts the Puyallup River although no boating, fishing, or swimming access is available. The park contains a Frisbee golf course and a small BMX track that is not operated or maintained by the County.

The Foothills Trail was established in the early 1990s with the McMillin to Orting section constructed first. The trail is available to all nonmotorized vehicle users, such as in-line skaters, bicyclists, joggers, walkers, and strollers. Currently, the trail extends from the East Puyallup Trail Head to the City of South Prairie, approximately 13.9 miles. When complete, the Foothills Trail will span approximately 34 miles and connect the City of Puyallup to Orting, South Prairie, Buckley, Wilkeson, and Carbonado. About 45% of the overall trail is complete with the remaining 11 miles to be finished by 2009.

The Meeker to McMillin section of the Foothills Trail is a “Rail with Trail” wherein the trail parallels and is next to a short-haul operating rail. The trail was constructed in 2004-2005 and is 4.3 miles, paved with porous asphalt to a width of 12 feet and includes a five-foot-wide equestrian trail that adjoins the paved area. To access the trail a trail-head with parking and
restroom is located on 8th Street (the East Puyallup Trail Head), just south and east of the City of Puyallup.

Eventually, a link from the City of Tacoma Ruston Way/Schuster Trail to the City of Puyallup (Puyallup River Trail) and to the East Puyallup Trail Head is planned. The Tacoma link will be constructed when improvements are made to Levee Road along the Puyallup River. The Puyallup River Trail to the East Puyallup Trail Head is under acquisition and construction could start as early as 2007 (See Map A-16: Park, Recreation, and Trail Facilities).

**Transportation**

**The Roadway Network**

**State Highway Network**

The Alderton-McMillin Community Plan area is served by a network of state and County jurisdiction roadways. The Washington State Department of Transportation has designated SR 410 as Other Freeway/Limited Access and SR 162 as a Minor Arterial roadway. These two state highways frame a “T” of high capacity roads and provide access to and within the Alderton-McMillin Community Plan area. SR 410 serves the area with two interchanges, one at SR 162, the other lesser used facility at 166th Ave E. SR 162 carries both through traffic between major destinations as well as provides a measure of local access for the community residents and business. While most of this roadway is two lanes, there are dedicated turn lanes at certain intersections.

SR 162 has a posted speed limit of 50 miles per hour but the operating speeds vary by location and time of day. Two-way annual average daily traffic (AADT) is approximately 23,000 vehicles near SR 410. This roadway experiences significant congestion near its interchange with SR 410 especially during the pm peak hour, northbound in the morning hours, and southbound in the evening.

SR 410 as it passes through the Alderton-McMillin area is a four-lane limited access highway carrying as many as 52,000 vehicles per day. There are delays in the pm peak period of “homebound” Orting and Sumner residents as they take the ramps off SR 410 and access SR 162 via signal controlled intersections.

**County Roadways**

While the above state roadways offer higher capacity and speeds to motor vehicle traffic, the following County roadways are generally characterized by lower operating speeds, volumes,
and capacity. Pierce County classifies its roadways by (from highest to lowest) major, secondary, collector and local arterials. These roadway functional classification designations are found in Table A-16 below. The table also provides the local roadway volumes at select locations of the roadways.

**Table A-16: County Road Classifications and Volumes**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Classification</th>
<th>AADT – Current</th>
</tr>
</thead>
<tbody>
<tr>
<td>128th St E</td>
<td>Collector</td>
<td>2600</td>
</tr>
<tr>
<td>150th Ave E</td>
<td>Collector</td>
<td>970</td>
</tr>
<tr>
<td>166th Av E</td>
<td>Collector</td>
<td>5660</td>
</tr>
<tr>
<td>96th St E</td>
<td>Secondary Arterial</td>
<td>2600</td>
</tr>
<tr>
<td>McCutcheon Rd</td>
<td>Collector</td>
<td>1880</td>
</tr>
<tr>
<td>Military Rd E</td>
<td>Secondary Arterial</td>
<td>9100</td>
</tr>
<tr>
<td>Orting-Kapowsin Hwy</td>
<td>Major Arterial</td>
<td>8860</td>
</tr>
<tr>
<td>Orville Rd E</td>
<td>Major Arterial</td>
<td>4090</td>
</tr>
<tr>
<td>Pioneer Way E</td>
<td>Major Arterial</td>
<td>6080</td>
</tr>
<tr>
<td>Rhodes Lake Road E</td>
<td>Secondary Arterial</td>
<td>3640</td>
</tr>
<tr>
<td>Riverside Drive E</td>
<td>Collector</td>
<td>2494</td>
</tr>
</tbody>
</table>

**Roadway Operations**

While much of the Alderton-McMillin Community Plan area falls within the rural area, it experiences varying degrees of traffic congestion often associated with urban areas. Much of the current traffic congestion that the community now experiences relates to movement oriented to the traffic destined to and from the City of Orting. As noted earlier, SR 162 traffic near the SR 410 traffic experiences delays at nearby intersections. The Orting-Kapowsin Highway has and will continue to experience increased traffic volumes as development in unincorporated Pierce County and Orting increases. Military Road East pm period traffic has experienced greater volumes along its length and increased queues at its intersection with SR 162. Map A-20: 2006 Roadway Operating Conditions shows the local roadway network’s AADT and their respective operating conditions as defined by the levels of congestion (from poor to good). Map A-21: County Roadway Functional Classifications illustrates the functional class for County roads in the area.

**Current Transportation Plan Recommendations**

Table A-21 shows the current Pierce County Comprehensive Plan transportation recommendations for state and County roadways in the community plan area. Map A-22: Existing Comprehensive Transportation Plan illustrates these projects. The Washington State Highway Systems plan currently calls for four lanes on SR 162 from SR 410 south to the City of Orting. It also recommends that HOV lanes be added to SR 410 from the SR 167 interchange to Church Lake Road. It should be noted that as of this draft document that it is likely that the
The proposed state systems plan will be developed as a “financially constrained” document. Based on the limited amounts of revenues available for the larger maintenance and operational needs of the state highway system, there is a strong possibility that only the most critical roadway improvements would be considered for state funding in the 20-year time frame. To date, there is an indication that the above noted improvements to SR 162 and SR 410 would be considered within the funded portion of this plan.

Pierce County’s Transportation Element recommends a number of improvements to key roadways in the community plan area. Table A-21 lists the planned improvements to key roadways in the community plan area including a new connection from the South Hill area through the extension of 176th Street East to the City of Orting. This would provide important connectivity to the south end of the community plan area with the Frederickson industrial area and the future Cross Base Highway that will connect to I-5.

The current Transportation Element also calls for less capacity expansion projects such as geometric improvements on Rhodes Lake Road, rehabilitation/reconstruction on Angeline Road East, and the addition of shoulders on Orville Road.

The Alderton-McMillin Community Plan examined a wide range of transportation related issues as it developed the transportation related recommendations and policies. This plan reviewed the operating conditions of the roadways, the planned levels of development affecting the study area, and the planned roadway improvements. There are two other significant transportation planning efforts led by the County that should be discussed here: Rhodes Lake Road Corridor Study and Traffic Impact Fees.

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**The Rhodes Lake Road Corridor Study**

Pierce County initiated the Rhodes Lake Road Corridor Study (RLRCS) to address the mobility needs of future development in employment and population especially south of Bonney Lake. In looking at the future travel demand patterns, it has been discerned that the demand for east-west travel such as between the plateau and the South Hill area will significantly increase. This study recognizes that the current roadway network cannot adequately handle the future travel demands. In the context of the above issues, the RLRCS transportation recommendations will attempt to do the following:

1. Meet travel demand between land uses;
2. Strengthen the transportation network;
3. Minimize the impacts to the natural and built environment; and
4. Optimize the financial investment in transportation infrastructure.

The Rhodes Lake Road Corridor Study is being conducted within the framework of an environmental impact statement (EIS). The EIS will provide a recommendation for a preferred alternative for meeting the project objectives.
The Traffic Impact Fee Program

The Transportation Element provides that Military Road East from the South Hill area to SR 162 be widened from two to four lanes. Since the adoption of this plan recommendation that was endorsed by the South Hill Community Planning Board, the recently adopted Pierce County Traffic Impact Fee (TIF) Program has proposed that this facility be widened from two to three lanes. The TIF program also would fund a portion of the widening for the Shaw Rd/Military Rd/122nd Ave E Corridor widening from two to three lanes with sidewalks and shoulders. While this improvement is largely in the South Hill area, the planned Shaw Road Extension project is in the community plan area. This extension of Shaw Road would connect Main Avenue East and Pioneer Way East in the City of Puyallup. This project is in the urban growth area of City of Puyallup and is being supported and implemented by the city.

Transit Services

Alderton-McMillin is currently served by Pierce Transit through the Dial-A-Ride service which connects Orting to South Hill Mall, the Puyallup YMCA, and the rest of the Pierce Transit system. Dial-A-Ride is a type of ‘on demand’ service via a shuttle van that may be requested one to five days in advance. It runs between several locations in the City of Orting, along SR 162, and two locations in South Hill, including the South Hill Mall Transit Center and the YMCA on 43rd Avenue. The service currently operates on Tuesday, Thursday, and Saturday, running every two hours from 8:00 AM to 8:00 PM.

Pierce Transit is currently updating the Strategic Plan and improvements to service for the valley and Orting is part of the discussion. The Pierce Transit Board is anticipated to have a retreat in the spring of 2007 to discuss a strategic plan framework, and service and capital prioritization guidelines.

A Sounder Commuter Rail station is located in Sumner and carries commuters from Tacoma through Sumner and the Kent valley into Seattle. In the next phase of implementation of Sound Transit (ST 2), the parking lots in Sumner and Puyallup will be expanded. ST 2 requires an affirmative vote by the voters in November 2007 for the funding. Train service will be expanded in 2007 from the four current trains each way per day to nine trains each way per day.

Rail Services

The Meeker Southern (MSN) is a shortline railroad that connects Meeker Junction in Puyallup with the McMillin Park of Industry. The line is approximately five miles long and junctions with the Burlington Northern Santa Fe (BNSF) in Puyallup. Operations began in November, 2000, on BNSF’s former Meeker-McMillin Line. The rail line is owned and operated by the Ballard Terminal Railroad.

Currently there may be as few as none and up to as many as three trains a week moving along the track at a speed not to exceed 10 miles an hour, due to the condition of the track. The rail currently provides service to two businesses in the McMillin Park of Industry with service twice a week.
Pierce County Sheriff's Department (PCSD) is the primary law enforcement agency for Alderton-McMillin. There are five patrol districts that provide police services although no police stations are located in the community (see Map A-17: Patrol Districts). The majority of the community is served by the Foothills Detachment, Pierce County District 12, which is headquartered in Bonney Lake. The Foothills Detachment consist of two sergeants, 21 deputies, and an office assistant, which provides police services to Alderton-McMillin and the areas around Orting, Buckley, and Bonney Lake. The Detachment is located in office space located at 11107 214th Ave. E. in Bonney Lake.

The patrol headquarters for districts PC01 through PC07 is the South Hill Precinct located at the intersection of 160th St E and Meridian Av. E. This area is covered by the main patrol force of the Pierce County Sheriff's Department. In addition to providing command level supervision of theDetachments there is a Patrol Commander (with the rank of major), three lieutenants, ten sergeants, and 93 deputies serving in the patrol, neighborhood patrol, community support, traffic, and K9 duties. The South Hill Precinct also directs six detectives who are supervised by a detective sergeant. This investigative arm handles property crimes such as burglary, auto theft, identity theft, and fraud.

PC10, otherwise known as the Mountain Detachment, consists of two sergeants, 20 deputies, and an office assistant, which provides police services to the areas around Eatonville, South Spanaway, East Graham, and Roy, in addition to a small part of the plan area. The Detachment is located in office space located near the intersection of SR 161 and the Eatonville Cut-off Road. Less than 100 acres of the plan area are within the jurisdiction of PC10.

The County-City Building is the location of most of the rest of the PCSD services, including Administration, Civil, Major Crimes Detectives, Forensics, Special Investigations Unit, and the Recruiting and Training sections. In addition to the patrol districts discussed above, 22 detectives and deputies work from the County-City Building in the Criminal Investigations Division. Those people are assigned to a variety of tasks from investigating major crimes (homicide, special assault, arson, etc.) to investigating domestic violence related incidents to crimes involving juvenile suspects to executing felony arrest warrants. The area of responsibility for these resources is the entire unincorporated County (including the plan area), as well as providing contracted services to various cities in Pierce County. A growing group of undercover investigators is dedicated to drug enforcement issues in Pierce County.

In addition to the above-described services, the plan area benefits from the ability of the PCSD to provide additional special services to its citizens. These special services are made possible by training personnel to perform more than their primary (patrol, investigations) function. These personnel respond to situations on an as-needed basis. These functions include: Air Operations, Clandestine Lab Team, Dive Team, Hazardous Devices Squad, Marine Services Unit, Bicycle Unit, Search and Rescue, SWAT, and Swiftwater Rescue.
WASHINGTON STATE PATROL

The Washington State Patrol’s office is located at 2502 112th Street, Tacoma, outside the plan area. This office dispatches four detachments to eastern Pierce County covering state highways in the plan area. They respond to a variety of calls for service ranging from standard traffic stops to vehicular accident investigation. The number of troopers in the plan area varies from two to three depending on the calls for service in other areas of Pierce County.

FIRE PROTECTION

The community plan area is serviced by three fire districts (see Map A-18: Fire Districts). The majority of the community is served by Fire District No. 18, Orting, encompassing 6,189 acres of the plan area. The Sumner Fire District is the second largest and encompasses most of the northern portion of the plan area with 3,213 acres. Approximately 182 acres of the plan area are not within a fire district.

PIERCE COUNTY FIRE PROTECTION DISTRICT #18

The headquarters of Fire District No. 18 is located at 19502 Orting-Kapowsin Highway East. The equipment assigned to this station are one engine, one water tender, one medic unit, and two utility vehicles. The station has a full daytime staff of 2-4 people, including one fulltime medic. There are various classes performed at the station including CPR and AED. Additionally, the station issues burn permits to residents in the area.

EAST PIERCE COUNTY FIRE PROTECTION DISTRICT #22 AND DISTRICT # 1, SUMNER

Fire District #1, Sumner, is currently contracting with East Pierce District #22 for services. The combined districts have six full time staff stations and four volunteer stations. The district has over 70 career employees that work in conjunction with 50 volunteers. The districts provide a full range of emergency response services including fire, and emergency medical and rescue. The district faces difficulties moving emergency vehicle equipment and personal on congested roadways.

PUBLIC SCHOOLS

OVERVIEW OF SCHOOL RELATED PLANS, POLICIES AND REGULATIONS

The Pierce County Code (PCC), Chapter 4A.30 School Impact Fees requires that any school district seeking imposition by the County of an impact fee shall submit a Capital Facilities Plan adopted by the District’s Board of Directors. These plans must be updated regularly to maintain at least a six-year forecast of needs and a six-year plan for funding and include the minimum information required by State law and outlined in PCC, 4A.30.010.

The impact fees are intended to help provide school districts with an appropriate proportionate share of the costs of public school capital facilities needed to serve new growth and development. The impact fees are imposed on new single-family and multifamily dwelling units.
as part of the County’s building and land use approval process. The impact fees are determined using a fee calculation by each school district, which may not exceed the Maximum Fee Obligation. The impact fee schedule is adjusted annually through an ordinance that is reviewed concurrently with the County’s Capital Facility Plan. PCC, 4A.30.030 includes a School Impact Fee schedule that outlines the fee calculations and Maximum Fee Obligation for each school district in Pierce County for the years 2005 and 2006.

**School District Facilities Serving the Plan Area**

The plan area is served by Puyallup School District #3, Sumner School District #320, and Orting School District #344. (See Map A-19: Public Education)

**Orting School District #344**

The Orting School District includes two elementary schools, one middle school, one high school, and one K-8 partnership school. Table A-17 provides a breakdown of the student capacity and the student enrollment for the Orting School District. The capacity for each grade was calculated using the OSPI formula for determining the students per square foot allowance.

In February 2006, the district passed a $29.5 million dollar bond issue to construct and equip a new (replacement) middle school, as well as make capital improvements to existing facilities, including additional high school classrooms, music and performing arts facilities, student commons, physical education facilities, an athletic stadium and other related upgrades as necessary.

**Table A-17: Orting School District Capacity and Enrollment**

<table>
<thead>
<tr>
<th>Grade</th>
<th>Capacity</th>
<th>Enrollment</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>K-2</td>
<td>422</td>
<td>368</td>
<td>+54</td>
</tr>
<tr>
<td>3-5</td>
<td>610</td>
<td>444</td>
<td>+166</td>
</tr>
<tr>
<td>6-8</td>
<td>310</td>
<td>486</td>
<td>-176</td>
</tr>
<tr>
<td>9-12</td>
<td>510</td>
<td>609</td>
<td>-99</td>
</tr>
</tbody>
</table>

**Sumner School District #320**

The Sumner School District includes eight elementary schools, three middle schools, and two high schools. Only McAlder Elementary is located within the community plan area at 15502 96th Street East. Current capacity and enrollment are listed in Table A-18 below.

Sumner School District residents will vote in 2007 on a bond issue for school modernization. If the bond passes it will include construction of a new Lakeridge Middle School, acquisition of sites for future schools, and modernization of: Bonney Lake Elementary, Maple Lawn Elementary, Victor Falls Elementary, Sumner Middle School, and Sumner High School.

Several of the projects included on the bond issue are for school modernization. Generally this work includes: replacing major mechanical systems, updating wiring and technology infrastructure to support computers in the classroom, and bringing buildings up to all current energy, earthquake, fire, and life safety building codes. Upgraded classroom lighting, new
energy-efficient windows, interior and exterior painting, and new floor coverings are also included.

<table>
<thead>
<tr>
<th>Table A-18: Sumner School District Capacity and Enrollment</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>School</th>
<th>Capacity</th>
<th>Enrollment</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Elementary Grades K-5</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bonney Lake</td>
<td>425</td>
<td>453</td>
<td>-28</td>
</tr>
<tr>
<td>Crestwood Elementary</td>
<td>500</td>
<td>339</td>
<td>+161</td>
</tr>
<tr>
<td>Daffodil Valley</td>
<td>500</td>
<td>388</td>
<td>+273</td>
</tr>
<tr>
<td>Emerald Hills</td>
<td>500</td>
<td>405</td>
<td>+95</td>
</tr>
<tr>
<td>Liberty Ridge</td>
<td>500</td>
<td>440</td>
<td>+155</td>
</tr>
<tr>
<td>Maple Lawn</td>
<td>430</td>
<td>456</td>
<td>-129</td>
</tr>
<tr>
<td>McAlder Elementary</td>
<td>400</td>
<td>474</td>
<td>-55</td>
</tr>
<tr>
<td>Victor Falls</td>
<td>500</td>
<td>576</td>
<td>-76</td>
</tr>
<tr>
<td>Elementary #9</td>
<td>planned 500</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td><strong>Middle Schools Grades 6-8</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lakeridge</td>
<td>575</td>
<td>589</td>
<td>-14</td>
</tr>
<tr>
<td>Mountain View</td>
<td>650</td>
<td>640</td>
<td>+10</td>
</tr>
<tr>
<td>Sumner</td>
<td>750</td>
<td>729</td>
<td>-21</td>
</tr>
<tr>
<td><strong>High Schools Grades 9-12</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bonney Lake (plus planned 200)</td>
<td>1200</td>
<td>1390</td>
<td>-169</td>
</tr>
<tr>
<td>Sumner</td>
<td>1200</td>
<td>1356</td>
<td>-156</td>
</tr>
</tbody>
</table>

**PUYALLUP SCHOOL DISTRICT #3**

The Puyallup School District includes 21 elementary schools, six junior high schools and four high schools. The table below provides a breakdown of the student capacity and the student enrollment for the District. The benchmark capacity for each level is described in detail in the District Capital Facilities Plan. Table A-19 shows capacity and enrollment. The enrollments are October 2006 actual enrollments.

The District passed a 198.5 million dollar bond in 2004. That bond funded three new schools. Two new elementary schools will open in September 2007. Each school will have a capacity of 750 students. A new junior high school will open in September 2008 with a capacity of 800 students.

The District expects continued growth and needs to address a number of aging facilities. A 259.5 million dollar bond has been placed on the February 6, 2007 ballot. A new elementary and expansion of several existing schools are included in this bond package.
The Alderton area is in the Shaw Road Elementary, Kalles Junior High, and Puyallup High School service areas of the Puyallup School District.

### Table A-19: Puyallup School District Capacity and Enrollment

<table>
<thead>
<tr>
<th>Grade</th>
<th>Capacity</th>
<th>Enrollment</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elementary</td>
<td>8823</td>
<td>10,614</td>
<td>-1791</td>
</tr>
<tr>
<td>Junior High</td>
<td>4180</td>
<td>5069</td>
<td>-889</td>
</tr>
<tr>
<td>High School</td>
<td>4834</td>
<td>5027</td>
<td>-193</td>
</tr>
<tr>
<td>Special Programs</td>
<td></td>
<td>40</td>
<td></td>
</tr>
</tbody>
</table>

**Pierce County Library System**

The Pierce County Library System serves the Alderton-McMillin Community Plan area with the Sumner, Bonney Lake, and Orting Pierce County Library branches which are located to the immediate north, north/east, and south respectively. Residents of the area may also use the library system’s web site to access the online library catalog, use e-sources, place holds, renew items that they have checked out, etc. By requesting books and other materials either online or at their chosen Pierce County Library branch, residents have access to the collection of over 1,000,000 items housed in the system’s 17 branches throughout the County.

**Sewer and Wastewater Treatment**

The City of Orting, City of Sumner, and the City of Puyallup have wastewater treatment plants that convey the waste from within city boundaries. Sewer service is not available within the rural area of Alderton-McMillin. Developments within the community plan area are on individual or community septic systems. The City of Bonney Lake effluent is sent to the Sumner treatment plant via a sewer line that is located along SR 410 and running west along 78th Avenue and Riverside Drive. The sewer line is not within a sewer service area.

**Domestic Water Systems**

Currently within the plan area, there are 10 Group A water systems that have either 15 or more connections or serve 25 or more people per day for 60 or more days per year regardless of the number of connections. Ten separate water purveyors are responsible for operating these systems. The majority of the plan area is covered through four purveyors: Valley Water Systems, Tacoma Water System, Orting Water System, and Sumner Water System.

Domestic water within the plan area is provided by individual on-site wells and ten community water systems. The community water systems are City of Puyallup, Valley Water District, City of Sumner (future) – Webstone Water District, Tacoma Water, City of Bonney Lake, City of Orting, Horsehaven MHP Water System, Orting 15 Water System, Washington Water Service Company, and Crocker Creek Water Works.
The Department of Ecology issues water rights in Washington State. A water right is a legal authorization to use a certain amount of public water for specific beneficial purposes. State law requires every user of streams, lakes, springs, and other surface waters to obtain a water right permit unless they use 5,000 gallons or fewer each day. A water right will be issued only if it is determined that water withdrawal will not have a detrimental effect on other nearby wells. Water rights are based on anticipated average daily flows from the proposed use and are approved for a specified number of wells.

As required by state law, water service areas are exclusive service areas, which means only the designated system is to provide public water service to properties within the individual service areas. The community plan area also includes a multitude of individual wells and Group B systems, which are systems serving 2-14 connections. There is not a complete inventory of individual wells or Group B systems available at this time.

**Electricity and Natural Gas**

Puget Sound Energy (PSE) is an investor-owned utility providing electrical service to approximately 1,000,000 residential, commercial, and industrial customers in a nine county, 4,500 square mile service territory in western Washington. To provide reliable service, PSE builds, operates, and maintains an extensive electrical system consisting of generating plants, transmission lines, substations, and distribution systems. PSE is regulated by the Washington Utilities and Transportation Commission (WUTC) and is obligated to serve its customers subject to WUTC rates and tariffs.

**Electricity**

There are two main access points for receiving power in Pierce County: White River 230/115 kiloVolt (kV) Transmission Station located north of Orting; and at PSE’s Frederickson Generation station located in Frederickson Employment Center of Pierce County. A third access point from St. Clair switching station near the Thurston/Pierce County line provides a major tie between Pierce and Thurston Counties.

The Alderton-McMillin plan area is located directly between four municipalities: Puyallup, Sumner, Bonney Lake, and Orting. The existing electrical system serving or supporting the Alderton-McMillin plan area consists of the following:

Transmission Substations:

- The White River Transmission Station (immediately east of Sumner, north of Orting)
- Alderton Transmission Station (in Alderton)
- Electron Heights Switching Station
- Frederickson Generation Station
Distribution Substations:
- Gardella
- Rhodes Lake
- Knobler
- Hemlock
- Sumner
- Orting
- Kapowsin
- Sunrise
- Shaw
- Bonney Lake

Transmission Lines (115kV):
- White River – Electron Heights
- White River – Alderton # 2
- Electron Heights – Blumaer
- Frederickson – Electron Heights

**EXISTING ELECTRICAL CAPACITY TO SERVE ALDERTON-MCMILLIN**

The power utilization factor of all distribution substations directly serving any portion of the Alderton-McMillin area is at 81.5%. The utilization factor is a comparison of current peak system load (during the winter heating season), divided by the absolute maximum design capacity of the substations in the area. Table A-20 illustrates the capacity versus peak winter loads for the plan area distribution substations.

**Table A-20: Existing Capacity: Electrical Utilities**

<table>
<thead>
<tr>
<th>Distribution Substations</th>
<th>Capacity (MVA)</th>
<th>Winter Load (MVA) (Nov 29, 2005)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gardella</td>
<td>33</td>
<td>23.9</td>
</tr>
<tr>
<td>Orting</td>
<td>26</td>
<td>23.4</td>
</tr>
<tr>
<td>Bonney Lake</td>
<td>33</td>
<td>26.5</td>
</tr>
<tr>
<td>Sumner</td>
<td>26</td>
<td>23.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>118</strong></td>
<td><strong>98.8</strong></td>
</tr>
</tbody>
</table>

The electrical system can be expanded as the area load develops. The timing of future construction is largely dependent on the development growth of an area, and the associated increase in electric demand (load), as well as facility maintenance requirements, reliability related improvements, or system replacement needs.

**NATURAL GAS**

Puget Sound Energy (PSE) is the natural gas provider within the Alderton-McMillin community. There are gas system improvement projects under review in the Alderton-McMillin area. PSE’s 10-year plan includes the projects listed below. The timing of these projects is dependent on load and/or customer growth within the affected service area. Plans will be reviewed with the County early in the planning stages of each project.
1) A combination of new and replacement of the existing Intermediate Pressure (IP) facilities along the Orting-Sumner Highway (SR 162) the entire length of the plan area.

2) A new IP line from the intersection of Pioneer Way and the Orting-Sumner Highway (SR 162) and continuing west through the plan area.

3) A new IP line along SR 162 entering into the plan area to the east of Voights Creek. This line continues to the southwest to Orville Rd. It then continues south past the plan boundary.

4) A new High Pressure (HP) line coming into the plan area at the intersection of 150th Avenue East and the Orting-Kapowsin Highway. This continues east along the Orting-Kapowsin Highway to the Orting city limits.

DESCRIPTION OF DESIRED CONDITIONS

PARKS AND RECREATION

The community plan envisions redevelopment of Riverside Park to include passive recreation, educational opportunities, and river-related activities including public access to fishing and boating. The park would include picnic areas, green space, and educational kiosks and walks informing users about the river system as well as local history such as the nearby ‘poor house.’ The park would be designed and redeveloped through a master planning process that includes hands-on involvement with local citizens and businesses. It is the interest of the community to scale the park for local citizens, not a regional facility.

The community also envisions new parks within the area and identifies three possible sites for parks. Two of the proposed parks are located north of the City of Orting and one is located to the south. Plan policies require parks to be compatible with the rural area and designed with environmental constraints in mind. The community plan prohibits park facilities better suited to the urban area, (i.e., sports complexes, amusement parks, miniature golf courses), and policies discourage recreational uses that generate large amounts of traffic, create significant amounts of impervious surface, or operate late into the night. It is the vision of the community to keep new and improved parks compatible with the rural way of life.

The people of Alderton-McMillin value the Foothills Trail and would like to see educational displays informing the public about the local history, agriculture, and natural hazards incorporated into the trail system. The community is open to exploring opportunities to link the trail with the proposed Bonney Lake trail system. New links to the trail system should strive to connect to public river access areas.

Finally, the Parks and Recreation policies call for an increase for public access to the rivers for fishing or other passive recreation. Public access sites and new parks should evaluate and minimize impacts to surrounding agricultural activities, habitat, and the neighboring community.
TRANSPORTATION

PRESCRIBING THE COMMUNITY CHARACTER

At present, the Rhodes Lake Road EIS has narrowed the remaining alternatives to three candidate roadways connecting the plateau with SR 162. Two of these alternatives extend westward and connect to 116th St E and 128th Street respectively. The third alternative connects the plateau with the City of Orting.

The extension roadway south, also termed as the South Plateau Connection, would have a significant impact on a small neighborhood in Orting where the new roadway would touch down. It would also bring significant volumes of traffic into the downtown core of this city. The City of Orting supports the construction of a road further south of the city.

The two alternatives north of Orting would have significant impacts upon the community character of this area. Aside from SR 162, the roads in the valley carry small volumes of traffic. A new roadway (likely to have four lanes) as provided in the candidate alternatives will certainly change the natural environment of this area and would be designed in the local rural context.

PROPOSED PROJECT RECOMMENDATIONS

This plan supports all of the transportation projects found in the current transportation element. It is recognized that the demands of additional roadway have and will continue to increase over the next 20 years. The needs for improving certain roads have become more apparent and to this end the following roadway improvements are perceived to be of the highest priority:

1. Build 4/5 lanes on SR 162
2. Improve the SR 162/SR 410 interchange
3. Widen Military Road E to three lanes
4. Build the 176th St E Extension

NEW CORRIDORS

It is also recommended that Pierce County further investigate two concepts discussed in the Rhodes Lake Road Corridor study, the development of 214th/218th Street East as a north-south corridor to Lake Tapps Parkway and the South Plateau Connection. Both these corridors would require inter-jurisdictional cooperation.

If one of the “build” Rhodes Lake Road Corridor Study alternatives is selected, this plan recommends Alternative D as found in the DEIS for the Corridor Study. This alignment would connect to SR 162 using the 128th Street East crossing location.
### Table A-21: CPB Recommended Projects

<table>
<thead>
<tr>
<th>ID</th>
<th>Project Name</th>
<th>Project Limits</th>
<th>Proposed Facility</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>C29*</td>
<td>SR 410 HOV</td>
<td>SR 167 to Church Lake Road Sumner-Buckley Hwy</td>
<td>Construct high occupancy vehicle lanes. WSDOT project.</td>
<td>Premier</td>
</tr>
<tr>
<td>C24</td>
<td>SR 162</td>
<td>Orting City Limits to SR 410</td>
<td>Widen from 2 to 4 lanes from 128th Street E to SR 410; Add additional lanes, geometric and shoulder improvements. WSDOT project.</td>
<td>Premier</td>
</tr>
<tr>
<td>C11A</td>
<td>Shaw Road E Extension</td>
<td>Pioneer Way E (Puyallup City Limits) to Main Avenue E (Puyallup City Limits)</td>
<td>New arterial.</td>
<td>Premier</td>
</tr>
<tr>
<td>C11B/M6</td>
<td>Shaw Road E/Military Rd E/122nd Avenue E.</td>
<td>SR 410 to Orting-Kapowsin Hwy E.</td>
<td>Roadway widening, curb, gutter, sidewalks, bicycle facilities, intersection improvements</td>
<td>Premier</td>
</tr>
<tr>
<td>E20A</td>
<td>Rhodes Lake Road E</td>
<td>Angeline Road E to 198th Avenue E</td>
<td>Geometric, shoulder and grade improvements.</td>
<td>High</td>
</tr>
<tr>
<td>E20B</td>
<td>96th Street E/Rhodes Lake Road E Improvements</td>
<td>SR 162 to Angeline Road E</td>
<td>Geometric, shoulder and grade improvements.</td>
<td>Medium</td>
</tr>
<tr>
<td>C12B</td>
<td>122 Street E/Military Road E</td>
<td>130 Av Ct E to SR 162</td>
<td>Widen to four lanes, pedestrian and bicycle facilities</td>
<td>Medium</td>
</tr>
<tr>
<td>C13</td>
<td>176th Street E Extension</td>
<td>SR 161/176th Street E to City of Orting</td>
<td>New major arterial with nonmotorized facilities</td>
<td>High</td>
</tr>
<tr>
<td>E33</td>
<td>166th Avenue E-78th Street-Riverside Drive E</td>
<td>96th Street E to SR 410</td>
<td>Realign, reconstruct: shoulder improvements</td>
<td>Low</td>
</tr>
<tr>
<td>E27</td>
<td>Angeline Road E</td>
<td>Rhodes Lake Road E to Sumner-Buckley Hwy E</td>
<td>Rehabilitate and reconstruct; shoulder improvements</td>
<td>Medium</td>
</tr>
<tr>
<td>G51</td>
<td>Orville Road E</td>
<td>Electron Rd E to SR 162</td>
<td>Add paved shoulders or wide lanes</td>
<td>Medium</td>
</tr>
<tr>
<td>AMCP1</td>
<td>Expanded capacity over the Puyallup River</td>
<td>Vicinity of the Calistoga Bridge</td>
<td>Work with the City of Orting to either widen the Calistoga Bridge or develop a new crossing</td>
<td>High</td>
</tr>
</tbody>
</table>

*State Highway- Our County Recommendations must be “consistent” with State Plans*
**NATURAL HAZARDS**

The Alderton-McMillin community is faced with several potential natural hazards. These hazards, described in the Natural Environment Element, pose challenges for people and planning in the Puyallup Valley. The community plan policies and actions strive to ensure damage to property or people is minimized; evacuation routes, procedures, and actions are in place; and, the public is educated about what to do and where to go in the event of a flood, earthquake, volcano, or landslide.

Flood hazards, seismic hazards, volcanic hazards, and landslides all exist within the community plan area. These hazards pose risks for people and property that must be considered when planning for future growth. The valley is limited by these natural constraints which is part of the reason the area has remained rural while surrounding areas have intensified. Flooding is the most common of the natural occurrences. A major flooding event in November 2006 shut down SR 410, portions of McCutcheon Road, and portions of SR 162. The event has been declared a federal disaster.

The community would like to minimize loss of life and property through proper planning to reduce vulnerability. Increasing the awareness of evacuation routes and procedures is another major component of the plan. Raising awareness would increase preparedness and ensure a greater number of people are knowledgeable about what to do and where to go in a major catastrophic event. The plan calls for a public outreach program that educates a large portion of the population and puts emergency information at the citizen’s fingertips.

**ELECTRICAL AND NATURAL GAS**

**PROJECTED NEEDED CAPACITY**

Projections are based on Countywide data. These projections are combined with specific known details for each smaller development area. PSE’s 2013 Electrical Facilities Plan for all of Pierce County predicts a projected load level in Mega Volt Amperes (MVAs) of 592 MW. This represents a growth of about 100 MVA from the current 2004 peak load levels for the entire County. This projected load will be revised (most likely upwards) in the near future. PSE’s long-range plans for the Alderton-McMillin plan area and surrounding areas are based on electrical growth projections anticipated in future years. Projected load is calculated as the existing load, minus conservation reductions, minus demand side management, plus the forecast of new load.

The population and employment forecasts are based on a regional economic and demographic model and then allocated into each of the counties within the service territory. The regional forecasts account for the latest assumption about the national economy and reflect the historical structure of employment and population within each county as well as their recent growth patterns. The historical population data by county is based on the State’s Office of Financial Planning reports, while the employment data is based on the State’s Employment Security Department’s monthly reports. The projection of these inputs together with the
company’s projections of conservation, retail rates and any known short term large load additions or deletions form the company’s forecast of energy and peak loads.

**PROPOSED SYSTEM**

Puget Sound Energy has identified system and transmission improvements required to serve the forecasted load growth in and around the Alderton-McMillin plan area. Many improvements are in progress or planned for the future; others have been identified as future improvements to meet the growth demand. These improvements are intended to meet the growth and reliability demands for the Alderton-McMillin area and the surrounding area, as well as other portions of Pierce County.

**SYSTEM IMPROVEMENTS IN PROGRESS**

*White River – Electron Heights transmission loop into Alderton* – These improvements will provide a transmission route from the Bonney Lake area into the Alderton Transmission Station and from the Rhodes Lake area also into Alderton Transmission Station.

*Knoble Substation* – This project added new substation capacity to serve the continuing growth in Orting valley.

**FUTURE TRANSMISSION IMPROVEMENTS**

PSE has identified the need for a new bulk power delivery point for Pierce County at the Alderton Transmission Station, located approximately five miles north of Orting city limits. Existing transmission lines are planned to be upgraded to provide a 230 kV tie between the White River Transmission Station and the Alderton Transmission Station. The timing for this 230 kV upgrade project is largely driven by future generation addition in Frederickson area. Future improvements are as follows:

*Alderton 230 kV Development* -- Pierce County will need a major upgrade of bulk power delivery system in the near future. The Alderton Transmission Station has been identified as future 230 kV transformation station. The project will involve upgrade of existing transmission lines north of Orting and installation of a 230 – 115 kV transformer at the Alderton Station.

*Woodland – St. Clair Phase II* – This project will involve upgrade of Woodland substation (in southwest Puyallup) to a switching station and rebuilding of existing lines. When completed, the project will increase transmission capacity and improve reliability to Orting, Puyallup, and surrounding areas.

*Electron Heights – Orting - Blumaer Re-conductor* – This project will involve rebuilding of existing transmission lines. When completed, the project will increase transmission capacity and improve reliability to Orting, Puyallup, and surrounding areas.

**FUTURE DISTRIBUTION SUBSTATIONS**

*Alderton Distribution Substation*  The Alderton distribution substation would serve new developments directly within the Alderton-McMillin plan area as well as provide load support for nearby developments including Cascadia. Construction of a loop-through of the existing or future transmission will be included as part of this project.
PARKS AND RECREATION POLICIES

GOAL AM PR-1 Expand recreational opportunities through existing resources and facilities.

AM PR-1.1 Recreational improvements and opportunities are prioritized as follows:

AM PR-1.1.1 Redevelopment of Riverside Park;
AM PR-1.1.2 Public access to the Puyallup and Carbon rivers; and
AM PR-1.1.3 Other recreational activities including the Reise site, Ford site, and Renaissance site.

AM PR-1.2 Pierce County should gauge community support for additional trail segments.

AM PR-1.3 The scale and design of future parks should meet the community’s needs rather than the region’s needs.

AM PR-1.4 When possible, seek appropriate recreation mitigation from large transportation or essential public facilities projects when such projects create impacts on the plan area.

AM PR-1.5 Establish location criteria for new recreational facilities.

AM PR-1.5.1 New recreational facilities shall be located away from critical areas or the site must be designed to mitigate all potential impacts.

AM PR-1.5.2 New recreational facilities shall be located away from existing agricultural lands or the developer must work with local farmers to design the project to mitigate potential impacts.

AM PR-1.5.3 The location of new recreational facilities shall not adversely increase traffic congestion.

AM PR-1.5.4 Recreational facilities shall be compatible with the rural area and lifestyle.

AM PR-1.5.4.1 Compatibility with the rural area does not include noise, traffic, lights, activities, impervious surfaces, and hours of operation that are similar to those in an urban area.

AM PR-1.6 Pierce County Parks should evaluate the feasibility of connecting the Foothills Trail with the Bonney Lake trail system.

AM PR-1.7 A community trail system should strive to connect public river access areas along the Carbon and Puyallup rivers.

AM PR-1.8 Educational kiosks should be located along the Foothills Trail informing the public about the local history and agriculture.

AM PR-1.9 Increase public access along the Carbon and Puyallup rivers.

GOAL AM PR-2 Redevelop Riverside Park as a community park.

AM PR-2.1 Pierce County should develop a park master plan for Riverside Park.
AM PR-2.2 The park master plan should be developed with the local community through a public hearing and permit process.

AM PR-2.3 Improvements constructed in Riverside Park should focus on passive recreation, educational opportunities, and river-related activities.

AM PR-2.3.1 River access for boating should be a priority.

AM PR-2.4 Educational kiosks and/or markers that describe the river ecosystem and present fish and wildlife should be incorporated into the parks master plan.

AM PR-2.5 The historical significance of the Riverside site as a County poorhouse should be portrayed through educational materials.

AM PR-2.6 Signage that provides environmental education and awareness should be placed in appropriate locations.

AM PR-2.7 Ensure green space for playing and picnicking.

AM PR-2.7.1 Sport fields and play courts are not an appropriate use of the park area.

AM PR-2.8 Pierce County should approach the City of Sumner to discuss a possible partnership in the development and/or maintenance of the facility.

AM PR-2.9 Explore the possibility of obtaining support from the Puyallup Tribe for public river access at the park.

GOAL AM PR-3 Evaluate opportunities to provide public access to the Carbon and Puyallup rivers through Pierce County-owned properties.

AM PR-3.1 Public river access sites are intended to be used for fishing and passive shoreline recreation activities.

AM PR-3.2 A small number of public access sites should be provided throughout the Alderton-McMillin Community Plan area.

AM PR-3.2.1 These sites are intended to allow fishing access to the rivers, but are not intended to include boat access or occupy private properties.

AM PR-3.2.2 Impacts to private properties for recreational river access shall be minimized.

AM PR-3.3 Criteria should be developed as a means to evaluate sites on the appropriateness of public access.

AM PR-3.3.1 The criteria should evaluate potential impacts to surrounding agricultural lands, habitat, and community.

AM PR-3.3.2 Significant impacts should be avoided.

AM PR-3.4 Public river access sites should be minimally developed with amenities such as parking areas, trails, and educational kiosks.

GOAL AM PR-4 Provide community education through local recreational facilities.

AM PR-4.1 Create opportunities for community education within the public river access areas and along the Foothills Trail.
AM PR-4.1.1 Community education should focus on the community agricultural history and unique environmental characteristics.

AM PR-4.1.2 Support activities within the community that integrate environmental education with recreational activities.

AM PR-4.1.3 Educational kiosks should be constructed at appropriate locations within Riverside Park, public river access sites, and trail heads.

AM PR-4.1.4 Signage that provides historical education (farming history) should be provided along the Foothills Trail.

GOAL AM PR-5 Protect private property from trespassing.

AM PR-5.1 Opening public properties to river access should reduce trespassing on private properties.

AM PR-5.2 Place signs along property boundaries where trails, parks, or public river access properties abut private property.

AM PR-5.2.1 Signs should educate or remind users to stay on public access and public properties.

AM PR-5.3 Fund a park ranger or security officer through a funding partnership by the County and cities.

TRANSPORTATION POLICIES

GOALS

Provide for the mobility and access needs of the residents while maintaining the valley’s unique rural character.

SR 162

GOAL AM T-1 Improve SR 162 to meet the future safety and mobility needs of the valley residents.

AM T-1.1 Support the State’s roadway improvements on SR 162 as specified in the Washington State Department of Transportation’s (WSDOT) Highway Systems Plan.

AM T-1.1.1 Lobby the state legislature and the Pierce County Council to secure the funding for this project.

AM T-1.1.2 Support the concept of the development community to provide some or all of the funding for this project.

AM T-1.2 Request that the state investigate the alternatives for increasing the capacity at the SR 410 and SR 162 interchange.

AM T-1.2.1 This improvement should precede the construction of additional lanes south of the SR 410 interchange.
AM T-1.3 Encourage the state to pursue the improvement of nearby interchanges that would direct traffic away from the Alderton-McMillin Community Plan area and other areas that are affected by through-traffic that doesn’t meet their community character.

AM T-1.4 Work with the state in implementing access management strategies along SR 162 to maintain its primary function as a thoroughfare.

AM T-1.4.1 These strategies should move toward minimizing the access points along the highway.

AM T-1.5 Construct no new roadways connecting to SR 162 until the state has assured additional and adequate capacity of the highway to serve mobility needs.

AM T-1.6 Work with the state in synchronizing current and future traffic signal installations on SR 162.

AM T-1.7 Work with the state in requiring the private sector to mitigate their impacts on SR 162 traffic congestion by providing funding toward the additional two lanes needed for this road.

AM T-1.8 Prior to the improvements to SR 162, it is recommended that the state’s Highway System Plan include provisions to accommodate agricultural machinery.

AM T-1.9 Work with the state to develop more innovative methods to limit access on SR 162.

**Accommodating Future Traffic**

**GOAL AM T-2** Fully investigate the use of other roadways that may alleviate the demand for traveling through the valley.

AM T-2.1 There are a number of future roadway connections and improvements that should be closely examined in this context including the construction of the South Plateau connection, the extension of 176th Street E. to the City of Orting, the widening of Shaw Road E./Military Road E./122nd Avenue E., and the improvement of 214th Ave. E.

**Nonmotorized Travel**

**GOAL AM T-3** Provide nonmotorized facilities in areas of highest potential usage for residents and visitors.

AM T-3.1 Develop nonmotorized facilities that will link the Alderton-McMillin community with the Foothills Rails to Trails trailhead in McMillin.

AM T-3.2 Include paved shoulders to accommodate bicyclists and pedestrians in new or reconstructed roadways that are anticipated to have higher nonmotorized usage.

AM T-3.3 Coordinate with the City of Bonney Lake to develop a link between one of their trails to the Foothills Trail.
AM T-3.4  Nonmotorized trails should avoid farmland that would be subject to pesticide/herbicidal treatment.

**Character**

**Goal AM T-4**  Retain existing County and private roads in their rural state.

**AM T-4.1**  Paved shoulders are generally preferred to sidewalks along rural roadways.

**AM T-4.1.1**  Sidewalks are not consistent with the rural character of the community and should be discouraged.

**AM T-4.2**  Consider the use of paths adjacent to roadways for nonmotorized purposes.

**AM T-4.2.1**  These paths should connect existing or proposed trails, schools, parks, or other destinations that generate higher levels of nonmotorized demand.

**AM T-4.3**  Unless deemed necessary, roadway construction projects should minimize the removal of trees along the roadways in the rural areas.

**AM T-4.3.1**  Relocate when feasible or replace any trees as part of any roadway projects outside of the right-of-way.

**AM T-4.4**  Light fixtures along state highways and arterials should be direct and should not cast light in multiple directions.

**AM T-4.4.1**  Transportation corridors shall utilize the minimum amount of lighting necessary for safety and function.

**Transit Service and Transportation Demand Management**

**Goal AM T-5**  Work with Pierce Transit and Sound Transit in developing strategies for increasing fixed-route and demand-responsive transit service in the area.

**AM T-5.1**  Coordinate with Pierce Transit to provide better marketing and promotion of existing paratransit service within the community.

**AM T-5.2**  Explore opportunities with Pierce Transit to provide additional paratransit service within the community.

**AM T-5.3**  Coordinate with WSDOT, Pierce Transit, and the city of Orting in siting, planning, and developing a park-and-ride facility.

**AM T-5.4**  Investigate the feasibility of commuter rail.

**Mobility and Safety**

**Goal AM T-6**  Consider the role of roads in facilitating faster evacuation out of the valley in the event of a lahar flow.
AM T-6.1 New or improved roadways must provide for expedited emergency vehicle access into and through the valley.

AM T-6.2 Planned road improvements should support the connectivity of the roadway network through the plan area.

AM T-6.3 Construct the extension of 176th Street East.

**RHODES LAKE ROAD CORRIDOR**

**GOAL AM T-7** Mitigate the impacts of any new alignment built as a result of the Rhodes Lake Road Corridor Study.

AM T-7.1 Develop and implement specific measures to mitigate the impacts of the Rhodes Lake Road corridor.

AM T-7.2 Provide for full mitigation/replacement of any farmland that would be used in the construction of a new corridor.

AM T-7.3 When feasible, design the roadway to minimize the impact on the view corridors within the valley. Consider such strategies as:

AM T-7.3.1 Buffering the roadway with trees and other vegetation; and

AM T-7.3.2 Design a less visible roadway by taking advantage of the area’s topography.

AM T-7.4 Create and implement new roadway standards for the Rhodes Lake Road corridor that would preserve the rural character of the community through access control management.

AM T-7.5 Avoid illumination of the roadway unless there are clear safety standards that would require it.

**IMPLEMENTING ACTIONS**

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).
SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Work with the developers for Cascadia regarding inclusion of an emergency evacuation path from the valley floor to the plateau. (PWU-Transportation, PALS)
2. Install signage that clearly identifies emergency evacuation routes out of the valley. (DEM)

Transportation

3. Amend the Pierce County Capital Facilities Element and Pierce County Transportation Improvement Plan (TIP) to include:
   - Transportation improvement projects identified in the plan.
   - Seismic retrofitting for the McMillin Bridge.
   - “Bridge for Kids” evacuation route project. (PWU-Transportation)
4. Amend the Pierce County Nonmotorized Transportation Plan to update with Proposed Trail System map recommendations. (PWU-Transportation)
5. Incorporate the plan’s transportation project priorities into Six-Year Transportation Improvement Program project selection process. (PWU-Transportation)

MID-TERM ACTIONS (1-5 YEARS)

1. Develop programs and actions to enhance the local emergency siren system for the valley area. (PALS, DEM)
2. Establish a Neighborhood Emergency Teams program within the plan area and provide educational programs on emergency preparedness and what to do in an emergency event. (DEM)
3. Establish and implement a public outreach program on natural hazards in the valley area. (DEM)

Parks and Recreation

4. Develop a Park Master Plan for Riverside Park. (Parks)
5. Provide educational materials at the Foothills Trail regarding natural hazards, history, and agriculture. (Parks, PALS)
6. Evaluate the feasibility of connecting the Foothills Trail to the City of Bonney Lake trail system. (Parks)
7. Evaluate opportunities for public access on Pierce County owned properties to the Carbon and Puyallup River. (Parks)
8. Invite Bonney Lake Trail proponents to Alderton-McMillin to explain trail proposal and listen to public response. (Parks)

LONG TERM ACTIONS (5-10 YEARS)

Parks and Recreation

1. Acquire additional parcels of land for future park and trail development. (Parks)
2. Develop public access sites along the Carbon and Puyallup Rivers. (Parks)
Map Disclaimer: The map features are approximate and are intended only to provide an indication of said features. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations accounted by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.
Map A-21: County Roadway Function Classifications

- **Functional Class**
  - Major
  - Secondary
  - Collector
  - Local

- **County Roadway Functional Classifications**
  - Other Road
  - Highway
  - Water Surface
  - Incorporated Area
  - AMC Plan Area
  - Other Unincor. Area

- **Pierce County Geographic Information System**

- **Alderton-McMillin Communities Plan**
Chapter 7: Plan Monitoring

The 1990 State Growth Management Act (GMA) requires jurisdictions to report on progress made in implementing the Act, and to subject their comprehensive plans to continuing evaluation and review. As a component of the County’s Comprehensive Plan, the Alderton-McMillin Community Plan is subject to this requirement. Generally, community plans are updated every five years and monitored yearly. The monitoring process includes evaluating 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 five elements of the plan.

Monitoring actions steps includes the development and implementation of regulations and design standards, coordinating the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. Information obtained from the monitoring program can be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.
Chapter 8: Appendix – PDR/TDR

Members of the Alderton-McMillin Community Planning Board had the opportunity to discuss and learn about purchase and transfer of development rights programs during the development of the community plan. They strongly support both purchase and transfer of development rights for the preservation of agriculture. The Alderton-McMillin Community Planning Board recommends the following policies for consideration in the development of a Countywide Purchase and Transfer of Development Rights Program.

**PURCHASE AND TRANSFER OF DEVELOPMENT RIGHTS**

**Intent:** Create opportunities for ARL and Rural Farm property owners to receive a financial return on their land holdings while conserving prime agricultural soils and open space to continue viable farming activities.

**Objective** Support the long term preservation of prime agricultural lands most susceptible to development conversion.

**Principle** The Alderton-McMillin Community Plan area and the Riverside area shall be the County priority for PDR and TDR sending sites due to the large amount of contiguous agricultural lands and threats to conversion.

**Principle** Implement a Purchase of Development Rights (PDR) program in Pierce County.

**Standards**

- All ARL and Rural Farm zoned properties should be eligible to participate in a PDR program.
- Participation in a PDR program shall be voluntary.
- A PDR program should work in concert with a Transfer of Development Rights (TDR) program.

**Principle** Adequate funding should be available to support a PDR program.

**Standards**

- Pierce County should evaluate a variety of strategies to fund a PDR program, including but not limited to:
  - Identify advantages/disadvantages of asking county property owners to tax themselves for farm land preservation (bond issue).
- Local funding should be structured to leverage state and federal funding opportunities.
- Multi-interest partnerships should be pursued to increase funding opportunities.

**Principle** Ensure a smooth, impartial purchase process.

**Standards**
The purchase price of the development rights should be determined by an independent appraiser.

A property owner shall have the opportunity to “opt-out” of the transaction process, prior to the signing of the final contract, without penalty.

**Principle**

Establish criteria that prioritize properties to be included in a PDR program.

**Standards**

Properties in an adopted TDR receiving area shall not be considered for a sending transaction.

Establish criteria that strengthen opportunities to receive funding from state and federal grant programs.

A County PDR program shall prioritize Agricultural Resource Lands (ARL) as top priority followed by Rural Farm.

The acquisition of development rights should be prioritized as follows (most important to least):

a. Threat of conversion (magnitude, urgency);

b. Importance (soil types, size, contiguous);

c. Viability (on-site production/support facilities, water availability, drainage)

d. Environmental Values (benefits to fish and wildlife); Community Values/Priorities (education, viewshed, aquifer recharge, stormwater, job creation).

**Objective**

Establish a long-term strategy that creates a demand for development rights of ARL and RF lands while preserving the prime agricultural soils and open space necessary to continue viable farming activities.

**Principle**

Pierce County should develop and adopt a countywide Transfer of Development Rights (TDR) program.

**Standards**

Participation in a TDR program shall be voluntary.

The Countywide TDR program should identify the total number development rights that are available per community plan to ensure there is sufficient supply to meet the potential demand.

The TDR program should be designed to provide a financial incentive to both the development right purchaser and seller.

a. Identify a transfer density/intensity ratio that would be beneficial to both the seller and buyer and adjustable by the County through an annual review process.
Purchased development rights may be transferred to a receiving area as either a commercial credit, residential credit or mixed use credit consistent with the zoning of the receiving area.

Agricultural Resource Lands should be the top priority sending areas for transfer of development rights at the Countywide level.

Pierce County shall convene at least one public meeting in the Alderton-McMillin community while developing the Countywide TDR program.

**Principle**

Establish an efficient and predictable process to transfer development rights among properties.

**Principle**

Examine opportunities to pursue transfer development rights between other jurisdictions.

**Standards**

The process to transfer development rights should be easy for both the seller and purchaser.

Pierce County should identify a development right “broker” to facilitate each transaction.

a. Interested development right purchasers shall contact the “broker.”

b. When contacted to facilitate a TDR transaction, the “broker” shall be the individual to contact potential sellers to assess their interest in selling development rights.

c. The “broker” shall identify the potential development right sellers based upon County priorities.

A transfer density/intensity ratio table may be adopted to clearly identify how development rights in a sending area translate into the number of development rights within a receiving area.

**Principle**

Property owners should be fairly compensated through TDR transactions.

**Standards**

The purchase price of the development rights should be mutually agreed upon.

If desired, a mutually agreed upon appraiser can be hired to determine the fair market value of the development right credits.

**Principle**

Pierce County should actively educate the community on the TDR program and its potential benefits.

**Standards**

Pierce County should publicize the TDR program through local community events and the County’s website.
Pierce County should update the local land use advisory commissions on TDR activity within their respective area.

Pierce County should work with the development community to encourage participation in the TDR program.

**Principle**

Evaluate the effectiveness of the TDR program in preserving prime agricultural land.

**Standards**

Annually report the total number of development rights transferred from sending areas within the plan area.

a. Identify the areas that received the development right credits.

b. Identify the price paid per development right credit.

c. Identify the total development right credits per transaction.

d. Describe the current farming activity on sending area properties from which development right credits were transferred.

Annually report the total number of development rights transferred to receiving areas within the plan area.

a. Identify the areas where the development right credits where derived.

b. Identify the price paid per development right credit.

c. Identify the total development right credits per transaction.
Appendix B: Anderson - Ketron Islands Community Plan

The Anderson - Ketron Islands 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 Anderson-Ketron Islands Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2009-9s, Effective 6/1/2009).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Plan Area

Anderson Island and Ketron Island are located in Puget Sound in southwestern Pierce County, northeast of the Nisqually Reach. Land areas near to Anderson Island include Key Peninsula one mile to the northwest, McNeil Island one-half mile to the north, the main land mass of Pierce County from two to three miles to the east and southeast, and Thurston County two miles to the southwest. Ketron Island is two miles east of Anderson Island, about one-half mile from the main land mass of Pierce County. Steilacoom is the closest municipality to the islands, three miles east of Anderson Island, and one-half mile east of Ketron Island.

Anderson Island has an area of approximately 8.1 square miles, extending 4.3 miles from north to south, with 17 miles of shoreline. Ketron Island has an area of approximately 230 acres, extending 1.4 miles from north to south, with 3 miles of shoreline. They are designated for rural and resource based land uses under the Pierce County Comprehensive Plan. The community plan does not contain an urban area as defined by the Washington State Growth Management Act (GMA).

While the islands share an orientation toward the surrounding marine waters, each has its own distinct character. Anderson Island is characterized by a variety of rural land uses on large lots, with a small portion of the island divided into small residential lots. Residential home sites, agricultural lands, and forest lands dominate the land use pattern, which is interspersed with limited commercial and business development. Anderson Island has a number of community oriented facilities including public parks, community center, museum, and other civic and public facilities.

Ketron Island is primarily forested and undeveloped, with a few homes toward the north end of the island. The central and northern portions of the island are for the most part subdivided into small residential lots, while the southern third of the island consists of a single parcel of over 50 acres. No community or public facilities are situated on the island.

The plan area encompasses portions of Township 19 North, Ranges 1W and 1E, and Township 20 N, Range 1E, and is in Pierce County Council District #6. Anderson Island is located in Census Tract 726 together with Key Peninsula, while Ketron Island is located in Census Tract 721 with other nearby communities in Pierce County, as defined in the year 2000 census. The total population on Anderson Island is approximately 900 people and approximately 20 people on Ketron Island.
THE ENVIRONMENT

Anderson and Ketron Islands are rural communities with a strong connection to the surrounding shoreline. Views of Puget Sound throughout the area and the quiet, private island character attract people to visit and live on the islands. Substantial stretches of shoreline on both islands are characterized by steep slopes that limit access to the marine shorelines; however, public parks on Anderson Island provide access to both Puget Sound and the lakes on the island. Developed areas predominantly fall into the medium to low density residential uses, agricultural uses, and small scale commercial uses.

HISTORY OF ANDERSON ISLAND

The following synopsis of Anderson Island history is liberally borrowed, summarized, and rewritten from “Images of America – Anderson Island” written by Elizabeth Galentine and the Anderson Island Historical Society, published by Arcadia Publishing, 2006.

EARLY HISTORY

The Nisqually Tribe of Indians used the shoreline of Anderson Island to fish for salmon and inland areas for harvesting berries. They called the island Kloh-chks. The earliest recorded history referring to the island was documented in 1792, when Peter Puget mapped the island during a trip through south Puget Sound as part of Capt. George Vancouver’s 1791-1794 exploration of the Pacific coast. Charles Wilkes with the U.S. Exploring Expedition named the island in 1841 for Alexander Anderson of the Hudson’s Bay Company. Other names given for the Island between 1846 and 1889 included Fisgard Island and Wallace Island. The name Anderson Island was restored when Washington joined the Union in 1889.

Three brothers from Denmark, John, Andrew, and Christian Christiansen, were the first permanent settlers on Anderson Island. Arriving in the early 1870s, they established a logging operation on the island, and a wharf and wood yard on Amsterdam Bay to service steamships. By 1890 island population had grown to 22.

EARLY 20TH CENTURY

Life on Anderson Island flourished in the early 1900s. Logging, brickyards, steamship activities at Johnson’s Landing, farms, and growing families all contributed to the prosperity. Settlement first occurred along the shoreline and at two inland communities, Yoman and Vega. Initially, travel from place to place on the island was either by trail or boat. The first main road, Eckenstam-Johnson Road, allowed farmers to bring their produce to Johnson’s Landing to be loaded onto steamships.
Transportation in the Puget Sound region into the early 20\textsuperscript{th} century was dominated by steamships, used both for passenger travel and commerce. By the 1930s competition from railroads and highways ended the dominance of the “mosquito fleet” of steamships. Diesel-electric automobile ferries came to Puget Sound in the 1930s, however the first auto ferry began operations from Steilacoom to Anderson Island, McNeil Island, and Longbranch in 1922. By 1921 the population of Anderson Island reached 141, followed by a downward trend resulting from the end of the steamship era, which left the population at 106 in 1950.

\textbf{Industry, Commerce, and Services}

As services from the mosquito fleet diminished, local stores opened on Anderson Island. The Ehricke Store at the north part of the island and the Carlson Store at the south provided supplies from the mainland as well as produce grown on the island. Mail delivery served post offices in Yoman and Vega. Telephone service began in 1917, with full service arriving in the 1950s. Electricity arrived in 1961, and the fire district was established in 1979. A range of small businesses began to appear in the 1960s; however, a central business district never became established on the island.

The first community project of the early Scandinavian settlers on Anderson Island was to use ten acres donated by Peter Christiansen to build a school, opened in 1881, and designate a site for a cemetery. When school enrollment dwindled to seven in 1968, the Anderson Island School District became part of the Steilacoom Historic School District. The school building is now part of the Anderson Island Park and Recreation District, together with six parks on 300 acres.

The Utopian Social Club of McNeil and Anderson Islands, formed in 1904, was instrumental in fostering the culture and traditions that exist on the Island. A clubhouse was built in 1930 and remains in use today as the Anderson Island Community Club, a gathering place for island residents.

In the early 1960s a 32-lot vacation home development known as Surf and Sands Estates was established on Lake Josephine. During the 1960s other nearby tracts were developed, and in 1966, following further sales and development of land in the area, the Riviera Community Club, consisting of 3,100 lots and 800 homes, was established. Today, Anderson Island continues on as a community that supports residences, agriculture, recreational activities, and a rural island way of life.

\textbf{History of Ketron Island}

Much of the following synopsis of Ketron Island history is excerpted and rewritten from information in an unpublished pamphlet titled “The Romance of Ketron” with reference to J.C. Morris and Don Morris.

Prior to European settlement Indians are said to have found Ketron to be a popular location for fishing, clamming, and ceremonial dances and celebrations. The Island was unnamed until the Wilkes expedition of 1841, when the expedition party named the Island after William Kittson, a
recently deceased resident of nearby Fort Nisqually. The Island was given a variety of spellings on maps and documents over several years until the name Ketron eventually took hold. The first known resident of Ketron Island was Captain Warren Gove, who lived there in the 1850s. Ownership and activity on Ketron Island was sporadic until well into the 1900s. In 1946, J.C. Morris of Anchorage purchased the island, which at the time was undeveloped except for an unopened resort consisting of 60 cabins, a lodge, and a guest house. After a three year period of operation the resort was closed, and preparations were made to develop a residential community. The first residences were built in the early 1960s. Since that time a small number of homes have been built on the island, and a marina on the east side of the island has at various times provided commerce and recreation opportunities to residents and visitors.

**PLANNING HISTORY**

**COUNTY PLANNING**

**1962 PIERCE COUNTY COMPREHENSIVE PLAN AND ZONING**

The first Pierce County Comprehensive Land Use Plan was adopted on April 2, 1962. The Pierce County Zoning Code, which implemented the Comprehensive Plan, was adopted on October 8, 1962. The 1962 Pierce County Comprehensive Plan designated Anderson and Ketron Islands as “Rural Residential.” These rules followed very basic planning principles. 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.

**1994 PIERCE COUNTY COMPREHENSIVE PLAN**

In April 1990, the Growth Management Act (GMA) was passed by the Washington State Legislature. It required Pierce County to update its existing Comprehensive Plan and Zoning Regulations, including community plans. The GMA required Pierce County to develop and adopt a comprehensive plan which would control residential, commercial, and industrial growth. Thirteen goals are listed in GMA to guide policy development in six required elements. The required elements include land use, housing, capital facilities, utilities, rural, and transportation. Pierce County also elected to include four additional elements: environment and critical areas, economic development, community plans, and essential public facilities. Each of the six GMA required elements must conform to specific standards set in the legislation. GMA required cities and counties to plan for growth based on population forecasts. Where growth is allowed, facilities and services must be planned and provided.

In April 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 June 1992, the Pierce County Countywide 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

**COMMUNITY PLANNING**

Pierce County Comprehensive Plan policies located in the Community Plans Element address community autonomy, community character, new community plans, consistency with the Comprehensive Plan, consistency with the Development Regulations-Zoning, transition strategies, and joint planning agreements.

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. Community plans exemplify how the objectives and policies of the Comprehensive Plan play out when applied to detailed and specific conditions. They indicate 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. Community plans help citizens decide what they want to retain and what they want to change at the local level.

Although the Growth Management Act (GMA) 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 the unincorporated County population resides in community plan areas. The Community Plans Element spells out how to coordinate consistency between community plans and the Comprehensive Plan. Community plans must be consistent with the Comprehensive Plan and the GMA.

**SCOPE OF THE COMMUNITY PLAN**

**LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN**

The Pierce County Executive and the County Council District #6 Representative coordinated to select a Community Planning Board to develop an update to the 1992 Anderson and Ketron Islands Community Plan. The selection of thirteen Board members, ten from Anderson Island and three from Ketron Island, was executed in a May 2006 letter signed by Executive John Ladenburg and Councilmember Dick Muri.

**PURPOSE AND USE OF THE COMMUNITY PLAN**

The Anderson and Ketron Islands Community Plan gives details on how the community wants to develop in the future and what standards could be utilized to create and maintain the look and
feel identified in the community plan. In some circumstances, the plan refines the Pierce County Comprehensive Plan to more closely reflect the needs, concerns, and desires of the residents. The plan also identifies actions necessary to implement the community plan, including adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements such as roads, ferries, and utilities, sidewalks and street lighting, and residential and commercial development.

**CONSISTENCY WITH THE PIERCE COUNTY COMPREHENSIVE PLAN**

The Growth Management Act requires consistency between plans and implementing development regulations. Furthermore, the Pierce County Comprehensive Plan Community Plans Element contains specific policies that require consistency between the Comprehensive Plan and community plans. The goals, objectives, principles, and standards in the Anderson and Ketron Islands Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan.

**COMPONENTS OF THE COMMUNITY PLAN**

**VISIONS**

Visioning is the process of defining the expectation of what the community could be in the future. 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 become the basis for the visions, goals, objectives, and principles of the community plan.

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, objectives, and policies (principles and standards) are used to provide measurable statements to fulfill the vision statements and are an integral part of the visioning process.

**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), and implementation actions and recommendations will be developed.

**OBJECTIVES**

Objectives are statements which specifically define goal actions.
POLICIES (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 AND RECOMMENDATIONS

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

The vision and all of the goals, objectives, policies, and implementation actions and recommendations are developed through citizen comment and represent the will of the people translated into decision-oriented statements. When applying the policy statements, each should be afforded equal weight and consideration.

PUBLIC INVOLVEMENT

COMMUNITY PLANNING BOARD

The development of the Anderson and Ketron Islands Community Plan could not have been accomplished without the Anderson and Ketron Island Community Planning Board (AIKI CPB). The AIKI CPB consisted of a 13-member group, with ten members representing Anderson Island and three representing Ketron Island. Members represented a variety of interests and geographic locations on the islands. Members’ interests included: community boards and commissions, local emergency services, business and real estate representatives, historic preservation interests, environmental interests, property owners, and long time residents.

The AIKI CPB was charged with five main responsibilities: 1) serving as a sounding board for the community; 2) developing a vision statement and community-wide goals for the community plan area; 3) developing policies and implementing actions related to various topics; 4) guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and 5) forwarding a draft updated Anderson and Ketron Islands Community Plan to the Pierce County Planning Commission and Pierce County Council.

In early 2006, public outreach on the community plan process began with recruitment of members to serve on the Community Planning Board (CPB). The first CPB meeting was held in August 2006. The CPB first developed a draft vision statement and goal statements for each of the four elements of the plan. An open house was held in November 2006 to give the community an opportunity to review and comment on the vision and goals. Meetings of the CPB were held monthly and occasionally twice monthly through November of 2008. The CPB worked on developing an overall vision for the community, and goal statements and policies for each element of the community plan. Open houses were held on November 5 and 6, 2008. These open houses gave the public an opportunity to review and comment on the draft plan.
prior to its transmittal to the Pierce County Planning Commission and County Council. The CPB used the open house forum to solicit important community feedback regarding their proposed recommendations for final AIKI CPB consideration.

**Survey**

**Background**

In August 2006, Pierce County Planning and Land Services (PALS) mailed 2,500 questionnaires to households and property owners within the Anderson and Ketron Islands Community Plan area. The survey was developed by PALS staff and based on a format used in various communities throughout Pierce County in previous land use planning efforts. The survey was intended to help PALS staff and community planning board members assess the community’s views regarding a variety of topics including quality of life, natural environment, land use, the economy, community character, and public facilities and services.

**Methodology**

Mailings were sent to all property owners on both islands as identified in Pierce County Assessor-Treasurer’s records. At the time of cut-off for tabulation, 474 questionnaires were returned completed for a return rate of 19%, which is a higher return rate than for surveys for most other community plans in Pierce County. The results were produced in a cross-tabulation format showing how results break out by place of residence: Anderson Island, Ketron Island, or off-island. Of the 474 completed surveys, 212 respondents lived on Anderson Island, 10 lived on Ketron Island, 190 lived off-island in other locations but own property on one of the islands, and 62 did not indicate place of residence.

The results of the survey were used by the PALS staff and the Anderson and Ketron Islands Community Planning Board to assess community views regarding a variety of issues and were used as an aid in the development of the community plan.

**Survey Summary**

The survey asked questions regarding quality of life; condition of the built and natural environment; economic development; land use planning and related controls; community character; and levels of support for a variety of public facilities and services. The survey results reflected a general satisfaction with the state of the community. The questions attempted to identify and anticipate certain issues such as ferry services, home occupations, and groundwater quality in order to gauge community sentiment.

For quality of life questions addressing current conditions on the islands, presence of woodlands, open spaces, streams, wetlands, shorelines, and other natural features received the highest rating, followed by land use patterns, and then parks, while the lowest ratings were given to jobs, architectural design, and housing.

For questions regarding the natural environment, the highest rates of agreement related to balancing growth with environment, preventing groundwater contamination, maintaining tree
cover, and protecting natural resources. There was less agreement that current stormwater facilities are adequate, and that wetlands need better protection.

On economic issues, there was a high level of agreement that the intersection of Lake Josephine Boulevard and Eckenstam-Johnson Road should continue to be the focal point of business on Anderson Island. There was the greatest level of disagreement to the idea that contractor’s yards and outside storage yards should be considered home-based industries.

On community character issues, the statement that new developments should be designed to maintain and promote the rural character of the area received the highest level of agreement, while the least agreement was given to the statement that there should be more residential growth in the area.

On transportation issues, no statements received 50% or more agreement, however the highest level of agreement was with the statement that ferry trips should be increased. There was very little agreement on whether roads should be widened to accommodate more cars, or if new roads should be constructed.

Regarding the provision of public facilities, the highest priority was given to fire protection, ferry services, paramedic staff, and enforcement of illegal junkyards, while the lowest priority was given to a senior center, transit services, and maintaining stormwater facilities.

The survey results were used by the Community Planning Board as an aid in the development of the community plan.

**SUMMARY OF THE ANDERSON AND KETRON ISLANDS COMMUNITY PLAN**

The Anderson and Ketron Islands Community Plan contains policies and implementing actions for four major subject areas or elements: Land Use and Economic, Community Character and Design, Natural Environment, and the Facilities and Services.

**LAND USE AND ECONOMIC ELEMENT**

The Land Use and Economic Element addresses issues such as what land uses should be allowed in the various designations and the appropriate intensity of land use in various areas in the community. Rural residential land use designations should maintain a low density rural land use pattern, preserve the rural character, protect environmentally sensitive features, and encourage agricultural and forestry activities within the plan area. On Ketron Island, tourism facilities such as bed and breakfast houses should be allowed, and where new lodging facilities are developed on shoreline locations, provisions for public access to the shoreline should be encouraged. On Anderson Island, priority should be given for developing a community museum or library. Also on Anderson Island, appropriately sited and designed storage facilities should be allowed. Direct marketing of agricultural products should be encouraged on Anderson Island. On both islands aquaculture activities should be mitigated to reduce visual and noise impacts and best management practices should be applied. Processing of aquacultural goods should not be allowed. Forestry is recognized as a historical and desirable land use within the plan area. A Rural Neighborhood Center designation in the vicinity of the marina on the east
shore of Ketron Island should be established, and the existing Rural Neighborhood Center on Anderson Island at the intersection of Eckenstam-Johnson Road, Camus Road, and Lake Josephine Boulevard should continue. Open space corridors should include Anderson Island Parks and Recreation properties and County-owned properties.

**COMMUNITY CHARACTER AND DESIGN ELEMENT**

The Community Character and Design Element focuses on guidelines for residential and commercial development in the area. Existing places and structures of historic and cultural significance should be preserved, thereby strengthening the area’s character and sense of place. Residential design should respond to the existing character and conditions of the site and evoke a rural character. Where territorial views exist, developments should minimize obstruction of views from nearby properties through appropriate landscape design, building placement, height, and setbacks. Site designs should be encouraged which contribute to the aesthetic value of the area, by retaining resources such as clusters of trees and historic features. All of Ketron Island may be considered prone to wildfire, so new developments on the island should enact measures to minimize danger of wildfire to the development and surrounding properties. The visual qualities and resources on Ketron Island are identified as a vital component of that which comprises the area’s special character and identity and should be protected and enhanced. Requirements for building facades and lighting for residential and commercial development, and building design for commercial development are intended to support this intended character and identity for Ketron Island.

**NATURAL ENVIRONMENT ELEMENT**

The natural environment includes consideration of the natural resources found on Anderson and Ketron Islands. Natural resources such as wildlife, clean water, parks, and open spaces are an integral and valued part of the community. The policies contained within the Natural Environment Element promote protection of critical areas, encourage preservation of natural vegetation, and address special topics such as the marine shorelines, wetlands, and fish and wildlife habitat.

**FACILITIES AND SERVICES ELEMENT**

The Facilities and Services Element addresses services such as public safety services (emergency and stormwater), and facilities such as roads, parks and schools. Transportation policies emphasize ferries and road improvements. Police services should be enhanced through effective law enforcement that addresses community concerns for life safety, vandalism, and personal property protection. Effective fire protection and emergency services to the islands should include reliable access to the islands to help to ensure prompt emergency and police response when services are needed. Services and programs to Ketron Island residents and property owners to discourage illegal dumping, storage of junk, and burning need to be addressed. Management of groundwater withdrawal rates should be done so as to not exceed
recharge rates in order to preserve the high quality and supply of groundwater resources. Measures should be enacted to improve water conservation.

On transportation issues, an appropriate level of ferry services should be provided to both islands. Opportunities include coordination with other agencies, civic groups, and the public to address ferry issues and concerns, and preparing a feasibility study to identify parking areas in or near Steilacoom for Island residents. The rural character of the Anderson Island roadway system should be preserved, while at the same time the roadway system enhances safety and facilitates access to community facilities. The roadway system on Anderson Island should be made safer and more convenient to pedestrians and other nonmotorized users. The roadway system on Ketron Island should accommodate existing and future residents, and there should be a primary emphasis placed on funding the improvement of existing roadways on the Island.

**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 actions, located at the end of each element, which serve to implement various plan policies. These actions are grouped into short-term, mid-term and long-term endeavors. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to a lead entity or entities as the primary responsible party to complete.

**VISION STATEMENTS**

**ANDERSON ISLAND**

- Anderson Island is a historic and rural residential community with an attractive and compact central commercial node.
- Growth on the Island is managed to retain the Island’s historic and caring character, foster a sense of community and diversity, and preserve the natural forested and marine environment and ecosystems.
- Residential and commercial development is designed to be visually pleasing and integrated into the natural surroundings.
- The Island contains well planned public infrastructure and services to support a diversity of residents’ needs including safe walking areas, recreational opportunities, parks and open space, schools and a transportation system coordinated between the local ferry and regional mass transit.
Ketron Island reflects a unique rural island character that promotes growth opportunities within the carrying capacity of the Island, while maintaining the integrity of the natural environment.

- Unique natural features such as sandy beaches, lagoons, wetlands, and ravine areas are preserved.
- Environmentally sound solutions are applied to provide facilities and services.
- A functional transportation system, including an enhanced marina facility and ferry service, supports all ages and accommodates future growth.
- And limited commercial services are available to meet the needs of tourists and Island residents.
Chapter 2: Land Use and Economic Element

**INTRODUCTION**

The Land Use and Economic Element of the Anderson and Ketron Island Community Plan provides policies regarding the location of preferred land uses (residential, commercial, resource lands, etc.) and the density of intensity related to those uses (i.e., how many dwelling units are permitted, how big structures can be, etc.).

This element serves to refine the policies contained in the Pierce County Comprehensive Plan, specifically the Land Use Element 19A.30 and Economic Development Element 19A.50. The community plan provides more specific guidance and criteria regarding land uses than is provided in the generalized Pierce County Comprehensive Plan. In cases where this plan does not provide specific guidance, the policies in the Pierce County Comprehensive Plan shall be used to determine land use objectives and standards. The policies contained in this element provide the foundation for changes to Pierce County’s Development Regulations including the zoning maps and land use regulations.

The main issues related to economic development in the area focus on home occupation and cottage based industry and tourism. Most of the goals and policies reflect land use related efforts to achieve this. As such, what would normally be two elements in other community plans have been combined into one element.

**DESCRIPTION OF CURRENT CONDITIONS**

Anderson Island is primarily characterized by a variety of rural land uses on large lots. Residential home sites, agricultural lands, and forest lands dominate the land use pattern. One small commercial area is located along the main arterial, Eckenstam-Johnson Road.

Ketron Island is primarily undeveloped. There are 16 housing units built on Ketron Island. Of these homes, 13 are within the plats of Ketron Sunrise, Ketron Sunset, and Ketron Island Estates. There are 259 vacant residential parcels on Ketron Island. Over 90% of the platted parcels on the Island are vacant, but cannot be built on until an adequate method of sewage disposal system is installed.

**EXISTING LAND USES**

The Pierce County Assessor-Treasurer’s Office classifies how parcels are used for purposes of calculating assessed value for taxation. The Pierce County Planning and Land Services Department routinely uses this information to determine the 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 on the Anderson and Ketron Islands based upon Assessor-Treasurer’s information:

Table B-1: Existing Land Uses

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Acreage</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>1,248.92</td>
<td>23.82%</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>81.61</td>
<td>1.56%</td>
</tr>
<tr>
<td>Residential Outbuildings</td>
<td>207.87</td>
<td>3.96%</td>
</tr>
<tr>
<td><strong>TOTAL-RESIDENTIAL</strong></td>
<td><strong>1,538.4</strong></td>
<td><strong>29.34%</strong></td>
</tr>
<tr>
<td>Commercial/Service</td>
<td>11.24</td>
<td>0.21%</td>
</tr>
<tr>
<td>Transportation/Communication/Utility</td>
<td>82.62</td>
<td>1.58%</td>
</tr>
<tr>
<td>Education</td>
<td>40.64</td>
<td>0.78%</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>1.03</td>
<td>0.02%</td>
</tr>
<tr>
<td>Quasi-public facilities</td>
<td>2.84</td>
<td>0.05%</td>
</tr>
<tr>
<td><strong>TOTAL-NONRESIDENTIAL</strong></td>
<td><strong>138.37</strong></td>
<td><strong>2.64%</strong></td>
</tr>
<tr>
<td>Open Space/Recreation</td>
<td>496.64</td>
<td>9.47%</td>
</tr>
<tr>
<td>Resource Lands</td>
<td>642.70</td>
<td>12.26%</td>
</tr>
<tr>
<td>Vacant Lands</td>
<td>2,338.73</td>
<td>44.60%</td>
</tr>
<tr>
<td><strong>TOTAL -VACANT/RESOURCE/OPEN SPACE</strong></td>
<td><strong>3,478.07</strong></td>
<td><strong>66.33%</strong></td>
</tr>
<tr>
<td>Other/Undefined or Unknown</td>
<td>15.62</td>
<td>0.30%</td>
</tr>
<tr>
<td>Water Bodies</td>
<td>73.15</td>
<td>1.39%</td>
</tr>
<tr>
<td><strong>TOTAL – OTHER</strong></td>
<td><strong>88.77</strong></td>
<td><strong>1.69%</strong></td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>5,243.61</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

**CURRENT COMPREHENSIVE PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS**

The Pierce County Comprehensive Plan established three land use designations within the
community plan area.

The following table summarizes the land use designations and zoning classifications prior to
adoption of the community plan in terms of acreage and percent of plan area.

Table B-2: Existing Land Use Designations And Acreage

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Ten (R10)</td>
<td>4,054.31</td>
<td>77.69%</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>10.31</td>
<td>0.20%</td>
</tr>
<tr>
<td>Agricultural Resource Land (ARL)</td>
<td>1,153.94</td>
<td>22.11%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>5,218.56</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
**Rural Ten (R10)**

The Rural Ten (R10) designation provides for a range of low density residential uses. The intent is to accomplish a rural land use pattern that promotes rural uses, while not requiring urban level services. Cluster development is encouraged within rural residential designations and zones and density bonuses are provided within developments for the dedication of permanent open space. One accessory dwelling unit is also allowed on a residential lot where an existing single-family dwelling exists. The designation and zone number (e.g., 10) represents the base number of acres required for each primary dwelling unit. The R10 designation accounts for 4,054.31 acres of land, totaling approximately 77.69% of the plan area.

**Agriculture Resource Land (ARL)**

Lands designated as Agricultural Resource Land (ARL) are distinct from rural lands and include agricultural lands that have been designated as having long-term commercial significance. The Comprehensive Plan identifies criteria and guidance for protection, management, and future development of lands designated ARL. The key criterion for defining ARL is the presence of the County’s most productive agricultural soil types and their associated production yield. The ARL designation accounts for 1,153.94 acres of land, totaling approximately 22.11% of the plan area.

**Rural Neighborhood Center (RNC)**

The Rural Neighborhood Center (RNC) designation serves the everyday needs of local rural residents. The RNC provides limited convenience shopping and services, is limited in size, and retains a scale and intensity that is appropriate for maintaining the rural character. The RNC designation accounts for approximately 10.31 acres of land, totaling less than one percent of the plan area.

**Dwelling Unit Capacity**

Under current plan zoning, it is estimated that a maximum total of 2,723 acres of vacant and underdeveloped land is currently available for residential use on Anderson Island. These lands have the capacity to accommodate approximately 3,989 dwelling units based upon the housing densities allowed in each zone. It is estimated that 10,670 persons would be accommodated within this housing (based on an average of 2.675 persons per household). In addition, each residential lot may accommodate an accessory dwelling unit. Accessory dwelling units are not included in residential capacity calculations. Dwelling unit capacity numbers for Ketron Island are not currently available.

**Commercial Area Capacity**

There is one rural commercial center within the plan area and will be retained as a result of the community plan. The Rural Neighborhood Center is located on Anderson Island at the intersection of Eckenstam-Johnson Road and Lake Josephine Boulevard.
The following table provides information on the size and basic land use activity in the Rural Neighborhood Center based on the Pierce County Assessor-Treasurer’s records from December, 2007. This table shows the amount of commercial development, underdeveloped land and vacant land in each center.

**Table B-3: Existing Commercial Center Land Area Statistics**

<table>
<thead>
<tr>
<th>Total acres</th>
<th>Commercial Development</th>
<th>Underdeveloped (single-family residence)</th>
<th>Vacant Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 acres</td>
<td>5 acres</td>
<td>0 acres</td>
<td>4 acres</td>
</tr>
</tbody>
</table>

**DESCRIPTION OF DESIRED CONDITIONS**

One of the most significant issues addressed within the community plan is land use. How land is utilized within a community directly affects the community’s character and quality of life perceived by its residents. The land uses within the plan area should reflect a rural character while providing for growth and development that maintains a single-family, recreation, agricultural, and forestry land use pattern. The following section describes in greater detail the proposed land use designations and zoning classifications as recommended in this plan.

**PROPOSED LAND USE DESIGNATIONS AND ZONING CLASSIFICATIONS**

The Anderson and Ketron Islands Community Planning Board (CPB) analyzed a variety of information to recommend plan designations and zoning classifications on the Islands. First, limited areas of more intense rural development (LAMIRD) criteria were utilized to designate commercial areas (based on the Growth Management Act and Central Puget Sound Growth Management Hearings Board decisions). Second, the Pierce County Comprehensive Plan policies for rural commercial areas and resource lands were evaluated. Finally, individual landowner requests for rezones were considered at a series of community planning board meetings.

The following text, tables, and maps illustrate the proposed changes in land use designations and zone classifications contained within the community plan and correlating acreage changes for each.

**PROPOSED COMPREHENSIVE PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS**

The following table summarizes the proposed land use designations and zoning classifications in terms of acreage and percent of plan area.
**Table B-4: Proposed Land Use Designations And Acreage**

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Ten (R10)</td>
<td>4,051.50</td>
<td>77.64%</td>
</tr>
<tr>
<td>Agricultural Resource Lands (ARL)</td>
<td>287.68</td>
<td>5.51%</td>
</tr>
<tr>
<td>Rural Farm (RF)</td>
<td>866.19</td>
<td>16.60%</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>13.19</td>
<td>0.25%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>5,218.56</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Rural Ten Designation and Zone**

The Rural Ten (R10) designation primarily accommodates low-density single-family residential, agricultural, forestry, and recreational uses. Some types of civic uses and recreational uses, such as parks and trails, are also permitted in this designation. Home occupations are encouraged as an accessory use to a single-family dwelling unit. The residential densities within the R10 are one dwelling unit per 10 acres. Bonus densities are allowed only on Ketron Island. Existing parcels that are less than 10 acres and are zoned R10 can be built upon as long as other development criteria such as septic, water, critical areas, and other County requirements are met. Approximately 4,051.50 acres of the plan area have been designated R10. This represents 77.64% of the total plan area. The Rural 10 zoning classification implements this plan designation.

**Agricultural Resource Land Designation and Zone**

The Agricultural Resource Land (ARL) designation is intended to preserve parcels that contain prime agricultural soils for long-term agricultural activities. These properties are identified through a Countywide process. The criteria that are evaluated to implement this designation will stay the same as is currently established through the Pierce County Comprehensive Plan. This designation allows for a variety of agricultural uses. Approximately 287.68 acres of the plan area have been designated ARL, all on Anderson Island. This represents 5.51% of the total plan area. The Agricultural Resource Lands zone implements this plan designation.

**Rural Farm Designation and Zone**

Approximately 866.19 acres of the plan area have been designated Rural Farm. This represents 16.60% of the total plan area. The Rural Farm zone implements this plan designation.

**Rural Neighborhood Center**

The Rural Neighborhood Center (RNC) designation serves the everyday needs of Island residents. The RNC provides limited convenience shopping and services, is limited in size, and retains a scale and intensity that is appropriate for maintaining the rural character. One Rural Neighborhood Center is located on Anderson Island at the intersection of Eckenstam-Johnson Road and Lake Josephine Boulevard. An analysis of this RNC area was conducted as part of the community planning process. The logical outer boundary of the area was inventoried based on
the built environment as of July 1, 1990. Similarly, the type of uses existing in each commercial area on July 1, 1990 was identified. Based on this information, the boundaries of the commercial areas and types of uses permitted within the RNC have been refined. The RNC designation accounts for approximately 13.19 acres of land, totaling less than one percent of the community. A second RNC is located at the site of the marina on the east shore of Ketron Island. This RNC is approximately four acres in size. The Rural Neighborhood Center zone implements this plan designation.

**Community Plan Development Potential**

The potential number of dwelling units allowed on Anderson Island will decrease under the community plan proposed zoning. In the Rural 10 zone classification, residential densities will be limited to one dwelling unit per ten acres, compared to the current zoning which allows for increasing residential density to two dwelling units per ten acres when open space is provided. Residential development potential in the Agricultural Resource Land and Rural Farm zone classifications will remain unchanged at one dwelling unit per ten acres. Residential development potential on Ketron Island will remain unchanged.

**Other Land Use Considerations**

**Aquaculture**

Anderson and Ketron Islands have extensive marine shorelines containing high bluffs, bays and lagoons, sand spits, mud flats, sandy beaches, and many other features. These shoreline areas have historically offered locations for aquaculture, primarily conducted for residential purposes. Recently geoduck farmers have discovered that certain tidelands provide prime habitat for the cultivation of their product. This new aquaculture industry has the potential to create land use conflicts with upland home owners as the beaches used for geoduck farming alter the visual appearance of the shoreline and create a new use that have the potential to be incompatible with traditional uses on the shoreline.

The land use pattern on Anderson and Ketron Islands is intended to provide a rural ambiance highlighted by the natural attributes of the area, including the extensive marine shorelines, native forests, and large areas of open space. New land uses will reflect this rural environment emphasizing residential home sites on large lots, resource uses including working farms, and forestry practices. Commercial services for local residents will remain at a level conducive to the needs of Island residents. Encourage economic development that is responsive to the needs of the community.
LAND USE POLICIES

GOALS

The land use pattern on Anderson and Ketron Islands is intended to provide a rural ambiance highlighted by the natural attributes of the area, including the extensive marine shorelines, native forests, and large areas of open space. New land uses will reflect this rural environment emphasizing residential home sites on large lots, resource uses including working farms, and forestry practices. Commercial services for local residents will remain at a level conducive to the needs of Island residents. Encourage economic development that is responsive to the needs of the community.

RURAL RESIDENTIAL

GOAL AK LU-1 Low density housing, open space, and resource land uses will be the prominent development pattern in the area.

GOAL AK LU-2 Establish rural residential land use designations that maintain a low density rural land use pattern, preserve the rural character, protect environmentally sensitive features, and encourage agricultural and forestry activities within the plan area.

GOAL AK LU-3 The majority of the plan area should be designated Rural Residential.

AK LU-3.1 The Rural 10 (R10) zone should provide for a variety of rural residential lot sizes.

AK LU-3.1.1 Residential densities in the R10 zone shall be 1 dwelling unit on 10 acres.

AK LU-3.1.2 On Ketron Island, residential density may be increased in the R10 zone to 2 dwelling units on 10 acres when 50% of the parcel is designated as open space.

AK LU-3.1.3 On Anderson Island, increased densities associated with designating a portion of a parcel as open space shall not be allowed.

AK LU-3.1.4 The minimum lot size in the R10 zone shall be 10 acres except:

AK LU-3.1.4.1 On Ketron Island, the minimum lot size may be reduced to 1 acre when 50% of the parcel is designated as open space and residential densities are increased as described in policy 3.1.2; and

AK LU-3.1.4.2 On Anderson Island the minimum lot size shall be 2 acres.

AK LU-3.2 Allow a variety of rural residential land uses in the R10 zone that are consistent with a rural lifestyle.

AK LU-3.2.1 The dominant land use shall be detached single-family residential.

AK LU-3.2.2 Permit civic uses such as churches, educational facilities, and public safety services that can be supported by rural infrastructure.
AK LU-3.2.3  On Ketron Island, allow tourism facilities such as bed and breakfast houses with up to 5 guest rooms in locations throughout the Island. Where new lodging facilities are developed on shoreline locations, provisions for public access to the shoreline should be encouraged. Such public access should be limited to the lodging facilities’ property.

AK LU-3.2.4  Recognize that community and cultural services that serve the neighborhood in which they are located and are open to the general public shall include facilities such as an Anderson Island historical museum or a library serving the island community.

Resource Lands

GOAL AK LU-4  Agricultural, forest, and mineral resource lands are an asset for island residents. These lands provide many benefits including employment opportunities, wildlife habitat, and a scenic landscape enjoyed by all. Utilize resource lands at sustainable levels to provide raw materials, value-added products, and jobs necessary for future generations.

GOAL AK LU-5  Designate properties with the potential for long-term commercial agricultural significance as Agriculture Resource Lands (ARL), and other agricultural lands as Rural Farm (RF).

AK LU-5.1  Lands that have been designated ARL, but do not meet the ARL criteria shall be designated RF; however, landowners may request their property be removed from the RF designation during a subsequent Comprehensive Plan amendment cycle.

AK LU-5.2  Permitted uses in the ARL and RF zones include all agricultural uses and the buildings necessary to conduct the farm uses. These uses may include orchards, processing and sales of products produced on the farm, and wineries. Farm uses shall be permitted outright and are not subject to special use permit requirements.

AK LU-5.3  Direct marketing of agricultural products shall be encouraged from ARL and RF properties.

AK LU-5.4  Allow custom milling and forest products sales, accessory to a single-family home, provided these activities are consistent with criteria for home occupations.

AK LU-5.5  Residential density shall not exceed a maximum of 1 dwelling on 10 acres. Clustering of lots is permitted provided that the parent parcel is 20 acres or larger, the clustering results in no more than 10 lots per cluster, and no individual lot is smaller than 2 acres.

GOAL AK LU-6  Allow a variety of aquaculture activities including shellfish farming and fish hatcheries in appropriate locations throughout the community.

AK LU-6.1  Aquaculture activities should be mitigated to reduce visual and noise impacts to nearby residences.

AK LU-6.2  Implement best management practices for all aquaculture activities.
AK LU-6.3 Do not allow commercial processing of aquacultural goods, either associated with an aquacultural farming operation or as a use not directly associated with an aquacultural farming operation.

GOAL AK LU-7 Recognize forestry uses as a historical and desirable land use within the plan area.

AK LU-7.1 Encourage a variety of uses in the Rural Residential designations that are consistent with and support the long-term viability of timber management.

AK LU-7.2 Ensure that forestry use activities are conducted in a manner that is compatible with the rural residential character of the islands.

RURAL CENTERS

GOAL AK LU-8 Compact and attractive Rural Neighborhood Centers serve as focal points for business and community activities. Plan these commercial centers in defined locations or in areas that have historically provided commercial services to the community. Encourage pedestrian features that present opportunities for citizens to walk between businesses. Commercial activities in rural centers should provide the basic goods, services, and employment needed by local residents.

GOAL AK LU-9 Designate rural commercial centers as limited areas of more intense rural development (LAMIRDs).

GOAL AK LU-10 Recognize sites that are appropriate to designate as LAMIRDs.

AK LU-10.1 Prohibit rural commercial areas from sprawling along Eckenstam-Johnson Road.

AK LU-10.2 Encourage infill development within the logical outer boundary of Rural Neighborhood Centers.

AK LU-10.3 Establish a Rural Neighborhood Center designation in the vicinity of the marina on the east shore of Ketron Island.

AK LU-10.4 Recognize the existing Rural Neighborhood Center on Anderson Island at the intersection of Eckenstam-Johnson Road, Camus Road, and Lake Josephine Boulevard.

OVERLAYS

GOAL AK LU-11 Utilize the Comprehensive Plan Open Space Corridors Map as the basis for establishing open space overlay corridors within the plan area.

AK LU-11.1 Expand the open space corridors to include the following areas as noted on the revised Open Space Corridors Map:

AK LU-11.1.1 Anderson Island Park and Recreation District properties; and

AK LU-11.1.2 County-owned properties.
Open space corridors should be used to connect wetlands and areas with hydric soils that serve to recharge streams and groundwater.

Limit densities within the open space corridor to minimize impacts and enhance high priority resources.

Prohibit bonus densities in open space corridors.

Economic Development Policies

Goals

Encourage economic development that is responsive to the needs of the community.

General

Goal AK EC-1

Encourage commercial development that will protect the islands’ rural character and environmental values.

AK EC-1.1

Encourage designs in commercial development that reflect the islands’ rural character and environmental values in its architecture, site design, landscaping, buffers, open space, tree cover, and similar features.

AK EC-1.2

Evaluate historically industrial areas as limited areas of more intense rural development (LAMIRDs).

Home Occupations and Cottage Industries

Goal AK EC-2

Review current development standards for home occupations/cottage industries and reconcile contradictions (such as parking requirements that make a property assume a commercial character as opposed to a residential character).

Goal AK EC-3

Address illegal contractor’s yards by pursuing opportunities to support limited contractor activities.

Goal AK EC-4

Educate residents on the opportunities, resources, and requirements for carrying out a home occupation or cottage industry business.

Natural Resource Industries

Goal AK EC-5

Encourage agricultural and forestry industries within the community.

Goal AK EC-6

Encourage retention of properties of sufficient size to make agriculture/forestry economically feasible.

Goal AK EC-7

Ensure agricultural uses are allowed broadly within the plan area.
IMPLEMENTING ACTIONS

The following actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Pierce County Planning and Land Services (PALS) and Tacoma-Pierce County Health Department (TPCHD), where appropriate.

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend the Pierce County Development Regulations – Zoning (Title 18A) to:
   - Establish allowed uses in the various residential zone classifications consistent with community plan policies.
   - Add new levels to use types consistent with community plan policies.
   - Establish allowed residential densities throughout the plan area.
   - Establish structural setbacks and height limitations. (PALS)

2. Amend the Pierce County Zoning Atlas to reflect changes between Agricultural Resource Land and Rural Farm, and to add a new Rural Neighborhood Center. (PALS)

3. Amend Title 18J, Development Regulations-Design Standards and Guidelines to adopt design standards and guidelines for residential and commercial uses within the plan area. (PALS)

4. Provide the Shoreline Citizens Advisory Committee with recommendations for the Shoreline Master Program Update regarding storage facilities and aquaculture. (PALS)

5. Ensure wood chipping activities are consistent with the applicable Pierce County Code Noise Pollution Control regulations. (TPCHD)

6. Amend the County’s current, officially adopted Open Space/Greenbelt map to better reflect on-the-ground physical conditions and community characteristics and values. (PALS)

7. Review current development standards for home-based/cottage industries and reconcile contradictions (such as parking requirements that make a property assume a commercial character as opposed to a residential character). (PALS)

MID-TERM ACTIONS (1-5 YEARS)

1. Establish outreach actions to island residents on the opportunities, resources, and requirements for carrying out a home-based or cottage industry business. (PALS)

2. Provide outreach to island residents and property owners on uses and limitations of the County’s Current Use Assessment (tax incentive) program. (PALS)
This map is a general illustration of Pierce County’s land use policies and provides guidance for the development of future land use classification that implements the Comprehensive Plan.

Refer to the official zoning orders or GIS data when determining zoning for a specific parcel.

*Note: The legend shows only the land use designations within the Anderson and Ketron Islands Community Plan Area. The areas outside this plan area are masked within the map display.

Map B-1: Land Use Designations
Anderson – Ketron Islands Community Plan
Historic Assessed Land Uses

- Single-Family Residential
- Multi-Family Residential
- Group Quarters/Other
- Mobile Homes
- Residential Outbuildings
- Commercial/Service
- Education
- Quasi-Public Facilities
- Public Facilities
- Industrial
- Transportation/Communication/Utilities
- Open Space/Recreation
- Resource Land
- Vacant
- Water Bodies
- Unknown

Source: Pierce County Assessor/Treasurer
Land Use Code Information
August 12, 2008

Comprehensive Urban Growth Area Boundary
Urban Growth Area Boundary
Anderson-Ketron Islands Community Plan Boundary
Historic Land Use Designations/Zoning

- Urban Military Lands (UML)
- Rural Military Land (RML)
- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Rural Sensitive Resource (RSR)
- Park & Recreation (PARK)
- Rural Farm (RF)
- Rural 40 (R40)
- Agricultural Resource Land (ARL)

Adopted: August 12, 2008 - Ord 2008-56; Effective: October 8, 2008

Note: Inquiries regarding specific parcels should be directed to Pierce County Department of Planning & Land Services 2401 South 35th Street, Tacoma Washington 98409-7490

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional sizes that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "AS-WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.
Chapter 3: Community Character and Design Element

INTRODUCTION

The Community Character and Design Element describes the physical environment that comprises the character of a community: the streets, parks, buildings, neighborhoods, and open space that determine the way the community looks and feels. It is a blending of land use planning, architecture, landscaping, and environmental protection. This element addresses the way buildings, streets, public places, signs, natural features, and other development relate to one another and the people who use them. Improvements such as street construction, park development, commercial, residential, and civic development can be effectively coordinated to promote a unified community image. The Community Character and Design policies are intended to reinforce aesthetic characteristics that the community wants to retain and build upon.

The residents of Anderson and Ketron Islands are interested in preserving the rural character of their community. Historic development has created two island communities with distinct land use issues and local features. Residents have determined that high priority should be given to preserving the sense of privacy that exists on the Islands. The Community Character and Design Element emphasizes Anderson Island’s historic and caring character and sense of community and diversity, and preserving the Island’s natural forested and marine environment and ecosystems. For Ketron Island, this element emphasizes a unique rural island character that promotes growth opportunities within the carrying capacity of the Island, while maintaining the integrity of the natural environment.

DESCRIPTION OF CURRENT CONDITIONS

The Anderson Island and Ketron Island communities, with year-round populations of about 900 residents and 20 residents respectively, are characterized by the privacy and isolation afforded by island living. Prominent on the Islands are scenic views of Puget Sound and its shorelines and the mountains that surround the region. A number of bays and inlets on Puget Sound and two lakes accent the landscape on Anderson Island. Both Islands have extensive wooded areas. Residential uses at a rural scale are predominant, with Pierce County providing ferry access to the Islands. Both Islands have very limited commercial areas.

Retail uses within the community plan area are primarily limited to the general store and adjacent uses on Anderson Island, and facilities associated with the golf course at the Riviera Community Club. There are also a small number of home-based agricultural operations and associated uses on Anderson Island. Less than 1% of the community plan area is currently zoned for commercial retail and service use and there is very little undeveloped commercially zoned land available for new development.
RURAL RESIDENTIAL AREAS

The predominant development pattern on both Anderson Island and Ketron Island consists of a mix of residences and vacant land on large parcels. In addition, the Riviera community on Anderson Island and portions of Ketron Island have been divided into residential lots typically smaller than one-quarter acre and one-half acre respectively. A relatively small number of these lots have been developed with residences.

RURAL COMMERCIAL CENTER

A commercial area is located in the center of Anderson Island at the intersection of two County arterial roads. It consists of a general store, coffee shop, and other businesses. The entire commercial area is zoned Rural Neighborhood Center (RNC), covering ten acres including a vacant parcel to the south of the existing businesses. While outside the RNC, the fire station for Fire District No. 27 is adjacent to and west of the commercial businesses. Ketron Island does not have a zoned commercial area, however there is a marina adjacent to the Pierce County ferry landing.

HISTORIC AND CULTURAL RESOURCES

There is a strong tradition of community activities and citizen involvement in the community. Anderson Island has active improvement and social clubs that serve as places for community events and information.

The preservation and enhancement of special places that relate to a community’s heritage can bring economic benefit to the community by stimulating investment and increasing community awareness and involvement in its history. This can occur through the restoration of an old residence, reuse of a historic schoolhouse or wharf, rehabilitation of an old store or restaurant, and retaining its commercial use through compatible commercial additions. Additionally, the incorporation of historic resources and landmarks into recreational facilities such as trails or scenic bike routes can help achieve this goal.

There are many federal, state, and local laws and programs that apply to historic and cultural resource preservation. Locally, the Pierce County Cultural Resource Inventory provides an indication of those properties or structures that may hold historical or cultural significance. The Cultural Resource Inventory does not necessarily list all of the important historic structures in the area. Additional sites may be added to this list in the future based on additional research.
DESCRIPTION OF DESIRED CONDITIONS

Policies contained in the Community Character and Design Element should provide for the privacy associated with the rural character of the Islands. Development on Ketron Island should be well designed so as to harmonize with the rural character. Development on Anderson Island should be well designed so that commercial and civic uses are compatible with the surrounding residential areas, while the cultural, artistic, and scenic resources of the Island are protected and enhanced.

HISTORIC AND CULTURAL RESOURCES

Preserving and enhancing the historical and cultural resources on the Islands will be a priority. This will occur through protecting the historic rural feel by protecting sacred sites to preserve cultural roots and connections to the past. On Ketron Island, discouraging themed communities will also protect the historic character. Specified sites, buildings, and places will be recognized, protected, and preserved so that they will be integrated into developments that occur on the Islands.

DESIGN

New developments on the Islands will be designed so as to be compatible with the existing rural character of the uses and conditions in the surrounding area. Mobile homes and manufactured homes will not be allowed to be placed on Ketron Island. Low impact design will be applied as developments occur in order to preserve the existing natural character, functions, and values. Home occupations and cottage industries will utilize landscaping and screening to blend these uses into the existing residential surroundings.

New residential developments on the Islands will be responsive to the existing character and conditions on the Islands. This will occur through minimizing obstructions to territorial views, retaining resources such as clusters of trees and historic features, and, on Ketron Island, establishing architectural guidelines that encourage using architectural features typical of a rural setting, such as porches and verandas.

Residential developments will be situated to avoid wildfire-prone areas. This will occur as homes are sited and landscaping is arranged to maximize protection from wildfire. Because all of Ketron Island is prone to wildfire, such measures will occur throughout that Island.

VIEWSHEDS AND AESTHETICS

Recognizing that the visual qualities and resources on Ketron Island provide a vital component to the Island’s character and identity, existing and new developments will protect these qualities and resources. Development on the Island will occur so that it maintains existing views of mountain ranges and other scenic vistas. Selective tree limbing rather than tree removal will be prevalent in accommodating view creation. Tree removal will typically occur to...
address blow-down or fire hazards. Enhanced viewing platforms and similar amenities will be established at public gathering spaces to preserve significant views.

Other methods will also be used to enhance the visual landscape on Ketron Island, including screening visual nuisances from view, shielding and limiting lighting to preserve the dark rural night sky, placing utilities underground, and including features that harvest and conserve water into site design.

### Cultural Resources Policies

#### Historic and Cultural Resources

**Goal AK CR-1** Recognize and preserve existing places and structures of historic and cultural significance within the plan area, thereby strengthening the area’s character and sense of place.

**AK CR-1.1** Preserve and enhance existing historical and cultural resources, maintaining the rural identity of the plan area.

**AK CR-1.2** Discourage themed communities on Ketron Island.

**AK CR-1.3** Promote the enhancement and maintenance of the historical resources on Anderson Island, including:

- **AK CR-1.3.1** Old school house;
- **AK CR-1.3.2** Museum;
- **AK CR-1.3.3** Historic farms and associated farming events including Johnson Farm;
- **AK CR-1.3.4** Community clubhouse;
- **AK CR-1.3.5** Cemetery;
- **AK CR-1.3.6** Carlson store; and
- **AK CR-1.3.7** Community church.

#### Design and Character Policies

**Goals**

Maintain and preserve the privacy associated with the rural character of Anderson Island and protect and enhance Anderson Island’s cultural, artistic, and scenic resources. Commercial and civic uses shall be well designed and compatible with surrounding residential areas.

Maintain and preserve the privacy associated with the rural character of Ketron Island. Provide for commercial and residential development that is well designed in a harmonious relationship and in keeping with a rural character.
### Design

<table>
<thead>
<tr>
<th>Goal AK D-1</th>
<th>Design of proposed development should be compatible within the visual context of the surrounding area and be sensitive to existing uses and site conditions.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goal AK D-2</td>
<td>Design and site buildings and other structures to fit with the rural island character.</td>
</tr>
<tr>
<td>Goal AK D-3</td>
<td>For Ketron Island, establish bulk standards and guidelines that respond to the existing conditions and rural character of the island.</td>
</tr>
</tbody>
</table>

**AK D-3.1** In addition to the maximum height limitation, further limit building heights on specified properties to minimize view obstructions on other properties.

**Goal AK D-4** For Ketron Island, establish design requirements for residential construction.

<table>
<thead>
<tr>
<th>AK D-4.1</th>
<th>Prohibit mobile homes on Ketron Island.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AK D-4.2</td>
<td>Encourage dwelling units that utilize architectural features typical of a rural setting, including porches and verandas which contribute to the country feeling of the plan area.</td>
</tr>
<tr>
<td>AK D-4.3</td>
<td>Avoid development in wildfire-prone areas.</td>
</tr>
</tbody>
</table>

**AK D-4.3.1** Site homes and arrange landscaping to maximize protection from wildfire.

**AK D-4.3.2** Recognizing that all of Ketron Island may be considered prone to wildfire, all new developments on Ketron Island should enact measures to minimize danger of wildfire to the development and surrounding properties.

### Viewsheets and Aesthetics

**Goal AK D-5** Protect the visual qualities and resources on Ketron Island as a vital component of the area’s special character and identity.

| AK D-5.1 | Protect and enhance the character and visual aesthetics on Ketron Island. |

### Implementing Actions

The following actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Pierce County Planning and Land Services (PALS), Affected Indian Tribes (Tribes), local island historical societies (historical societies), and Washington Department of Archaeology and Historic Preservation (WDAHP).
## Short Term Actions (Upon Plan Adoption to 1 Year)

1. Amend Title 18A, Zoning to address building height standards to address commercial and residential buildings. (PALS)
2. Amend Title 18J, Design Standards and Guidelines to:
   - Establish design standards and guidelines for commercial development on both islands and for residential development on Ketron Island.
   - Address low impact development standards.
   - Minimize outdoor light pollution to ensure light does not impact neighboring properties. (PALS)

## Mid-Term Actions (1-5 Years)

1. Apply existing protocols and explore additional methods to protect sacred sites to preserve people’s cultural roots and connections to the past. (Tribes, Historical Societies, WDAHP)
2. Develop an inventory of cultural and historic resources, in order to protect and integrate these resources within the development of the plan area. (WDAHP, Historical Societies)
3. Promote the enhancement and maintenance of the historical resources on Anderson Island. (Historical Societies)
4. For Ketron Island, review established bulk standards and guidelines that respond to the existing conditions and rural character of the island, addressing minimizing view obstructions and impacts from lighting. (PALS)
5. Develop guidelines, and standards as appropriate, to site homes and arrange landscaping to maximize protection from wildfire. (PALS)
6. For Ketron Island, enact measures to minimize danger of wildfire to developments and surrounding properties. (PALS)
7. Review and as necessary update standards for home occupations to ensure the rural residential character is adequately protected. (PALS)

## Long-Term Actions (5–10 Years)

1. Designate sites, buildings, and places that the community values and considers unique to the community or are significant and worthy of preservation or protection through the community planning process. (WADAHP, Historical Societies)
Historic Resources

Cultural Resource Inventory

Barn
Farm
Building
Cemetery
Geographic area
House
School
Structure

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said features. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations unnoted by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS AND "WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.

Pierce County
Geographic Information System

Department of Planning and Land Services
Plot Date: October 8, 2008

Anderson - Ketron Islands
Community Plan

Chapter 4: Natural Environment Element

Introduction

The Anderson and Ketron Islands Community Plan area could be characterized as one of Pierce County's well kept secrets. While much of Pierce County has burgeoned with growth in population and development, Anderson and Ketron Islands have largely enjoyed a steady, rural island atmosphere while welcoming some new residents. This slow growth has allowed the Islands to retain many natural resources and habitats.

The Natural Environment Element addresses the protection and conservation of the natural resources such as water, air, forests, vegetation, fish and wildlife, and other critical areas. The residents of the Islands value the surrounding natural environment and intact ecosystems as an integral part of island living. Protection and preservation of these natural resources are key components of the community's vision.

The Natural Environment policies are proactive in retaining the existing resources. Policies include education, community actions, and regulations, as well as some County funding and actions. The policies focus on sustainable growth and protection of resources that would result in a continued livable environment.

Description of Current Conditions

Presently Anderson and Ketron Island residents enjoy a rural, low density atmosphere. Anderson Island has rolling hills with a varied landscape of wooded areas, open space, wetlands, marshes, and some small agricultural lands. It has several coves, inlets, or bays that offer excellent habitat for marine species including a large variety of shorebirds. Anderson Island has a number of wetland complexes, the largest of which is associated with Schoolhouse Creek. The ecosystems of the Island are in relatively good health. The largest threat to the natural environment would be unchecked development.

Earth Resources

Landslide and Erosion Hazard Areas

On both islands the areas most susceptible to landslide and erosion are associated with the shoreline. Wind and water movement contribute to soil erosion. The degree of stability is a function of soils, slope, groundwater, and geology. The steepest slopes on Anderson Island are located along the eastern, southeastern, and western edges of the Island and one steep plateau.
in the southeastern portion of the Island where there is a canyon. These areas are classified as potential landslide hazard areas. The slopes around the majority of the perimeter of Ketron Island are also classified as potential landslide hazard areas. The entire marine shoreline of both Anderson and Ketron Islands are classified as marine shoreline erosion hazard areas. There are several freshwater erosion hazard areas identified on Anderson Island and one on Ketron Island.

**Seismic Hazard Areas**

Only one small area on Anderson Island contains soils that have the potential for liquefaction and/or dynamic settlement during a seismic (earthquake) event. This area is located in the vicinity of the intersection of Sandberg Road and Eckenstam-Johnson Road.

**Vegetation**

The plan area contains a mixture of lowland conifer forests and hardwood/shrubs. A large majority of each Island has more than 50% tree canopy coverage.

**Soils**

Pierce County groups soil types into hydrologic soil groups that represent varying degrees of water runoff potential:

- Group A – Low runoff potential
- Group B – Low to moderate runoff potential
- Group C – Moderate to high runoff potential
- Group D – High runoff potential

Soils affect infiltration rates, the potential for erosion, and slope stability. Soil types determine the ability of the ground to absorb rainfall. The majority of both Anderson and Ketron Islands are classified as Group C soil type with the marine cliff areas designated as Group C-D soil type. These soil types have moderate to high runoff potential.

Anderson Island contains soils that are slow to percolate and have limitations for septic drainfield suitability. The three main soil types are Harstine Association, Bow Association and Kitsap Association. Ketron Island contains several different soil types. The most dominant are the Neilton, Kitsap, and Xerochrepts. The Neilton soils comprise nearly one half of the southern end of the Island. The Kitsap soils have slow permeability and septic drainfield limitations. The Xerochrept soils are on steep slopes and may be subject to landslide and erosion hazards.

**Water Resources**

The Islands are located within the Kitsap Water Resource Inventory Area (WRIA# 15) and within the Islands watershed basin. The Key Peninsula – Islands Basin Plan analyzes water quality and quantity to identify and prioritize surface water management problems and capital facility needs.
Streams and Lakes

Anderson Island has a number of streams and lakes. The two largest lakes on Anderson Island are Lake Josephine and Lake Florence, while Ketron Island does not have any bodies of water that classify as a lake. Anderson Island contains Schoolhouse Creek and many unnamed creeks. There is one unnamed creek on Ketron Island.

Schoolhouse Creek, located on Anderson Island, is less than a mile long. The stream enters Oro Bay on the southeast side of the Island. Its gradient is shallow. Schoolhouse Creek is the only stream on Anderson Island known to support anadromous salmonids. Schoolhouse Creek bisects the Island in a north/south direction and originates northwest of Lake Florence and has a large catchment area. Several wetlands, flood areas, and other small tributaries, wetlands, and flood areas are associated with the creek. The Key Peninsula-Island Basin Plan identifies the existing conditions, problems, and projects or actions necessary to improve the health of the creek.

In the Basin Plan, Schoolhouse Creek was rated with more than 70% of riparian corridor in good condition and with more than 70% of the aquatic habitat in good condition. The creek sub-basin currently has an estimated average impermeable surface area of 6%. Based on current zoning and development patterns this estimate is likely to increase to 13% over the next 20 years.

Schoolhouse Creek is home to Coho, chum, and cutthroat. Three culverts have been identified as fish passage barriers along Schoolhouse Creek. The most downstream culvert is located on Eckenstam-Johnson Road at the mouth of Schoolhouse Creek. This culvert requires further evaluation. The structure is submerged at high tides, but is thought to be passable otherwise.

In the past, portions of Schoolhouse Creek were channelized producing a downcutting of the stream channel. Artificial weirs have been placed in some areas which may impede fish passage. The Basin Plan addresses several projects along the creek to correct existing problems. Refer to the Facilities and Services Element for more information on stream restoration projects.

Wetlands

Wetlands are areas inundated or saturated by water for a time period in an amount that is able to support wetland vegetation and saturated soil conditions. Wetland buffers are areas meant to establish a protection zone between development and the critical functioning area of the wetland (wetland buffers are considered a part of the wetland system). Wetlands provide many critical functions including: water cleansing by filtering surface water runoff and groundwater; flood and storm water storage (i.e., one pound of moss will hold 25 pounds of water); critical habitat for fish and wildlife; and, open space/natural areas. Wetlands naturally may change over time but are often affected by hydrologic or terrestrial changes resulting from development.
The Pierce County wetland maps are general inventories and do not include all wetlands; however, they do provide a source of information. Anderson Island has numerous identified wetlands, many of which are in conjunction with streams and the entire marine shoreline of both Anderson and Ketron Island is designated as a wetland. Schoolhouse Creek is part of a larger hydrologic system that encompasses many wetlands. No wetlands are mapped on Ketron Island.

**WATER QUALITY**

There are several factors that affect water quality. Older, poorly maintained neighborhoods generally have higher levels of pollutants due to more traffic, greater impervious surface, accumulation of debris, failing waste disposal systems, and deteriorating housing stock. Pollutants accumulate on impervious surfaces and enter conveyance systems during rainfall/storm events. Agricultural activities may affect water quality from livestock waste and application of pesticides. Denser population can contribute to increased pollution from sources such as pet waste, vegetative matter, litter, plant fertilizers and pesticides, and automobile and small machine petroleum products. Typical contaminants affecting water quality include: suspended sediments, nutrients, bacteria, oxygen demand, oil and grease, and trace metals.

Water quality on Anderson and Ketron Islands is considered relatively good; however, this determination is provisional because it is based on limited water quality sampling data. On Anderson Island, pollution from residential development, especially nutrients and pesticides from the many small home lots on the lakeshores, the golf course, and parks, is likely. Also, failing septic tanks and construction impacts are probable causes of degraded water quality. Impacts due to local logging operations are also a potential source of pollution. Seawater intrusion is a known concern for the whole southwestern portion of Anderson Island.

**AQUIFER RECHARGE AND WELLHEAD PROTECTION AREAS**

Gravelly, well-drained soils (Group A&B) facilitate a high percentage of groundwater recharge. Wellhead protection areas include the area within the 10-year time-of-travel zone boundary of a Group A public water system well. The 10-year time-of-travel zone boundary is the maximum distance around a pumping well from which a contaminant, hypothetically present in groundwater, could travel to the well within a 10-year time period. There are three wellhead protection areas on Anderson Island and one wellhead protection area on Ketron Island.

Seawater intrusion is always a consideration for communities along marine shorelines. A study of the issue on Anderson Island was prepared by the Department of Ecology in 2001. The study showed that seawater intrusion is not a widespread problem on the Island, although there are three areas near the shoreline where it appears to be occurring in the sea level aquifer.¹

**SHORELINES**

The shorelines are varied on Anderson Island and include high and low bank, bay and lagoons, and salt marshes. Shorelines are designated by the Washington State Department of Ecology and are classified as watercourses with a mean annual flow greater than 20 cubic feet per second (cfs) and lakes greater than 20 acres. Designated shorelines on Anderson Island are
along the Puget Sound marine shorelines and Florence and Josephine Lakes. Most of the marine shoreline is designated as Conservancy Environment with a portion designated Rural Environment. Lake Florence is designated as Conservancy Environment and Lake Josephine is designated as Rural Residential Environment. The entire marine shoreline of Ketron Island is designated as Conservancy Environment.

Approximately 14% of the Anderson Island shoreline planning area is mapped as wetland. Several small wetland areas are mapped along the northern and eastern shoreline of Anderson Island. A large wetland complex extends from Oro Bay to the north across the center of the Island; this wetland is associated with the marine shoreline. Substantial wetland areas are also present near Otso Point. Several small wetland areas are mapped along the northern and eastern shoreline of the Island. Wetland habitat types in the shoreline planning area on the Island include palustrine forested, scrub-shrub, emergent, and estuarine.

Eelgrass is found in a few limited locations along the Anderson Island shoreline, primarily on the north at Otso Point, in the south at Thompson Cove, around Oro Bay and Cole Point, and on the east from Sandy Point north to Yoman Point. With the exception of beds at Otso Point, much of the eelgrass is patchy in distribution here and does not form extensive contiguous beds.

Documented forage fish spawning for surf smelt and sand lance is limited to a few locations on Anderson Island, along the western and southern shorelines. Waterfowl concentration areas occur near Thompson’s Cove on Anderson Island.

Geoduck habitat is mapped along the northwestern side of Anderson Island and near Oro Bay. Hardshell clams occur near Otso Point and in Amsterdam Bay on Anderson Island. In addition to geoduck and clams, Dungeness crab areas are mapped in Oro Bay, and Pandalid shrimp areas occur along the Nisqually reach and between Anderson and Ketron Islands.

On the bays and protected shorelines such as Oro Bay and Amsterdam Bay, shoreline development has resulted in removal or alteration of riparian vegetation. The exception within sheltered bays includes relatively intact riparian occurring at the head of Oro Bay and at Carlson Bay. The open shorelines of Anderson Island tend to have relatively intact riparian vegetation and support active feeder bluffs and large woody debris recruitment. Areas of intact riparian vegetation occur along Drayton Passage from Otso Point to Amsterdam Bay, from Treble Point to east of Carlson Bay, along Thompson Cove, and from Cole Point north to Yoman Point.

Water quality is generally good and most of the area is categorized as approved shellfish growing area although Oro Bay is categorized as prohibited shellfish growing areas. Marine Shoreline Critical Salmon Habitat was designated by Pierce County for portions of the Islands shoreline planning area and is defined as having a high quality habitat for marine salmonid species. Carlson and Oro Bay are designated Marine Shoreline Critical Salmon
Habitat. This marine critical area is subject to a 100 foot vegetative buffer from the ordinary high water mark.

**AIR RESOURCES**

Puget Sound has a marine climate influenced by moist air from the Pacific Ocean traveling inland and releasing precipitation as the air masses rise over the Cascade Mountains. The Puget Sound airshed is influenced by the dual set of mountain ranges (Cascades and Olympics), the Pacific Ocean, and the weather. In general, air flows enter the central Puget Sound region via the Strait of Juan de Fuca to the north and the Chehalis Gap to the south. Onshore winds can effectively serve to mix and disperse air pollutants. When onshore air flow is interrupted air can become inverted and stagnate which traps air pollutants between the set of mountain ranges.

The Puget Sound Clean Air Agency (PSCAA) and Washington Department of Ecology (DOE-Air Quality Program) monitor air quality for Snohomish, King, Pierce, and Kitsap Counties. Air quality elements that are monitored include: Particulate matter (PM2.5 and 10), Carbon monoxide (Co), and Ozone (O3). Areas classified as non-attainment areas (experienced persistent air quality problems) and maintenance areas (areas redesignated to attainment areas which have met air quality standards and have a 10-year maintenance plan). Pierce County is currently classified as maintenance for ozone and carbon monoxide categories, however, is likely to go out of attainment by the end of 2008 for PM2.5.

Clean air is affected by emissions caused by industry, transportation, and wood smoke from outdoor burning, slash burns, fireplaces, and wood stoves. On the Islands the greatest threat to air quality results from indoor or outdoor burning. Smoke from fireplaces and woodstoves and from backyard burning and land-clearing piles is composed of fine particles and a toxic mix of carcinogens hazardous to human health. Fine particles are associated with serious health effects, as the tiny size of these pollutants allows them to be easily inhaled, bypassing the immune system and proceeding deep into lungs, where they can cause respiratory and cardiovascular problems, including premature death.  

**OPEN SPACE**

The Pierce County Comprehensive Plan contains policies addressing open space. Map 2-5: Open Space Corridors identifies the designated open space corridors throughout Pierce County, which is based upon high priority open space categories (fish and wildlife habitat, wetlands, rivers, streams, creeks, marine waters, and wooded areas). These designated open space areas serve as an overlay in which more detailed land use regulations can be applied to accomplish the preservation of open space corridors. For example, special requirements and standards contained within Title 18A, Zoning and Title 18J, Design Standards and Guidelines can be utilized within open space corridor overlay areas. In addition, several County programs address open space preservation, including the Conservation Futures Program (fair market value acquisition of properties and conservation easements for open space purposes) and the
Current Use Assessment Program-Open Space (tax reductions given to retain property in an open space condition).

Open space corridors are based upon five high priority categories including: fish and wildlife habitat; wetlands; rivers, streams, creeks; marine waters; and wooded areas. All of Ketron Island is designated within the open space corridor. Open space corridor areas on Anderson Island are located along marine shorelines, creeks, and in identified fish and wildlife habitat areas. Other community plans have typically developed policies related to special development standards within open space areas and connectivity of open space areas with parks and trail systems.

**Fish and Wildlife Resources**

Pierce County regulates critical fish and wildlife species and their associated habitats. Critical fish and wildlife species are either federally or state-listed as endangered, threatened, sensitive, candidate, or monitored. Associated habitats may be identified by either point locations (such as a nest or den) or by broader habitats that support some stage of the species life-cycle (such as oak woodlands or river systems). All anadromous fish species are considered critical because of the recent listing of the Chinook salmon and bull trout under the Federal Endangered Species Act (ESA) and the importance of these species to the various indigenous Native American Tribes throughout the region.

Schoolhouse Creek on Anderson Island is identified as supporting salmonids (Coho, chum, and cutthroat trout). Anderson Island also contains several areas identified Priority Habitat areas for wildlife and locations for bald eagles and osprey. Biodiversity Management Areas and corridors reflect those areas in Pierce County that support species richness and representation. All Ketron Island is identified as a Biodiversity Management Area with the marine shorelines of both Anderson and Ketron Island identified as biodiversity corridors.

**Description of Desired Conditions**

The residents of the Islands would like to focus on preserving the existing natural features and precious shoreline ecosystems for future generations. The community plan policy direction is to recognize the natural constraints such as unstable slopes, soil constraints, flooding, wetlands, shorelines, and poor drainage and to ensure new growth and development is constructed around those constraints. New growth should be directed toward those areas least environmentally constrained.

The community would also like to see improvements to the existing environment. Improving air quality through education about indoor and outdoor burning, retaining soil function and reducing erosion through low impact development techniques, addressing failing septic
systems, and restoring portions of Schoolhouse Creek are a few examples improvements residents would like to achieve in the future.

Many of the actions the community would like to implement to ensure development occurs in a more harmonious pattern with the natural environment is to be accomplished through community outreach and education as well as partnerships with universities and not-for-profit organizations.

**Earth Resources**

The community plan strives to utilize low impact development techniques to retain soils and to reduce the impacts of impervious surfaces on water quality and quantity. Vegetation retention is also a priority action within the community plan promoting native vegetation and removing invasive species while working with landowners to plant fire resistant species at appropriate distances from homes and other structures.

**Water Resources**

The communities would like to maintain the quality and quantity of surface water bodies within the plan area by supporting non-chemical methods to control milfoil, noxious weeds, or other types of algae blooms in the lakes; providing public education and outreach information on stewardship particularly regarding fertilizer and pesticide usage in and around water bodies; and, controlling leaking septic systems around the lakes. The plan also promotes low impact development techniques and vegetation plantings to improve water quality.

The community plan asks the community and County to be proactive in protecting the marine environment and calls for establishing "shellfish protection districts" in areas that are affected by a shellfish downgrade. The plan policies support enhancing hazardous spill response coordination in environmentally sensitive areas and wellhead protection areas.

The community plan policies also seek to further protect the shoreline environment through appropriate shoreline designations in the update of the Shoreline Master Program and requests consideration of options to restrict shellfish (e.g., geoduck, oysters, etc.) farming in the marine shoreline areas of Anderson and Ketron Islands. The community would also like to restore the natural shoreline process where degradation has occurred and to work to identify shoreline restoration projects and obtain potential funding to complete these projects.

**Air Resources**

The Island communities would like to improve localized air quality by reducing burning activities that may negatively impact air quality including the burning of garbage, woodstoves, or stumps and debris as the result of land clearing.
**Fish and Wildlife**

Policies and actions within the Anderson and Ketron Islands Community Plan strive to preserve aquatic and fish species and their habitats and requests the restorations project identified in the Key Peninsula, Gig Harbor, and Islands Watershed Nearshore Salmon Habitat Assessment, Final Report, July 2003 be implemented. The plan carries specific recommendations for restoration projects for Oro Bay estuary.

The community plan policies also strive to preserve wildlife species and their habitats and promote the possibility of establishing wildlife sanctuaries on Anderson and Ketron Islands. Finally, it is important to the residents of Ketron Island to develop and implement management recommendations that control nuisance animals such as raccoons and coyotes.

**Open Space**

The Island communities encourage public and private organizations and private property owners to conserve, maintain, and restore open space areas. The acquisition and retention of open space is to be accomplished through a variety of strategies including partnering with local land trusts and public agencies to promote acquisition of high priority parcels on Anderson Island. County-owned properties, which serve as good fish and wildlife habitat, should be protected from conversion to other uses and integrated into the open space system. The plan calls for an inventory of properties on Anderson Island which may be utilized as open space and incorporated into a greenbelt park trail system.

The plan policies encourage public education and outreach efforts on the conservation and restoration of open space areas.

**Citations**

2. ESA Adolfson, Pierce County Shoreline Inventory and Characterization Report, October 2007, Chapter 7.2.4.1 South Key Peninsula and Islands.
3. Puget Sound Clean Air Agency Website. Why is Wood Smoke a Concern? [www.pscleanair.org](http://www.pscleanair.org)

**Environment Policies**

**Goals**

Ensure conservation, enhancement, and proper management of natural resources, while balancing development and the needs of residents and property owners.
AIR

GOAL AK ENV-1 Provide notification to property owners using backyard burn barrels is an illegal activity, and enforce burning regulations.

EARTH

GOAL AK ENV-2 Maintain soil resources and minimize impacts of soil disturbance on natural systems.

GOAL AK ENV-3 Retain natural and native vegetation on Anderson and Ketron Islands to support the functions of ecosystem processes and consider the safety of people and structures.

AK ENV-3.1 Consider requiring native vegetation buffers along Puget Sound marine shorelines that include a minimum percentage of tree retention with exceptions for limbing for view preservation and for removal of trees that impose a safety hazard.

AK ENV-3.2 Encourage and support cooperation between citizens of the plan area and the State Department of Natural Resources or Pierce County in the review process of Forest Practice Applications to use best management forestry practices and require mitigation of impacts and enforcement of the replanting of logged areas.

GOAL AK ENV-4 Encourage the establishment of greenbelts throughout the plan area.

GOAL AK ENV-5 Manage stands of trees to prevent hazardous situations.

AK ENV-5.1 Provide education to property owners with guidance for best management practices for forested areas and standards for tree removal.

AK ENV-5.2 Develop a list of native vegetation types that are fire and pest-resistant for planting around structures. Provide these lists to project applicants and make available online.

AK ENV-5.3 Native plants should be locally grown, acclimated to local growing conditions, and appropriate to underlying soils.

AK ENV-5.4 Identify locations in development proposals where installation of native plants is appropriate or required.

GOAL AK ENV-6 Encourage a mixture of forested areas and open fields and meadows.

GOAL AK ENV-7 Remove invasive, exotic plant species (e.g., Scot’s broom, tansy ragwort, and reed canary grass) and when possible, restore to the historic, indigenous plant community type.

AK ENV-7.1 Educate homeowners about plants that are considered invasive plant species and best management practices for removal.

AK ENV-7.2 Create a welcome handbook for new property owners and include this information.

GOAL AK ENV-8 Ensure that replanting efforts are successful.
AK ENV-8.1 Develop planting and maintenance standards for development activities.

AK ENV-8.1.1 Monitor new vegetation for at least a three-year time period and replace any vegetation that is unhealthy or dies during this time period.

AK ENV-8.1.2 Submit monitoring and maintenance plans for any required revegetation areas.

AK ENV-8.2 Assemble and distribute educational materials and resources on best management practices for effective site revegetation.

**Water**

**GOAL AK ENV-9** Support non-chemical methods to control milfoil, noxious weeds, or other types of algae blooms in the lakes.

AK ENV-9.1 Provide public education and outreach information on stewardship of surface water bodies including elimination of nutrient loading as caused by the use of nitrogen fertilizer; removal of noxious, non-native, or invasive plant species (e.g., collect yellow flag iris seed pods); and maintenance of appropriate lakefront vegetation that serves to filter pollutants.

**GOAL AK ENV-10** Retain water quantity within the lakes on Anderson Island.

AK ENV-10.1 Restrict the additional pumping of water from the lakes, while recognizing any existing water rights granted by the state to draw water from the lakes.

AK ENV-10.2 Protect the springs around the lakes that recharge the lake levels.

AK ENV-10.3 Establish a free program to accept and dispose of banned pesticides/fertilizers.

AK ENV-10.4 Provide public education and outreach on the appropriate maintenance and operation of septic systems.

AK ENV-10.5 Provide public education on controlling pet wastes near watercourses and water bodies such as lakes, streams, and wetlands.

AK ENV-10.6 Encourage public and private golf courses to maintain their facilities in an environmentally sensitive manner. Chemicals, such as pesticides, herbicides, and fertilizers, etc., should be applied so that they do not adversely impact the biological functioning of adjacent lakes and streams.

**GOAL AK ENV-11** Conduct agricultural uses on Anderson Island in a manner that maintains and protects water resources.

AK ENV-11.1 Promote organic farming practices that do not use toxic chemicals.

**GOAL AK ENV-12** Instigate a water quality study of the watercourses within the plan area utilizing benthic invertebrates as a monitoring tool.

AK ENV-12.1 Establish one source location, such as the Tacoma Pierce County Health Department, to serve as a repository for all water quality monitoring data that is collected.
AK ENV-12.2 Develop and maintain lake management plans that address water quality and quantity issues for Lake Florence and Lake Josephine on Anderson Island.

GOAL AK ENV-13 Establish shellfish protection districts in areas that are affected by a shellfish downgrade. The establishment of such a district indicates a commitment to restore shellfish harvesting within the area.

GOAL AK ENV-14 Support and enhance hazardous spill response coordination in environmentally sensitive areas and wellhead protection areas.

AK ENV-14.1 Review wells on Anderson Island for designation as a wellhead protection area (e.g., Riviera).

AK ENV-14.2 Review the main well on Ketron Island for designation as a wellhead protection area.

GOAL AK ENV-15 Utilize low impact development (LID) techniques to facilitate water recharge into aquifers, streams, and wetlands.

AK ENV-15.1 Reduce the conversion of ditches to culverts, which can cause negative impacts on aquifer recharge and subsurface flow/base stream flows.

GOAL AK ENV-16 Work with appropriate agencies to develop methods that reduce the potential for saltwater intrusion in local aquifers and well water.

AK ENV-16.1 Provide property owners with information regarding saltwater intrusion and techniques for prevention.

AK ENV-16.2 Encourage low impact development techniques along marine shorelines.

AK ENV-16.3 Maximize on-site infiltration of stormwater in areas that are susceptible to saltwater intrusion unless such infiltration could result in the reduction of slope stability along marine bluffs.

AK ENV-16.4 Encourage voluntary water quality monitoring along marine shorelines to detect changes in chloride levels which may indicate saltwater intrusion.

AK ENV-16.5 Promote the use and re-use of reclaimed water for non-drinking purposes.

**SHORELINES**

GOAL AK ENV-17 Provide for the protection and enjoyment of shorelines within the plan area.

AK ENV-17.1 Consider changing the shoreline environment along the north side of Lake Florence on Anderson Island that is currently in a larger lot pattern to a shoreline environment that is more conservative such as Conservancy.

AK ENV-17.2 Consider changing the shoreline environment along the undeveloped portions of Jacobs Point, Oro Bay, and East Oro Bay on Anderson Island to a Conservancy or Natural shoreline environment.
AK ENV-17.3 Identify especially sensitive or unique shoreline areas for application of the Natural shoreline environment. These may include such features as feeder bluffs, pocket estuaries, pigeon guillemot habitat, Schoolhouse Creek, eelgrass beds, and sugar kelp.

GOAL AK ENV-18 Encourage replacement of bulkheads constructed with hard materials, such as a concrete sea wall, with more environmentally sound, soft armoring shoreline protection methods.

AK ENV-18.1 Seek funding opportunities to replace the failing bulkhead at the Ketron Island marina with a soft armoring system, as feasible, to maintain the marina facility.

AK ENV-18.2 Work with the South Puget Sound Salmon Enhancement group to identify bulkhead restoration projects and obtain potential funding to complete these projects.

GOAL AK ENV-19 During the next comprehensive update of the Shoreline Master Program, identify options to restrict shellfish (e.g., geoduck, oysters, etc.) farming in the marine shoreline areas of Anderson and Ketron Islands.

AK ENV-19.1 Prohibit the use of netting and tubes to cover the shellfish areas as they may cause injury or mortality to other marine wildlife.

AK ENV-19.2 Separate shellfish harvesting uses from shellfish farming uses and prohibiting shellfish farming in the more environmentally sensitive shoreline environments.

AK ENV-19.3 Restrict shellfish farming to private tidelands and do not allow these activities on state-owned or other public tidelands.

AK ENV-19.4 Limit shellfish farming in areas adjacent to tribal treaty lands where shellfish harvesting has occurred in the past.

AK ENV-19.5 Limit shellfish farming to lots larger than a specified acreage or frontage length, and require a portion of all lots to be excluded from shellfish farming activities.

AK ENV-19.6 Prohibit shellfish farming in the Natural environment shoreline designation.

AK ENV-19.7 Provide notification of all proposed commercial aquacultural permit applications on Anderson Island to the members of the Anderson Island Citizens Advisory Board (AICAB). The application notification is intended to give the AICAB membership an adequate opportunity to provide comments to the planning department and Hearing Examiner early in the permit process.

GOAL AK ENV-20 Develop and apply standards for marine shoreline areas to ensure the nearshore habitat is protected.

AK ENV-20.1 Allow hard shoreline armoring structures only when it is demonstrated that beach nourishment or other soft armoring techniques would likely be ineffective.

AK ENV-20.2 Construction of non-water-dependent structures along the shoreline shall be placed at a sufficient distance from the ordinary high water mark to ensure that bulkheads are not necessary for the lifetime of the structure.
AK ENV-20.3 Discourage construction of overwater structures such as docks and piers, and encourage overwater structure designs that utilize grated surfaces which allow light to pass though the structure instead of traditional construction methods.

AK ENV-20.4 Prohibit dredging, damming, and diking activities.

AK ENV-20.5 Consider adoption of shoreline native vegetation requirements such as:

AK ENV-20.5.1 Require a minimum amount of native vegetation retention along marine shorelines.

AK ENV-20.5.2 Allow tree and brush thinning for view enhancement and trails within the shoreline area of waterfront properties. Tree branch pruning should be utilized in preference to removing the entire tree. Tree stumps should not be removed from shoreline areas subject to erosion.

AK ENV-20.5.3 Retain large, woody debris that has fallen in and along marine shorelines to provide for fish and wildlife habitat.

GOAL AK ENV-21 Restore the natural shoreline process where degradation has occurred.

AK ENV-21.1 Provide public education and outreach to shoreline property owners on the benefits of natural shoreline processes including:

AK ENV-21.1.1 Beneficial shoreline habitat features;

AK ENV-21.1.2 Human activities and construction that are stressful for the shoreline habitat; and

AK ENV-21.1.3 Alternative design options for shoreline armoring systems rather than the traditional concrete, rock, or timber bulkheads that cause negative impacts to natural shoreline processes.

AK ENV-21.2 Establish an incentive-based process to encourage the removal of bulkheads and other hard armoring along marine waters.

GOAL AK ENV-22 Promote the voluntary retention and replanting of native vegetation along marine shorelines.

GOAL AK ENV-23 Encourage the maintenance of beach areas on both Anderson and Ketron Islands.

GOAL AK ENV-24 Encourage public access points along marine shoreline areas on Anderson Island.

GOAL AK ENV-25 Do not promote public access on Ketron Island shorelines due to potential hazards from abandoned campfires and vandalism.

FISH AND WILDLIFE

GOAL AK ENV-26 Work with the South Puget Sound Salmon Enhancement group to identify shoreline and habitat restoration projects and obtain potential funding to complete these projects.
GOAL AK ENV-27  Work with local residents on Ketron Island to identify possible projects or fish habitat areas.

GOAL AK ENV-28  Explore special habitat restoration projects for Oro Bay estuary including:

   AK ENV-28.1  Eliminating input of excessive sediments in eelgrass areas within Oro Bay estuary;
   AK ENV-28.2  Evaluating the potential to place large, woody debris in the Oro Bay estuary;
   AK ENV-28.3  Promoting herring and smelt habitat within the Oro Bay estuary;
   AK ENV-28.4  Pursuing the removal of the dam that blocks the East Oro Bay estuary; and
   AK ENV-28.5  Pursuing reintroduction of silver salmon in Schoolhouse Creek on Anderson Island.

GOAL AK ENV-29  Encourage wildlife sanctuaries on Anderson and Ketron Islands.

   AK ENV-29.1  Review open space and other wildlife habitat areas on both islands to determine suitability as a wildlife sanctuary, and prioritize these areas in terms of acquisition or application of conservation easements.
   AK ENV-29.2  Install appropriate signage (informational and interpretative) around designated wildlife sanctuary areas. Signage should also recognize that Ketron Island is a designated biodiversity area.
   AK ENV-29.3  The pigeon guillemot colony areas with nesting cavities in the bluffs on the south end of Ketron Island should be protected as a wildlife sanctuary. This may be accomplished through a conservation easement or purchase for permanent open space.
   AK ENV-29.4  Establish standards for the limits of human activity within wildlife sanctuary areas on Ketron Island such as:

      AK ENV-29.4.1  Limiting the times of human presence so as not to impact special life-cycle functions (e.g., nesting, birthing, and rearing times); and
      AK ENV-29.4.2  Setting aside defined limits (such as walking trails where humans may go, but other areas that remain wild).
   AK ENV-29.5  Promote backyard wildlife sanctuary programs.

      AK ENV-29.5.1  Provide public education and outreach on the WDFW Backyard Wildlife Sanctuary Program and the National Wildlife Federation Community Habitat Program.

GOAL AK ENV-30  Work with the Washington State Department of Fish and Wildlife (WDFW) to manage wildlife populations on Ketron Island to avoid overpopulation and to minimize damage to property.

   AK ENV-30.1  Conduct a detailed study of the deer populations on Ketron Island to determine if deer levels are above an acceptable ratio for the land area.
   AK ENV-30.1.1  Coordinate a study with a WDFW staff biologist.
AK ENV-30.1.2 Explore opportunities to utilize one of the universities for graduate or doctorate level students to conduct a study.

AK ENV-30.1.3 If there is a verified deer overpopulation problem, work with a WDFW biologist to develop strategies to correct this problem. Such actions may include fertility treatments and trap and release.

AK ENV-30.2 Work with WDFW to develop management recommendations that control nuisance animals such as raccoons and coyotes.

AK ENV-30.3 Ensure that non-native wild animals are not brought onto the islands.

GOAL AK ENV-31 Control wildlife hunting within the plan area.

AK ENV-31.1 Work with WDFW enforcement staff to establish strategies to deal with illegal hunting on Anderson and Ketron Islands and off the shorelines (e.g., seals and sea lions).

AK ENV-31.2 Explore the possibility of designating Anderson and Ketron Islands as no shooting areas.

GOAL AK ENV-32 Work with WDFW to officially designate known wildlife habitat areas within the plan area.

AK ENV-32.1 Contact the WDFW staff biologist with potential wildlife habitat areas (e.g., nesting and breeding areas, caves, etc.) so that these areas may be confirmed and added to the official Priority Habitats and Species and/or Wildlife Heritage Maps.

AK ENV-32.2 Special areas of interest include:

AK ENV-32.2.1 A pigeon guillemot colony with nesting cavities in the bluffs on the south end of Ketron Island, and a possible nesting site on the west side of Ketron Island; and

AK ENV-32.2.2 Heron rookery(ies) on Anderson Island.

AK ENV-32.3 Participate in NatureMapping Program training to collect wildlife data for long-term monitoring.

AK ENV-32.4 Request WDFW to conduct a rapid species inventory bioblitz within the Ketron Island Biodiversity Management Area.

AK ENV-32.5 Support the implementation of the management recommendations from the Ketron Island Biodiversity Management Area as described in the Pierce County Biodiversity Network Assessment (August 2004).

OPEN SPACE

GOAL AK ENV-33 Encourage public education and outreach efforts on the conservation and restoration of open space areas.

AK ENV-33.1 Conduct an inventory of all public properties on Anderson Island, which may be utilized as open space and incorporated into a greenbelt park trail system.
AK ENV-33.2 Concentrate outreach efforts to those properties located within open space areas depicted in the County’s adopted Open Space Corridor Map.

AK ENV-33.3 Encourage participation within the program by conducting workshops within the plan area.

**IMPLEMENTING ACTIONS**

The following actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Pierce County Planning and Land Services (PALS), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Washington State University Cooperative Extension (WSU Extension).

**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. During the next substantive update of the County’s Shoreline Master Program, Shoreline Management Regulations and Critical Area Regulations, recommend provisions be considered in the update that reflect principles and standards in the community plan. (PALS)
2. Work with the Pierce County Firearms Commission to explore the possibility of designating Anderson and Ketron Islands as “no shooting” areas. (PALS)

**MID-TERM ACTIONS (1-5 YEARS)**

1. Provide education and alternatives to burning garbage through notification, exploring garbage disposal options, and cost effective means to eliminate tree debris. (PWU)
2. Provide an education and outreach programs on cleaner heating alternatives such as use of seasoned wood and conversion from uncertified wood stoves to certified stoves, masonry heaters, or gas alternatives. (PWU)
3. Impose conditions on new development activities to limit burn and slash activities and encourage alternative methods. (PWU)
4. Develop incentive programs for use of innovative design techniques that reduce impacts from impervious surface areas associated with specific development projects. (PALS, WSU Extension)
5. Provide guidance to property owners on best management practices for forested areas and standards for tree removal.
6. Develop incentives that encourage the retention of large, mature stands of trees that will resist wind throw from high wind events, provided hazards to people, buildings, and utilities are considered. (PALS)
7. Develop a list of native vegetation types that are fire and pest resistant for planting around structures. Provide these lists to project applicants and make available online. (WSU Extension)
8. Develop incentives for project applicants to encourage restoration of historic plant communities. (PALS)
9. Work with the South Puget Sound Salmon Enhancement group and residents to identify shoreline and habitat restoration projects and obtain potential funding to complete these projects.
10. Develop management recommendations that control nuisance animals such as raccoons and coyotes.
11. Conduct a rapid species inventory “bioblitz” within the Ketron Island Biodiversity Management Area.
12. Develop and make available a brochure on the techniques and strategies available for maintaining open space.

LONG-TERM ACTIONS (5-10 YEARS)

1. Promote efforts to remove invasive, exotic plant species and when possible, restore to the historic, indigenous plant community type. (WSU Extension)
2. Distribute educational materials and resources on best management practices for effective site revegetation. (WSU Extension)
3. Provide information on stewardship of surface water bodies including elimination of nutrient loading as caused by the use of nitrogen fertilizer; removal of noxious, non-native or invasive plant species; and maintenance of appropriate lakefront vegetation that serves to filter pollutants. (WSU Extension)
4. Provide public education and programs on appropriate use and disposal of pesticides. (PWU, WSU Extension)
5. Provide public education and outreach on the appropriate maintenance and operation of septic systems. (TPCHD)
6. Provide public education on controlling pet wastes near water courses and water bodies such as lakes, streams, and wetlands. (WSU Extension)
7. Implement the use of non-toxic chemicals or other alternative practices for road maintenance and brush and noxious weed removal, and provide education on alternatives to spraying chemicals to control the spread of noxious weeds. (PWU)
8. Provide educational opportunities on a range of agricultural practices, through the development of farm management plans that will minimize impacts on natural systems, functions, and processes. (WSU Extension)
9. Initiate and coordinate water quality studies, monitoring, and data collection for water courses and lakes, including enlisting/using trained volunteer groups. (TPCHD, PWU)
10. Conduct education and outreach efforts geared to households and property owners for:
   - reducing impacts to water quality;
   - appropriate pesticide/fertilizer application methods; and
   - farm management techniques. (WSU Extension)
11. Establish "shellfish protection districts" in areas that are affected by a shellfish downgrade.
12. Review wells on Anderson Island and the main well on Ketron Island for designation as a wellhead protection area. (TPCHD)
13. Pursue opportunities to conduct a detailed hydrogeologic study that evaluates the long-term availability of groundwater resources to serve existing residents and future population growth. (TPCHD)
14. Coordinate between Pierce County, TPCHD and State agencies to limit new wells in areas that have been identified as being at risk for seawater intrusion. (PALS, TPCHD)
15. Review open space and other wildlife habitat areas on both islands to determine suitability as a wildlife sanctuary and prioritize these areas in terms of acquisition or application of conservation easements.
16. Conduct a detailed study of the deer populations on Ketron Island to determine if deer levels are above an acceptable ratio for the land area and develop an appropriate response strategy.
17. Work with WDFW to develop management recommendations that control nuisance animals such as raccoons and coyotes.
18. Conduct an inventory of public properties on Anderson Island which may be utilized as open space and incorporated into a greenbelt park trail system.
19. Promote the Current Use Assessment (CUA) Program Public Benefit Rating System (PBRS) within the plan area. (PALS)
Map B-5: Potential Erosion/Landslide Hazard Areas

Sources for Potential Erosion:
1. Pierce County Water Programs Hydrography Surface Boundaries Database, Elevation, Rivers, Lakes, and Reservoirs greater than 500 square feet with a 200 Potential Review Trigger Distance per Title HI.110.
2. Photogrammetric Skills developed from Pierce County LiDAR Database, with a 200 Potential Review Trigger Distance per Title HI.110.
3. Coastal Erosion Zone Database developed by Pierce County Water Programs, defined per Title HI.110.
4. Shoreline Data derived from Pierce County Digital Orthophotography, 2001, data developed for urban areas only.

Sources for Potential Landslide:
2. Slope slope data developed for urban areas only. Includes a 65% slopes greater than 50% and a 300 Potential review Trigger Distance as per Title HI.80.

- Potential Soil Erosion Hazard Area
- Potential Freshwater Shoreline Erosion Hazard Area
- Potential Landslide Hazard Area

Adopted October 19, 2004 - Ord. 2004-56c
Effective March 1, 2005

Pierce County Code Title HI.11 regulates activities within Erosion and Landslide Hazard Areas.

The boundaries of erosion hazard areas are approximate and are intended only to provide a guideline of the presence of erosion hazard areas. Additional erosion hazard areas that have not been mapped may be present.

Map Disclaimer: The map features are approximate and are intended only to provide an indication of real feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations or omissions from actual surfaces. ALL DATA IS EXPRESSLY PROVIDED "AS IS AND WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.

- Compliant with Urban Growth Area Boundary
- Urban Growth Area Boundary
- Anderson-Ketron Islands Community Plan Boundary

Department of Planning and Land Services
Plot Date: October 8, 2008

Anderson - Ketron Islands Community Plan

Potential Flood Hazard Areas

Adopted October 19, 2004 - Ord. 2004-56n
Effective March 1, 2005

Pierce County Code Title 180 regulates activities within Flood Hazard Areas.

The boundaries of Flood Hazard areas are approximate and are intended only to provide an indication of the presence of such areas. Additional hazard areas that have not been mapped may be present.

Source:
1) Flood Insurance Rate Map (FIRM)
2) Federal Emergency Management Agency (FEMA)
3) Comprehensive Flood Hazard Analyses
4) Seattle, City of
5) Pierce County
6) National Flood Insurance Program

Legend:
- Comprehensive Urban Growth Area Boundary
- Urban Growth Area Boundary
- Anderson-Ketron Islands Community Plan Boundary

Notes:
1) FIRM data is for overview purposes only. For administering the National Flood Insurance Program, please use the original FIRM map series.
2) Regulatory areas also include areas within 1 foot of the base flood elevation and from the ordinary high water mark of natural waterways.

Department of Planning and Land Services
Plot Date: October 8, 2008

Andersen - Ketron Islands Community Plan

Map Disclaimer: The maps features are approximate and are intended only to provide an indication of said features. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations associated with actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.
County Wetland Inventory (CWI)

- Category I Wetland
- Category II Wetland
- Category III Wetland
- Category IV Wetland
- Wetland (No Category)

National Wetland Inventory (NWI)

- NWI Wetland

Map Disclaimer: The maps features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations accentuated by scale survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND WITH ALL FAULTS. The County makes no warranty of fitness for a particular purpose.
Map Disclaimer: The map features are approximate and are intended only to provide an indication of real features. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations occasioned by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.
Open Space Corridors

Adopted November 9, 2004 - Ord. #2004-876, Effective February 5, 2005

Potential Fish and Wildlife Habitat
Wetlands (CWI and NWI)
County Owned Properties
Anderson Island Parks and Rec. Properties

Pierce County, Washington

Department of Planning and Land Services
Plot Date: October 8, 2008

Anderson - Ketron Islands Community Plan

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations encountered by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.
Chapter 5: Facilities and Services Element

INTRODUCTION

The Facilities and Services Element articulates the need for facilities and services that will implement the visions and goals of the community plan. Facilities and services are collectively considered ‘infrastructure’ and may include public or privately funded projects. The adoption of policy statements regarding infrastructure provide direction to investors and decision-makers about what investments are desired and needed by the community.

Anderson and Ketron Islands are rural communities. Limited availability of infrastructure and services, such as sanitary sewer, will maintain the Islands as rural communities. The element focuses on the two main items important to this rural community: the ferry system and emergency services.

DESCRIPTION OF CURRENT CONDITIONS

PARKS AND RECREATION

Anderson Island has a mixture of public and private park and recreation facilities. The public facilities are provided by the Anderson Island Park and Recreation District and the State of Washington. Private facilities are provided through the Lake Josephine Riviera Country Club. Ketron Island does not have any available land for public recreation.

Anderson Island Park and Recreation District maintains a swimming beach, walking and bicycle trails, picnic facilities, athletic fields, playgrounds and an outdoor tennis court at Lowell Johnson, Andy’s, Andrew Anderson Marine, Russ Cammon Park, Wide Awake Hollow, and St. Anne’s Park. The district also maintains facilities at Carson Bay, Oro Bay, and Barber Trail.

The State of Washington through the Department of Ecology has identified the eastern side of Anderson Island just north of Yoman Point as Public Beach 8. Access to the beach is only by boat. The upper beach is composed of gravel with very little sand. At low tide, the lower area has sand flats. Only the tidelands of this area are public. Eagle Island State Park is located in Balch Passage between Anderson and McNeil Islands. This park is intended to preserve the natural features of the Island and permits only primitive outdoor recreation.

Anderson Island has several private parks and recreation facilities associated with the Lake Josephine Riviera Country Club. These include a nine hole golf course open to members and their guests, a mooring facility on the Sound with a twelve slip dock and two buoys (the dock is taken down in the winter), tennis courts, and a boat launch on Lake Josephine. There are also two boat clubs and a marina in Oro Bay.
**LAW ENFORCEMENT**

**Pierce County Sheriff**

The Pierce County Sheriff’s Department (PCSD) is the primary law enforcement agency for Anderson and Ketron Islands. The PCSD does not actively patrol either Anderson or Ketron Island. A deputy does patrol the Islands two or three times a month for routine checks. Officers from the South Hill Precinct will respond in an emergency situation. The precinct is located at 271 John Bananola Way East, South Hill.

**Fire Protection**

Anderson Island is served by Fire District No. 27, Anderson Island Fire and Rescue. The station is located at 10111 Lake Josephine Boulevard. The department provides structural fire protection, Basic Life Support (BLS), and Emergency Medical Services (EMS) using a staff of 20 volunteers, with a full time Chief and part time administrative and support staff. The district also provides forest fire protection to the Island under contract with the State of Washington’s Department of Natural Resources (DNR). The district currently operates two engines, two tankers, two BLS aid units, a lighting/air support unit, a 4x4 brush/command unit, and a command vehicle. The equipment is partially housed in a two bay fire station centrally located on the Island.

Ketron Island is unprotected and does not belong to a fire district.

**Public Schools**

The plan area is served by Steilacoom Historical School District No. 1. There are seven school facilities within the district; they include Anderson Island Elementary, Cherrydale Primary, Chloe Clark Elementary, Harriet Taylor Elementary, McNeil Elementary, Saltar’s Point Elementary, Pioneer Middle School and Steilacoom High School. Anderson Island Elementary provides K-5th grade, students attend Pioneer Middle School and Steilacoom High School on mainland for 6th through 12th grade. The Anderson Island Elementary School had an approximate enrollment of 28 students for the 2007 – 2008 school year.

**Pierce County Library System**

The Pierce County Library System serves all the residents of unincorporated Pierce County. The closest branch library is located in the City of DuPont. Islands’ residents may also use the library system’s web site to access the online library catalog, use e-sources, place holds, renew...
items that they have checked out, etc. By requesting books and other materials either online or at their chosen Pierce County Library branch, residents have access to the collection of over 1,000,000 items housed in the system’s 17 branches throughout the County.

Anderson Island is one of 50 separate stops that the Pierce County Library System Bookmobile visits at least twice a month. Residents may checkout one of the 3,000 books plus talking books, and films carried on the Bookmobile. Bookmobile staff can also facilitate requests for any item available through the library district.

**SEWER AND WASTEWATER TREATMENT**

Sanitary sewer service is not available on Anderson or Ketron Island. Developments within the community plan area are on individual or community septic systems. The primary method of disposal is by individual septic systems.

On-site sewage disposal systems are regulated at the state level by the Department of Social and Health Services and locally regulated by the Tacoma-Pierce County Health Department. These agencies assure that on-site disposal systems do not create a nuisance nor present any potential hazard to public health or environmental quality by regulating the location and type of sewage disposal system.

There are several factors that determine the location and type of a sewage system. These include:

1. Absorption quality of the soil
2. Depth to the maximal seasonal groundwater
3. Lot size and soil
4. Distance to water supply systems
5. Distance to surface waters
6. Area of ground needed
7. Future replacement and expansion of the system
8. Discharge drainage from roof or other curtain drains

New building permits on Anderson Island need to be reviewed for suitability of on-site sewage disposal and have a TPCHD approved design. Most of the lots in the Lake Josephine development have suitable soils. Many of the waterfront lots have soil issues and have more complex systems or are not allowed to build.

Ketron Island originally had a sanitary sewer system. This sewer system was never completed and the Washington State Department of Ecology did not certify the system. Consequently, the homes that were on the system were allowed to install individual septic systems. Any existing vacant lots are allowed to utilize a septic system if the minimum lot size is met and suitable soils are present for disposal. There are areas on the Island with very poor soils that may not be approved. A review of each individual lot is the only avenue to determine septic suitability.
SOLID WASTE DISPOSAL

The County does not regulate the collection of garbage. The Washington Utilities and Transportation Commission (WUTC) regulates residential and non-residential garbage collection in unincorporated Pierce County area. The State has not granted either County governments nor the residents of unincorporated areas with the right to choose who provides garbage service.

Pierce County is required by State law to develop a comprehensive solid waste management plan that covers not just garbage collection, but also waste prevention, recycling, and transfer and disposal programs. The State-regulated haulers must comply with this locally-adopted plan. The County is allowed by State law to develop ‘minimum levels of service’ that the private, state-regulated companies must comply with. For example, Pierce County requires the state-regulated haulers to provide curbside recycling service to all subscribing households on an every-other-week basis. Pierce County is also authorized to mandate the collection of garbage in unincorporated areas, although it has not exercised that authority. Currently residents may sign up for garbage service with the state-regulated provider, or self-haul waste to a transfer station. Pierce County is allowed to contract with companies to operate transfer stations and landfill disposal services.

Curbside garbage and recycling service is available on Anderson Island. The regular pickup service is provided by LeMay Enterprises. Residents who do not enroll in the service have the opportunity to dispose of their waste and recyclables at a solid waste transfer drop box located on the Island. The facility located at 9607 Steffensen Road accepts household trash, recyclables and yard waste. Items that are not accepted for disposal include mattresses/box springs, appliances, commercial and hazardous waste. The drop box station operates on a winter and summer schedule. From the beginning of October to the end of March the facilities is accessible on Sundays from 10 a.m. to 2 p.m. and Monday from 1 p.m. to 5 p.m. The remainder of the year operation hours is extended on Sundays and Mondays from 10 a.m. to 6 p.m. to serve residents and summer tourists. The filled waste containers are transported via roll-off truck to the Hidden Valley Transfer Station 30 miles away. Pierce County is currently pursuing language in the solid waste disposal contract that would allow flexibility to change the hours of operation without waiting until the next contract is negotiated. This flexibility is intended to better meet the needs of local residents.

Garbage and recycling facilities are not available on Ketron Island. Residents may transport their waste off the Island in their private vehicle to any County solid waste disposal facility.

DOMESTIC WATER SYSTEMS

Domestic water within the community plan is provided by individual on-site wells and three community water systems on Anderson Island and one on Ketron Island. On Anderson Island the water systems are Lake Josephine Riviera, Anderson Island Water System, and Cole Point Heights. On Ketron Island it is the Ketron Island Water System.
The Department of Ecology issues water rights in Washington State. A water right is a legal authorization to use a certain amount of public water for specific beneficial purposes. State law requires every user of streams, lakes, springs, and other surface waters to obtain a water right permit unless they use 5,000 gallons or fewer each day. A water right will be issued only if it is determined that water withdrawal will not have a detrimental effect on other nearby wells. Water rights are based on anticipated average daily flows from the proposed use and are approved for a specified number of wells.

As required by state law, water service areas are exclusive service areas, which means only the designated system is to provide public water service to properties within the individual service areas. The community plan area also includes a multitude of individual wells and Group B systems, which are systems serving 2-14 connections. There is not a complete inventory of individual wells or Group B systems available at this time.

**Electricity**

Tanner Electric is a cooperatively owned electric system which has a nine member board elected by members of the co-op. In addition to their North Bend main office there is also a dispatch/shop located on Anderson Island.

**Surface Water Flooding**

Surface water management is the responsibility of Pierce County within the community plan area. The County builds and maintains facilities to alleviate flood events and improve water quality and habitat. Property owners are charged a fee for these services. To ensure that the limited resources for surface water management are properly managed, the County has been assessing the existing conditions and future needs for capital facilities and program within ten drainage basins in the County. Anderson Island and Ketron Island are located within the Key Peninsula – Islands Basin Plan.

The Key Peninsula – Islands Basin Plan was adopted by Pierce County in December 2006. The plan, which encompasses the Key Peninsula, Burley-Minter and Fox Island basins, will be used to set priorities within each basin and revise or supplement existing storm drainage programs outlined in the Countywide Storm Drainage Plan, prepared in 1991.

For purpose of analysis, the KI basin was divided into a number of hydrologic sub-basins. Four sub-basins were identified within the community plan area; Anderson Island East, Anderson Island West, Schoolhouse (AI), and Ketron Island.

Most stormwater runoff in the Basin is routed to streams that flow to Puget Sound. Natural drainage patterns remain largely unaltered, although culverts have been built to carry stream flow under roadways and driveways. Stormwater runoff in rural communities is typically routed to roadside ditches and then in natural streams; there are few curbs, gutters, and underground storm drainage systems.

The flooding problems in the Key Peninsula – Islands Basin are localized and relatively minor. Few have involved floodwater on public roads. In general, the existing drainage system appears
to have sufficient capacity to carry stormwater away from structures at the current level of urban development. There have been some reported problems as a result of debris accumulating in culverts and ditches; a few may be the result of design deficiencies in engineered drainage systems. Table B-5 identifies the existing areas which are subject to flooding within the Schoolhouse (AI) sub-basin.

### Table B-5: Existing Flooding Problems – Schoolhouse (AI) Sub-basin

<table>
<thead>
<tr>
<th>Culvert ID</th>
<th>Culvert Diameter (in)</th>
<th>Culvert Type</th>
<th>Location/Description</th>
<th>Size of Storm When Deficiency Occurs</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC-00</td>
<td>18</td>
<td>2 – 18” CSP</td>
<td>Eckenstam Johnson Rd</td>
<td>2 – Yr Existing</td>
</tr>
<tr>
<td>SC-01</td>
<td>18</td>
<td>2 – 18” CSP</td>
<td>Oro Bay Rd</td>
<td>2 – Yr Existing</td>
</tr>
<tr>
<td>SC-02</td>
<td>36</td>
<td>36”x57” Arch</td>
<td>Sandberg</td>
<td>100 – Yr Existing</td>
</tr>
<tr>
<td>SC-03</td>
<td>36</td>
<td>36” SCP</td>
<td>Eckenstam Johnson Rd</td>
<td></td>
</tr>
<tr>
<td>SC-04</td>
<td>48</td>
<td>48” ADS</td>
<td>Lake Josephine Rd</td>
<td></td>
</tr>
</tbody>
</table>

Source: Key Peninsula – Island Basin Plan

The Schoolhouse (AI) sub-basin is one of six sub-basins which were determined to have the greatest potential for future development and flooding. This sub-basin was the only one within the plan area to have been analyzed through a modeling exercise to predict future road flooding. The culverts identified below are those which may cause road flooding predicted by the model in 2, 25, and 100 –year return frequency storms.

- Two 18-inch diameter culverts that carry Schoolhouse Creek, Anderson Island, under Eckenstam-Johnson Road, near Oro Bay Rd. (Node SC-00) (CIP AI-CR02)
- Two 18-inch diameter culverts that carry Schoolhouse Creek, Anderson Island, under Oro Bay Rd. (Node SC-01) (CIP AI-CR03)
- 36 x 57-inch diameter culverts that carry Schoolhouse Creek, Anderson Island, under Sandberg Rd. (Node SC-02) (CIP AI-CR08)

Source: Key Peninsula – Islands Basin Plan

A field visit was made to several culverts where a drainage deficiency had been predicted to confirm that the physical characteristics of the culverts and their surroundings were accurately simulated in the model. Several culverts identified as deficient above, did not become capital improvement projects (CIPs) for a variety of reasons. For Schoolhouse Creek on Anderson Island, the culvert at node SC-02 fails at the 100-year existing condition, but this culvert is also a fish passage barrier and it is therefore included in the CIP list for improvement.

The Key Peninsula – Island Basin Plan contains 83 capital improvement projects to solve the flooding, storm drainage, water quality, and related habitat problems. Seven of the projects recommended are within the community plan area. Table B-6 identifies the projects and estimated costs.
<table>
<thead>
<tr>
<th>Project #</th>
<th>Project Name</th>
<th>Cost Estimate</th>
<th>Priority</th>
<th>Problem</th>
<th>Solution</th>
</tr>
</thead>
<tbody>
<tr>
<td>AI-CR02</td>
<td>Schoolhouse Creek/Eckenstam-Johnson Culvert Replacement</td>
<td>$43,837</td>
<td>Medium</td>
<td>Existing culvert presents a flood hazard and may be a fish passage barrier</td>
<td>Replace 2 existing 18” diameter culverts with a 30’ long 8’x 4’ box culvert</td>
</tr>
<tr>
<td>AI-CR03</td>
<td>Schoolhouse Creek/Oro Bay Road Culvert Replacement</td>
<td>$35,070</td>
<td>Medium</td>
<td>Existing culvert presents a flood hazard and a fish passage barrier.</td>
<td>Replace 2 existing 18” diameter culverts with a 24’ long 8’ x 3’ box culvert.</td>
</tr>
<tr>
<td>AI-WTRST04</td>
<td>Oro Bay Wetland Restoration</td>
<td>$294,400</td>
<td>Medium</td>
<td>640 feet of estuarine, tidally influenced habitat has been degraded. Identified within the KGI Nearshore Habitat Assessment.</td>
<td>Restore 640 feet of wetland habitat in reach AI04.</td>
</tr>
<tr>
<td>AI-RST04</td>
<td>Reach AI04 Stream Restoration</td>
<td>$128,000</td>
<td>Medium</td>
<td>Stream survey indicates the presence of 640 feet of poor aquatic habitat and poor riparian habitat.</td>
<td>Restore 640 feet of riparian habitat in reach AI04 of Schoolhouse Creek.</td>
</tr>
<tr>
<td>AI-CR08</td>
<td>Schoolhouse Creek/108th &amp; Eckenstam-Johnson Rd. Culvert Replacement</td>
<td>$190,500</td>
<td>Medium</td>
<td>Existing culvert presents a fish passage barrier.</td>
<td>Replace an existing 36” diameter culvert with a 94’ long 10’ x 6’ box culvert.</td>
</tr>
<tr>
<td>AI-CR09</td>
<td>Schoolhouse Creek/Abandoned Logging Rd. North of 108th St. Crossing Culvert Replacement</td>
<td>$5,000</td>
<td>Low</td>
<td>Fish passage barrier due to slope.</td>
<td>Remove 12-inch diameter culvert to provide fish passage.</td>
</tr>
<tr>
<td>AIT-CR01</td>
<td>Sandberg Road/Amsterdam Bay Culvert Replacement</td>
<td>$154,554</td>
<td>Medium</td>
<td>Flooding of roadway.</td>
<td>Replace existing twin 12-inch diameter culverts with 3 foot by 8 foot three-sided bridge.</td>
</tr>
</tbody>
</table>

Source: Key Peninsula – Island Basin Plan
**Cable Television**

Cascade Cablevision provides cable television to some Anderson Island residents. This service is not available to Ketron Island residents. Cascade Cablevision’s service office is located in Vaughn, Washington.

**Transportation**

**Ferry Service**

While some island residents have their own private watercrafts, the primary transportation access to and from both islands is provided by the Pierce County ferry system. Pierce County began its ferry service between the Town of Steilacoom and Anderson Island in 1938. Ferry service to Ketron Island was added in 1961. Up until 2004, ferry service to both islands was provided by separate direct runs (trips) to each island. In 2004, the direct runs to Ketron Island were replaced with triangular runs to both islands. Based on the normal schedule, there are currently 12 ferry runs to Anderson Island (including three triangular runs to Ketron Island) during the weekdays with additional evening runs provided during the weekends.

Ferry ridership consists of both walk-on passenger and vehicle fares. Island residents can leave their vehicles at either the park-and-ride lot on Anderson Island or at pay parking lots in Steilacoom for up to twelve hours; however, neither of these lots allow overnight parking. In general, ferry ridership (based on total ticket sales) has steadily increased as the population on Anderson Island has grown with ridership increasing by 153% from 1986 to 2006. The use of the ferry is substantially higher during the summer with ridership increasing by more than 50% in the peak month of August compared to the average winter month such as November.

Pierce County uses two ferry vessels (MV Christine Anderson and MV Steilacoom II) to serve the islands. The MV Christine Anderson was put into service in 1994 and can carry up to 54 vehicles (“equivalent automobile units”) and 250 passengers. The MV Steilacoom II was placed into service in 2007 and has a capacity of 54 vehicles and 299 passengers. Under normal operations, the MV Christine Anderson and the MV Steilacoom II are run on alternating two-week schedules when both vessels are available for service. In January 2008, Pierce County entered into a vessel charter agreement with the Washington State Department of Transportation (WSDOT) to loan out one of the County ferries for temporary Washington State Ferries (WSF) service, during which time the State will provide one of its smaller ferries to the County to serve as a back-up vessel.

In compliance with the concurrency requirements of the Growth Management Act (GMA), the County has adopted a level of service (LOS) policy for the ferry system to maintain capacity at 100% of the peak winter weekday vehicle demand (i.e. to meet the total vehicle demand on the ferry during each weekday between mid-September and mid-May). With 12 runs per weekday and 54 vehicles per run, the vehicle capacity of the ferry during winter weekdays is 648 vehicles. Based on ridership data collected by Pierce County, the average number of vehicles using the ferry during winter weekdays in 2007 was 444 vehicles, which is significantly below.
the vehicle capacity (648) of the ferry. However, vehicle overloads (i.e. vehicles “left behind” on the dock and having to wait for the next ferry run) sometimes occur during the morning or evening peak periods and during the summer, holidays, weekends, and other occasions (e.g. school events).

Further information about the County ferry vessels and other ferry facilities (e.g. waiting facilities, ferry loading/holding lanes, Anderson Island park-and-ride lot, etc.) is included in the Pierce County Fourteen-Year Ferry Program, which is updated on a yearly basis as part of the annual adoption of the Six-Year Transportation Improvement Program (TIP). Ferry operational issues (scheduling, fares, regulations, interagency agreements, etc.) are not covered in this long-range community plan since they are addressed by Pierce County on a case-by-case basis through other existing processes (e.g., annual budget, separate Council hearings, Pierce County Code).

Public input from island residents on ferry improvements and operational issues is obtained primarily from a quarterly ferry advisory committee, which includes representation from the Anderson Island Citizens’ Advisory Board (AICAB), residents from Ketron Island, and other interested parties such as the school district.

It should be noted that the Washington State Department of Corrections (DOC) operates its own ferry service between Steilacoom ferry landing and the McNeil Island Corrections Center. The DOC has its own dock at the Steilacoom ferry landing for its passenger-only ferry boats but utilizes the County dock to load and unload vehicles to and from its barge.

**Transit Service**

Although there is no public transit service on the islands (except for the two school buses for Anderson Island Elementary School), Pierce Transit provides local transit service to the Town of Steilacoom. It operates a fixed bus route (Route 212) that runs between the Lakewood Transit Center, Western State Hospital, Pierce College, and the Steilacoom ferry landing. The closest bus stop to the ferry landing is located near the intersection of Union Avenue and Commercial Street, approximately one block from the ferry landing.

In response to input received from the AICAB, the CPBs, and other island residents, Pierce Transit initiated a new schedule for Route 212 that went into effect on June 1, 2008 that offers more frequent service at the ferry landing and is better coordinated with the ferry schedule. Instead of pick-ups only once every hour, this new schedule provides 30-minute bus service at the ferry landing during the morning and evening commute periods. Pierce Transit also delayed the Route 212 departures from the ferry landing in the morning so that the bus does not leave the dock before the ferry arrives. In the early evening, the bus schedule was also adjusted so that bus arrivals at the ferry dock are 10 to 20 minutes before the ferry departures.

**Roadway Network**

The roadway network on Anderson Island consists exclusively of two-lane roadways without shoulders. Many of the roadways, especially those outside of the Riviera development, are very narrow and overgrown with vegetation. Eckenstam-Johnson Road Al is the main north-
south thoroughfare that runs almost the entire length of the island. Yoman Road Al is a key east-west arterial that provides access to the ferry landing. Residents also utilize Guthrie Road Al and Villa Beach Road Al to travel to the ferry landing. Lake Josephine Road Al serves as the primary roadway into the Riviera development, although some motorists also use Country Club Drive Al to access this development. The traffic volumes on Anderson Island are relatively low compared to other parts of Pierce County and fall far below the County’s level of service thresholds.

Nonmotorized travel is very common on Anderson Island. Although the island roadways lack shoulders, they are used heavily by pedestrians. Many residents regularly walk or bike to the general store, the community clubhouse, and the ferry landing. There are sidewalks on Yoman Road Al near the ferry landing. Bicycle travel has become more common on weekends and during the summer while equestrian travel occurs primarily in the southern part of the island. The Anderson Island CPB has raised concerns about these nonmotorized users sharing the road with vehicles, which sometimes travel at high speeds.

As part of its discussions on transportation, the Anderson Island CPB also identified several traffic operational and safety concerns (e.g., requests for traffic signs, crosswalks, traffic counts, roadway reclassifications, etc.). However, it should be noted that these safety related issues are not usually included in the long-range community plans since they are typically addressed by Pierce County on a case-by-case basis as they arise.

On Ketron Island, all of the roadways are currently privately owned. Similar to the roadways on Anderson Island, these private roads do not have shoulders to accommodate pedestrians and other nonmotorized users. The main roadway on Ketron Island is Morris Boulevard, which runs in a north-south direction along the eastern portion of Ketron Island and serves as a connection between the other private roads and the ferry landing. Although a portion of it was previously paved in the late 1960s, Morris Boulevard is currently an unimproved roadway that is owned by the Ketron Island Water District.

**Description of Desired Conditions**

The community plan focuses on improving parks and trails; the transportation system, particularly the road network; and emergency management. The community hopes to improve park facilities; ensure roads and traffic are in keeping with the rural and agricultural lifestyle; and educate the public about evacuation routes and procedures.

**Law Enforcement, Fire Protection, and Emergency Management**

The community plan envisions improving the emergency services available on Anderson and Ketron Islands. This includes increasing the Sheriff Department’s presence on the Islands and
pursuing opportunities to establish a public dock on Anderson Island which facilitates an effective transportation service in the case of emergency situations. The plan also focuses on educating residents on strategies to minimize potential fire hazards on the Islands. There is also a desire to be more prepared to respond to potential disaster events such as earthquakes and tsunamis that may occur in the future.

**DOMESTIC WATER SUPPLY**

The community plan envisions the implementation of best management practices for the preservation of a high quality and supply of groundwater resources. Water purveyors should pursue actions to monitor the amount of water being withdrawn from water sources. Residents should be proactive in conserving water through identifying existing water leaks in the water system and using existing vegetation or drought tolerant native vegetation in landscaping plans.

The community plan addresses the potential threats of saltwater intrusion to the Islands’ water supply. Water conservation measures are encouraged in the summer at the time water supplies are most susceptible due to high pumping rates and low aquifer recharge rates. The location of new wells is encouraged in areas that are not likely to have saltwater intrusion occur.

**SURFACE WATER FLOODING**

The community plan envisions a minimization of impacts to residents from stormwater flooding events. Existing stormwater culverts and ditches should be upgraded for flow capacity. New culverts should be sized to ensure future surface flooding events do not occur due to inadequate infrastructure. Upgrading stormwater culverts and ditches financed through the locally collected stormwater management fees should be pursued.

**SOLID WASTE DISPOSAL**

The community plan envisions residents on Anderson and Ketron Islands utilizing regular garbage and recycling pickup services. The expansion of services augmented with a referral service for large equipment removal is aimed at curtailing the amount of waste illegally dumped and/or burned.

**CABLE TELEVISION**

The community plan envisions a television cable service that allows residents to view public stations broadcasting local government meetings, activities, and forums.
Ferry Service

To address future ferry needs through the year 2025, Pierce County prepared the Waterborne Transportation Study in 2003 as an update to a previous study completed in 1989. This study predicted that the increasing number of occupied households and the increasing number of working families on Anderson Island will intensify vehicle demand on the ferry and will eventually increase the number of vehicles “left behind” at the ferry landings during the morning and evening commute periods. To accommodate this anticipated vehicle demand, Pierce County implemented key service changes recommended in this study, including replacing the previous direct ferry runs to Ketron Island with triangle runs to both islands, adding evening runs to Anderson Island, and replacing the smaller MV Steilacoom ferry with the larger MV Steilacoom II ferry, which can carry 149 additional passengers and 20 more vehicles than its predecessor.

Pierce County is currently in the process of updating its long-range Transportation Plan to address its transportation needs over the next twenty years. As part of this update, the County will reevaluate the level of service (LOS) policy for the ferry system to take into account the ferry service throughout the year. There was community support from both islands to include a policy in this community plan to request that the County consider changes to the ferry LOS policy to focus on the peak commuting periods (e.g., summer, holiday weekends) when vehicle overloads are more commonly occurring. Additional public input will be sought on the proposed changes to this LOS policy as part of the Transportation Plan Update (TPU) process.

Notwithstanding any potential changes to the ferry LOS policy, vehicle overloads on the ferry are projected to regularly occur during the morning and evening commute periods by the year 2030. Since the population on Anderson Island is expected to increase by over 60% by the year 2030, it is assumed that the vehicle demand on the ferry will also increase at a rate comparable to the population increase on Anderson Island. In order to increase ferry service to meet this future vehicle demand, the construction of a second landing ramp (slip) at the Steilacoom dock would likely be required since the current landing ramp cannot accommodate both the existing Department of Corrections (DOC) barge runs to McNeil Island and any additional County ferry runs. In addition to serving additional County ferry runs or the dual use of the two County ferries during high demand periods (e.g., holiday weekends), a second landing ramp would serve as a back-up slip in the event of an emergency (e.g., boat repairs) at the existing landing ramp. It would also help avoid any scheduling conflicts with the DOC barge service and would reduce the need for other improvements such as extending the ferry loading lanes. The construction of a second landing ramp at the Steilacoom dock has been identified as a major
capital improvement project in the Pierce County Fourteen-Year Ferry Program subject to future funding availability.

The ferry policies in this community plan encourage Pierce County to implement ferry improvements and strategies to encourage walk-on passenger ridership in order to reduce vehicle demand on the ferry. It is recommended that the County prepare a study to identify overnight parking areas in or near Steilacoom for island residents so that they do not need to bring their vehicles on the ferry when returning home. Other policies recommend that access and driveway improvements be considered at the Anderson Island park-and-ride lot and that the County explore the feasibility of a dock for emergency service vessels at the Anderson Island ferry landing. Several policies emphasize the importance of continued coordination with island organizations (e.g., AICAB, Ketron Island Homeowners Association) and regular consultation with other agencies (Town of Steilacoom, DOC, Washington State Ferries).

**TRANSIT SERVICE**

The new schedule changes for Bus Route 212 implemented in June 2008 are intended to address longstanding community requests for better passenger connections between the Pierce County ferry system and the local transit service provided by Pierce Transit. The new 30-minute bus service at the ferry landing in Steilacoom during the morning and evening commute periods will increase opportunities for island residents to use the bus to travel to destinations such as Pierce College, Western State Hospital, and the Lakewood Transit Center, where passengers can transfer onto other bus routes to Tacoma and Fort Lewis and can also take the express bus service to the Seattle-Tacom (Sea-Tac) International Airport. This service change is also consistent with the ferry policies in the community plan to enhance or encourage walk-on passenger ridership in order to relieve vehicle demand on the ferry. Other transportation policies in this community plan call for continued coordination with Pierce Transit and request that Pierce County explore opportunities for sharing bus service and parking areas with the Town of Steilacoom and the Department of Corrections (DOC).

**ROADWAY NETWORK**

The transportation policies for the Anderson and Ketron Islands Community Plan emphasize the desires of both island residents to preserve the rural character of the roadway system while enhancing safety and facilitating access to community facilities. In general, there is support for improving the existing roadway system but not necessarily widening (i.e., adding lanes) the roadways or constructing new roadways. Making the roadway system safer and more convenient for pedestrians and other nonmotorized users is considered a high priority. Roadway improvements to the ferry landings are also emphasized by both island residents.

On Anderson Island, nonmotorized improvements (e.g., paved shoulders or roadside trails) are highly recommended along Eckenstam-Johnson Road AI and Yoman Road AI to improve safety and to facilitate nonmotorized travel to the general store, the community clubhouse, and the ferry landing. Traffic flow and safety improvements are also supported on Yoman Road AI and Villa Beach Road AI since residents use these local roadways to access the ferry landing. The transportation policies for Anderson Island in this community plan emphasize the need for
continued and closer coordination with other island agencies (e.g., the school, park, and fire districts) and local civic groups.

On Ketron Island, there is support for upgrading Morris Boulevard and other connecting roads as paved roadways to support future development and to facilitate access to the ferry landing. In addition, paved or soft (gravel) shoulders are recommended for any new roadway construction. The Ketron Island CPB also inquired about whether private roads on the island could be converted into County-maintained public roads. However, pursuant to Pierce County Code Section 17B.30.030, it should be noted that Pierce County only considers accepting private roads into the County road system after the roads have been brought up to the County's current standards. Even if a private road was brought up to standards, Pierce County would still need to weigh the benefits and costs of operating and maintaining any new public roads.

A listing of the transportation project recommendations for both islands is included in Appendix A. Implementation of these projects is contingent upon funding availability and more detailed analysis.

**CAPITAL FACILITIES POLICIES**

**GOALS**

Anderson Island will contain well-planned public infrastructure and services to support a diversity of residents' needs including safe walking areas, recreational opportunities, parks and open space, schools, and a transportation system coordinated between the local reliable ferry and regional mass transit.

Environmentally sound solutions will be applied to provide facilities and services to Ketron Island. A functional transportation system, including an enhanced marina facility and ferry service, will support all ages and accommodate future growth. Limited commercial services will be available to meet the needs of tourists and Island residents.

**LAW ENFORCEMENT, FIRE PROTECTION, AND EMERGENCY MANAGEMENT**

**GOAL AK CF-1** 
Provide reliable access to the islands to ensure prompt emergency and police response when services are needed.

**AK CF-1.1** 
Pursue opportunities to establish a dock to provide prompt emergency and law enforcement access to Anderson Island.

**AK CF-1.2** 
Coordinate with the Pierce County Sheriff to add patrols and improve response times to the islands.

**GOAL AK CF-2** 
Provide effective fire protection and emergency services to the islands.
AK CF-2.1 Coordinate with Fire District #27 on Anderson Island to provide effective fire and emergency services to the island. Pursue opportunities to improve fire and emergency services to Ketron Island.

GOAL AK CF-3 Negotiate fees for emergency services to Ketron Island.

**TRANSPORTATION POLICIES**

**GOALS**

Ensure that the transportation system is safe and efficient and serves all segments of the population.

**FERRY SERVICE**

**GOAL AK T-1** Provide an appropriate level of ferry services to both Anderson Island and Ketron Island residents and property owners.

**GOAL AK T-2** Coordinate with other agencies, civic groups, and the public to address ferry issues and concerns.

- **AK T-2.1** Consult with the town of Steilacoom, the State Department of Corrections (DOC), and Pierce Transit on ferry operations, transit service, parking availability, and other land use matters that may affect the ferry landing in Steilacoom.

- **AK T-2.2** Improve coordination efforts with the adjoining ferry service providers (Washington State Ferries, DOC, etc.) to minimize any adverse impacts to the County ferry service.

- **AK T-2.3** The Pierce County Public Works and Utilities Department must continue to coordinate with the Anderson Island Citizens’ Advisory Board (AICAB) on ferry improvements and ferry operational issues (schedule, fares, interagency agreements, etc.).

- **AK T-2.4** Work with Ketron Island residents to identify a process (e.g., participation in the AICAB Ferry Committee, participation in the County Ferry Advisory Committee, etc.) for ensuring their input on ferry improvements and ferry operational issues.

- **AK T-2.5** Conduct or participate in community outreach efforts to gather input on ferry needs and concerns.

**GOAL AK T-3** Consider changes to the County’s ferry level of service (LOS) policies to focus on ferry peak commuting periods.

**GOAL AK T-4** Explore the feasibility of a dock at the Anderson Island ferry landing to accommodate moorings for the Sheriff’s Department and Fire District emergency vessels.

**GOAL AK T-5** Investigate the feasibility of consolidating ferry service with the DOC.
GOAL AK T-6  Coordinate with the Burlington Northern Santa Fe (BNSF) Railway on potential impacts of future freight services and capital improvements upon the ferry landing.

AK T-6.1  Ensure that the design for the second ramp at the ferry landing anticipates delays associated with future increases of rail freight traffic. Consider other modifications at the ferry landing (e.g., redesign of the ferry queuing lanes) to improve the efficiency of the ferry loading and unloading operations.

AK T-6.2  Investigate the need for a grade separation at the railroad line adjacent to the ferry dock in Steilacoom.

GOAL AK T-7  Focus the ferry service on moving people and not vehicles.

AK T-7.1  Implement ferry improvements and operations to enhance or encourage walk-on passenger ridership.

AK T-7.1.1  Consider fare discounts to carpoolers and vanpoolers to reduce the number of vehicles taking the ferry.

AK T-7.1.2  Reconstruct the Anderson Island park-and-ride lot and Villa Beach Road AI to accommodate passenger drop-offs and pick-ups. Include a second (upper) driveway access to the park-and-ride lot.

GOAL AK T-8  Support the establishment of inexpensive parking in Steilacoom reserved for island residents.

AK T-8.1  Prepare a feasibility study in consultation with the town of Steilacoom, the Department of Corrections, and Pierce Transit to identify parking areas in or near Steilacoom for island residents.

TRANSIT SERVICE

GOAL AK T-9  Support transit services that meet the travel needs of island residents.

GOAL AK T-10  Coordinate with Pierce Transit to improve passenger connections between the County ferry system and the local transit service provided by Pierce Transit.

GOAL AK T-11  Coordinate with the town of Steilacoom, the DOC, and Pierce Transit to explore opportunities for sharing bus service and parking areas for passengers and visitors traveling to Anderson, Ketron, and McNeil Islands.

GOAL AK T-12  Promote increased transit service for commuters traveling between the islands and destinations within and outside of Pierce County.

AK T-12.1  Request that Pierce Transit provide more frequent bus service at the ferry landing in Steilacoom.

AK T-12.2  Work with Pierce Transit and Sound Transit to facilitate timely connections from the ferry landing in Steilacoom to Pierce College and the Lakewood transit center, where passengers can access bus service to Tacoma, Fort Lewis, and the Seattle-Tacoma International Airport.
GOAL AK T-13  Investigate the feasibility of providing dial-a-ride transit service (e.g., Bus PLUS service) on Anderson Island in the future as population demand warrants.

ROADWAY IMPROVEMENTS

GOAL AK T-14  Preserve the rural character of the Anderson Island roadway system.

AK T-14.1  Minimize the construction of new roads to maintain the rural atmosphere of Anderson Island.

AK T-14.2  Minimize the widening of roadways to reduce traffic volumes and vehicle speeds.

AK T-14.3  Consider the use of paved shoulders and off-road paths and trails instead of sidewalks to preserve the rural character of the community.

AK T-14.4  Maintain the visual corridors along roadways through the retention of trees which are safe and sound, appropriate greenery, and native vegetation on adjacent properties.

AK T-14.5  Design and construct roadway improvements to minimize changes to existing topography and minimize impacts to Critical Areas.

GOAL AK T-15  Develop a roadway system on Anderson Island that enhances safety and facilitates access to community facilities.

AK T-15.1  Pursue strategies to maximize the safety of the roadway system.

AK T-15.1.1  Provide continuous, paved shoulders or roadside trails along Eckenstam-Johnson Road AI and Yoman Road AI between the general store and the ferry landing to improve vehicle and pedestrian safety.

AK T-15.1.2  Consider the use of roadside paths and trails throughout the Riviera development and in areas leading to community facilities to provide physical and visual separation between automobile traffic, pedestrians, and bicyclists.

AK T-15.1.3  Reconstruct the sharp curves and tight turns on Yoman Road AI between the community clubhouse and the ferry landing to reduce the potential for accidents.

AK T-15.1.4  Consider traffic flow and safety improvements on Villa Beach Road AI and Yoman Road AI since residents use these local roads to access the ferry landing.

AK T-15.1.5  Consider traffic flow and safety improvements on Country Club Drive AI and Matthews Way AI since residents use these local roads to cut through the Riviera development and to access the Rural Neighborhood Center.

GOAL AK T-16  Implement roadway improvements leading to places where residents frequently drive.

AK T-16.1  Give priority to roadway improvements that facilitate safe access to the ferry landing.
AK T-16.2 Pursue traffic improvements that improve vehicular access to the general store and the other businesses in the Rural Neighborhood Center.

AK T-16.3 Encourage the use of shared driveways on Eckenstam-Johnson Road AI and Yoman Road AI between Guthrie Road AI and the ferry landing, where appropriate, to improve traffic flow and to minimize the number of intersections and ingress/egress points.

GOAL AK T-17 Coordinate with other agencies, civic groups, and the public on the planning, design, and construction of roadways.

AK T-17.1 Consult with the Steilacoom School District, the local park district, the local fire district, the Sheriff’s Department, and the Anderson Island Citizens’ Advisory Board on roadway improvements which have the potential to affect schools, parks, and other community facilities.

AK T-17.2 Collaborate with the Steilacoom School District to identify, prioritize, and implement safety-related improvements near the elementary school. Improvements may include signage, crosswalks, and traffic calming measures.

AK T-17.3 Conduct or participate in community outreach efforts for the purpose of discussing local transportation issues and the study of related programs and projects.

GOAL AK T-18 Consider nonmotorized connections to the fitness center, the lakes, and other recreational sites.

AK T-18.1 Consider the provision of roadside paths or trails, which are physically separated from the roadway, throughout the Riviera development and in areas leading to community facilities.

GOAL AK T-19 Coordinate with other agencies, civic groups, and the public to identify and implement nonmotorized improvements.

AK T-19.1 Consult with the Steilacoom School District to identify, prioritize, and implement nonmotorized improvements near schools and bus stops.

AK T-19.2 Work with the local park district to identify, prioritize, and implement nonmotorized connections with existing and proposed off-road trails.

AK T-19.3 Conduct or participate in community outreach efforts to gather input on local nonmotorized needs and concerns.

GOAL AK T-20 Develop a roadway system on Ketron Island that accommodates existing and future residents.

AK T-20.1 Place primary emphasis on funding the improvement of existing roadways on Ketron Island rather than the construction of new roadways.

AK T-20.2 Work with the Ketron Island Water District and other affected property owners in improving Morris Boulevard to facilitate access to the Ketron Island ferry landing.

AK T-20.3 Consider upgrading Morris Boulevard and other connecting roadways as paved roads over the next 20 years to support future development on Ketron Island.
GOAL AK T-21  Include paved or soft shoulders in any new roadway construction on Ketron Island.

**UTILITIES POLICIES**

**TELECOMMUNICATION**

GOAL AK U-1  Provide access to public cable channels to all residents.

AK U-1.1  Work with appropriate public cable providers to provide access to cable channels that air Pierce County government, other local government, and other public agency meetings and other activities.

**SOLID WASTE**

GOAL AK U-2  Provide adequate solid waste facilities, services, and programs to Ketron Island residents and property owners to discourage illegal dumping, storage of junk, and burning.

GOAL AK U-3  Coordinate with the Solid Waste Division of Pierce County Public Works and Utilities to identify and develop viable opportunities for on-island solid waste disposal services.

AK U-3.1  Investigate options for providing regular garbage and recycling pick-up service on Ketron Island and a drop-off location for island residents to bring household and hazardous waste.

AK U-3.2  Implement on-island solid waste pick-up and drop-off services when viable options for providing such services become available.

AK U-3.3  Investigate options for a drop-off facility on Ketron Island for lawn waste and other organic waste that provides transfer to an organic matter waste recycling facility.

AK U-3.4  Establish an on-island lawn waste and other organic waste drop-off facility when viable options for providing such a facility become available.

**SURFACE WATER FLOODING**

GOAL AK U-4  Utilize collected stormwater management fees to complete projects that improve surface water flooding problems in the plan area.

AK U-4.1  Improve surface water flood control improvements that are damaging roads.

GOAL AK U-5  Upgrade stormwater facilities (e.g., culverts and ditches) within the plan area that are undersized and causing flooding problems.

GOAL AK U-6  Adequately size new culverts so that flooding problems don't result from installation of undersized culverts.
DOMESTIC WATER SUPPLY

GOAL AK U-7  Encourage water purveyors and homeowners to trace and repair water leaks in existing water systems.

GOAL AK U-8  Encourage the application and implementation of water-conserving landscaping plans. Promote the retention of existing vegetation and the use of drought-tolerant native vegetation in landscaping areas.

IMPLEMENTING ACTIONS

The following actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Pierce County Planning and Land Services (PALS), Pierce County Public Works and Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Department of Emergency Management (DEM), Pierce County Sheriff (Sheriff), Pierce County Fire District #27 (PCDF#27), and Pierce County Fire Prevention Bureau (FPB).

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend the Pierce County Manual on Accommodating Utilities to include provisions for the undergrounding of overhead utility lines within the County right-of-way. (PWU)
2. Consider amending the annual updates to the Six-Year Transportation Improvement Program (TIP), the Fourteen-Year Ferry Program, and the Capital Facilities Plan (CFP) to include the ferry improvements recommended in the Anderson and Ketron Islands Community Plan. (PWU)
3. Continue to coordinate on a regular basis with the Anderson Island Citizens’ Advisory Board (AICAB) and the residents of both islands on ferry improvements and operational issues (scheduling, fares, interagency agreements, ferry information and documents). (PWU)
4. Prepare a parking study in consultation with the Town of Steilacoom, the Department of Corrections, and Pierce Transit to identify parking areas for island residents. (PWU)
5. Coordinate with Pierce Transit to improve passenger connections between the County ferry system and Bus Route 212 that serves the Steilacoom ferry landing. (PWU)
6. Work with Pierce Transit to provide more frequent bus service at the ferry landing in Steilacoom in order to facilitate bus ridership to Pierce College and the Lakewood Transit Center. (PWU)
7. Consider amending the annual updates to the Six-Year Transportation Improvement Program (TIP) and the Capital Facilities Plan (CFP) to include the roadway projects recommended in the Anderson and Ketron Islands Community Plan. (PWU)
8. Coordinate with the Steilacoom School District, the local park district, the local fire district, the Anderson Island Citizens’ Advisory Board (AICAB), and the residents of both islands on transportation issues and roadway safety concerns. (PWU, Sheriff)

**Mid-Term Actions (1-5 years)**

1. Pursue opportunities to establish a dock to provide prompt emergency and law enforcement access to Anderson Island. (DEM, Sheriff)
2. Investigate adding patrols and improve response times to the islands. (Sheriff)
3. Coordinate with Fire District #27 on Anderson Island to provide effective fire and emergency services to the Island. Pursue opportunities to improve fire and emergency services to Ketron Island. (DEM, PCFD#27)
4. Disseminate information to residents and property owners that addresses forestry stewardship to minimize forest fire hazards, proper maintenance of chimneys, and other ways to minimize fire hazards. (FPB)
5. Pursue grant funding to develop emergency plans and provide information to the public to prepare for earthquakes, tsunamis, storms, and other disaster events that could affect the Islands. (DEM)
6. Provide information, training, and programs on managing solid waste through reduction, recycling, composting, and other methods. (PWU)
7. Limit new wells and development activities that require water withdrawals in any areas that are identified as being at risk for saltwater intrusion. (PALS, TPCHD)

**Long-Term Actions (5-10 Years)**

1. Upgrade existing stormwater facilities within the plan area that are undersized and causing flooding problems. (PWU)
2. Develop programs and provide information to enhance domestic water conservation. (TPCHD)
Chapter 6: Plan Monitoring

The 1990 State Growth Management Act (GMA) requires jurisdictions to report on progress made in implementing the Act, and to subject their comprehensive plans to continuing evaluation and review. As a component of the County’s Comprehensive Plan, the Anderson and Ketron Islands Community Plan is subject to this requirement. Generally, community plans are updated every five years and monitored yearly. The monitoring process includes evaluating 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 five elements of the plan.

Monitoring actions steps includes the development and implementation of regulations and design standards, coordinating the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. Information obtained from the monitoring program can be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.
Appendix C: Browns Point - Dash Point Community Plan

The Browns Point - Dash Point 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 Browns Point - Dash Point Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2008-50s, Effective 10/1/2008).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Plan Area

The Browns Point/Dash Point area is located in northeastern Pierce County and surrounded by Puget Sound marine waters on almost three sides. The City of Tacoma is located to the south and the City of Federal Way (and King County) is located to the east. Commencement Bay and Port of Tacoma are located to the southwest. Vashon and Maury Islands are located across Puget Sound to the north.

The plan area is approximately 615 acres and is designated for urban land uses under the Pierce County Comprehensive Plan. The community plan does not contain a rural area as defined by the Washington State Growth Management Act (GMA). While the two communities of Browns Point and Dash Point are somewhat distinct geographically, there is a strong combined community identity in the area.

The Browns Point/Dash Point area is characterized by a variety of residential uses on small to medium sized lots. Residential homes dominate the landscape, with a significant commercial center in the heart of Browns Point. Dash Point State Park is located to the east, straddling the Pierce/King County line. The area’s dominant marine views and active recreational shoreline contribute to the community identity. State Route 509 (SR 509) crosses both communities, providing a connection to the City of Tacoma and the City of Federal Way.

The plan area encompasses portions of Township 21 North, Range 3E, Sections 9, 10, 15, 16, 17, 20, and 21, and is in Pierce County Council District #2. The entire area is located in Census Tract 708, as defined in the year 2000 census.

The total population in year 2000 was 2,086 people. From US Census data, residents of Browns Point/Dash Point have a median household income of about $68,315. That income is 151.1% of the Pierce County median household income of $45,204 with 73% of the population employed. The communities are dependent on commuting to Tacoma, Federal Way, and other parts of King and Pierce Counties for employment.

The Environment

The Browns Point/Dash Point Community Plan area is an urban area with a strong connection to its shoreline. Views of Puget Sound throughout the area attract people to visit and live in the area. Public shoreline access through the existing waterfront parks is highly utilized and protected by the community. Water access is cherished, and includes many activities, such as windsurfing, kite boarding, jet skiing, and boating. Shoreline activities draw large numbers of
people to the points, with barely enough room to cast a line along the shoreline when the salmon are running. There are pockets of natural areas associated with steep slopes and other critical areas. Dash Point State Park is the largest forested area in the near vicinity. Developed areas predominantly fall into the medium to low density residential uses.

EARLY HISTORY OF BROWNS POINT/DASH POINT AREA

The following synopsis of Browns Point/Dash Point history is liberally borrowed, summarized, and rewritten from the Points Northeast Historical Society and its website at www.pointsnortheast.org. The paragraphs and highlights are much less colorful than the well written account by Mavis Stears in Two Points of View, the text that is used to provide content on the website. As the account reveals, the geographic prominence of the two points has resulted in an interesting history that is carefully recorded by these communities.

THE 18TH AND 19TH CENTURIES

The two main tribes which lived in the area around Commencement Bay were the Puyallup Tribe and the Nisqually Tribe. They were friendly tribes and shared each other’s berry picking and hunting grounds during the summer and fished together in the Nisqually and Puyallup Rivers in the winter.

In the spring of 1792, Captain George Vancouver and his men, who were exploring in the name of King George III of England, became the first white men to view the twin points. On May 8, 1792, Capt. Vancouver sighted the huge mountain which he named Mount Rainier for Rear Admiral Peter Rainier, an old friend. While exploring south Puget Sound on May 20th, 1792, Capt. Vancouver and his men rowed around the point into “an extensive, circular, compact bay,” Commencement Bay. He had been hoping that this would be the easterly waterway that would link the west to the east.

The area was surveyed by both U.S. Naval ships and British Navy frigates and brigs and both points received their names between 1841 and 1877. Browns Point was known as Point Brown until about the 1920s. During the 19th century Dash Point was used as a geodetic survey point. On December 12, 1887 a fixed white light lens lantern was placed on a white post on Point Brown.

In 1854, Issac I. Stevens, Governor and Superintendent of Indian Affairs of Washington Territory and the chiefs and delegates of the Nisqually, Puyallup, Steilacoom, and other tribes of the lower Puget Sound region, signed the Medicine Creek Treaty. The President issued an Executive Order in January 1857 creating specific Indian reservations, including the Puyallup Indian Reservation.

The Browns Point and Dash Point areas were a part of the Puyallup Reservation. Disputes over the surveys of boundaries and tidelands were common between the government and the
tribes. A survey of the Puyallup reservation was made in 1872 assigning plots of land to individual tribal members and 167 patent deeds were signed by President Grover Cleveland and issued to the individual Puyallup tribe members in March 1886, with each given approximately 160 acres of land. Ten Puyallup tribe members were patent deeded property on Browns Point and Dash Point.

**THE 1900s**

In 1901 the first lighthouse at Browns Point and a house for the lighthouse keeper were built. The lighthouse was a wood frame structure on wood pilings off shore. The first lighthouse keepers were Oscar Brown and his wife Annie, who arrived by government boat in October of 1903. For the next 30 years Oscar Brown tended the battery operated lighthouse.

In 1898, Captain Mathew McDowell, a Scotsman born in the mid 1800s in Northern Ireland, began the McDowell Transportation Company. McDowell carried passengers and hauled freight on his seven steamers. The fleet was originally based in Tacoma near the smelter. In 1905 he purchased 80 acres on Browns Point from the original tribal owners and heirs.

McDowell built a house and dock in the cove not very far from the lighthouse and called his new home Caledonia. His daily runs serviced areas such as Dumas Bay, Lakota, Adelaide, Redondo, Des Moines, Zenith, Maury, Portage, Chautaugua, Vashon, Tacoma, and Seattle. As the permanent population and summer vacationers increased, his business thrived. His clientele increased even more when he built a dance hall next to his dock and his D-fleet brought fun-loving dancers from across the bay.

**HYADA PARK IS PLATTED**

Between 1901 and 1907 Jerry Meeker and his business partners George Taylor, J.M. Campbell, Fremont Campbell, and Frank Ross acquired and platted most of the property west of today’s Eastside Drive which they called Hyada Park. Mr. Meeker chose tribal names for the streets including La-Hal-Da, his own tribal name. In 1906 he built his home on Browns Point. Next to it he built Browns Point Dock in 1907, for $5,500. By 1941 it was deemed unsafe and was torn down by the Works Progress Administration.

As far back as 1912 Jerry Meeker’s clambakes were enjoyed by his friends and neighbors. They were held on the beach, but later were held next to the schoolhouse on Tok-A-Lou. By 1918 there were enough children on Browns Point to warrant a school. It was built on the east side of Tok-A-Lou and the first year had about 12 students.
**Dash Point Grows**

Dash Point began its gradual growth as a community not long after the turn of the century. Over the first couple of decades land was purchased from the tribes by settlers who then developed their respective areas of land into a small community that grew over the century. Most of the activity of the first decade on Dash Point involved the amusement and sports of picnickers from Tacoma.

There were no roads to Dash Point unless one traveled across country on foot or by horse to the dirt roads that went through Julia’s Gulch to the top of Dash Point hill. This is most likely the road now known as Browns Point Boulevard. It was, however, a dirt road and dirt roads in the Pacific Northwest at that time were usually impassable especially in the fall and winter months.

After many years of rowing boats to catch launches going in and out of Dash Point, the community club contracted Pete Manson, who owned the best pile driving company in the area, to build a new dock for $7,777. The community furnished the labor and on a cold and very rainy December night in 1917, with the lowest tide of the year, the community poured the concrete pilings. In about 1918 the bulk of the property, which is now the part adjoining the dock, was donated for the purpose of a park, by R.P. Milne and Louis Eberhardt. Also in 1918 Harry Johnston deeded to the County the property in front of the present Lobster Shop and tennis court, for the park. Due to the generosity of Milne, Eberhardt, and Johnston, Dash Point had property for a park. On April 10, 1923 residents voted to put the property under the jurisdiction of the Metropolitan Park District.

**Eastside Drive/Marine View Drive**

From the beginning of building on the two points, the developers had promised their clients a road into the area. Browns Pointers could come up Julia’s Gulch to what is now Browns Point Boulevard to today’s Slayden Road. Dash Pointers came the same way through Northeast Tacoma but just to the top of Dash Point hill. All of these roads were narrow dirt roads, usually impassable in rainy weather.

Finally, in about 1918 three men formed the Pacific Boulevard Association and obtained the release of properties necessary for a scenic road called Marine View Drive (Eastside Drive) between Tacoma and Dash Point via Hyada Park. With the road came bus service to Tacoma provided by Joe Lyon from 1925-1937. Roy Harrison took over the bus service from 1937-1942. He made four round trips to Tacoma every day, plus a run just for the school children.

The population of Dash Point and Browns Point grew at a steady rate well into the war years. On Dash Point houses were spread fairly evenly on the north-facing hillside. On Browns Point most of the homes were located close to the beach, with very few on the hill. During 1941 to
1943 the two communities cooperated in operating the Crestview Observation Post located on
the highest point above the two points. Fifty to 75 people were listed and allotted periods for
plane watching. They reported any sightings and the descriptions of the aircraft to the Civil
Defense headquarters. The tower was manned 24 hours a day. The code name for Crestview
was “Charlie Nine One.” The beginning of World War II brought some physical changes to the
points. Ship building and an all out war effort became paramount in the industrial tidelands.
With the buildup came workers and their families. The need for housing was answered on the
points with both developers and individuals building homes for workers.

A new clubhouse at Browns Point was completed and dedicated on February 20, 1955. The
majority of the Browns Point/Dash Point Community Plan meetings were held in this clubhouse.

By 1959 the majority of Browns Point and Dash Point Hills was annexed to Tacoma. These
areas automatically qualified for all the Tacoma utilities and services. The lower parts of
Browns Point and Dash Point; however, remained under the jurisdiction of Pierce County.

The “Hotfooters” of Browns Point and Dash Point began their fire protection duties in 1967
under the tutelage of Fire Chief Howard K. Jones. The “Hotfooters” were 18 ladies who were
dedicated volunteers for Fire District No. 13. They were ready and on call during the day when
their male counterparts were at their daily jobs.

In 1967 SW 320th Street was built from Pacific Highway to Hoyt Road in Federal Way, which
opened the points to King County. Through the 1970s more and more people who worked in
King County began moving to the points.

Commercial Landmarks

In 1977, Ron and Gary Hall purchased the shopping center property from Gordon Dowling. At
that time the store fronts received a new rustic wooden facade and a new name was chosen,
North Bay Village. It served the three communities of Browns Point, Dash Point, and Northeast
Tacoma which bordered the north shore of Commencement Bay.

In 1986, the new owner completed an upgrade to the shopping center when a new multi-shop
complex housed Sav-On Drugs, Art’s Grocery, North Bay Dry Cleaners, Marvelous Movies, a
barber shop, an art gallery, an auto parts store, and a few years later, Archie’s Diner. The
professional center adjacent to the site also was constructed at this time.

The Lobster Shop started as a grocery/café. It was originally built on stilts which kept it high
above the high tide level, but as time passed the land was filled in. It also had a porch on two
sides which was enclosed to become part of the main store. When Denny Driscoll purchased
the building, he opened it as a restaurant in June of 1977.

Though just south of the County line, the Cliff House has been a popular landmark restaurant
for Tacoma and the surrounding areas. It was remodeled in 1977, and presents an interesting
view of Commencement Bay, the Tacoma skyline, and the tideflats with the Puyallup River
flowing into the bay.
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<td>1907</td>
<td>The Dash Point Social and Improvement Club was organized and registered on Sept. 4. The first meeting was held in Churchill’s store.</td>
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<tr>
<td>1914</td>
<td>Dash Point School founded in a house directly south of the present dock.</td>
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<tr>
<td>1919</td>
<td>The Browns Point Improvement Club's begins.</td>
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<td>1923</td>
<td>There were approximately 110 permanent families on the two points.</td>
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<td>1925</td>
<td>Mr. Shuett built Browns Point’s first grocery store.</td>
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<tr>
<td>1933</td>
<td>The wooden lighthouse was replaced by a white concrete tower.</td>
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<tr>
<td>1952</td>
<td>Browns Point Elementary School opened on 51st Street NE.</td>
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<tr>
<td>1955</td>
<td>A new clubhouse was dedicated at Browns Point Feb. 20, 1955.</td>
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<tr>
<td>1958</td>
<td>Meeker Middle School, adjacent to the elementary opened.</td>
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<td>1958</td>
<td>Dash Point constructed a five-room addition to its school plus a multipurpose room, library and office. Northeast Tacoma had a new school built in 1959 due to population growth.</td>
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<td>1959</td>
<td>Majority of Browns Point and Dash Point Hills annexed to Tacoma.</td>
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<td>1962</td>
<td>Dash Point State Park, dedicated June 1962, included 272 acres and 3,100 feet of sandy beach.</td>
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<td>1967</td>
<td>The “Hotfooters” of Browns Point and Dash Point, a group of 18 ladies, began their volunteer duties for Fire District No. 13.</td>
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<tr>
<td>1967</td>
<td>SW 320th Street was built from Pacific Highway to Hoyt Road in Federal Way, opening the points to King County.</td>
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**Planning History**

**County Planning**

**1962 Pierce County Comprehensive Plan and Zoning**

The first Pierce County Comprehensive Land Use Plan was adopted on April 2, 1962. The Pierce County Zoning Code, which implemented the Comprehensive Plan, was adopted on October 8, 1962. The 1962 Pierce County Comprehensive Plan designated the Browns Point/Dash Point area as “Suburban Residential.” These rules followed very basic planning principles. 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.

**1994 Pierce County Comprehensive Plan**

In April 1990, the Growth Management Act (GMA) was passed by the Washington State Legislature. It required Pierce County to update its existing Comprehensive Plan and Zoning Regulations, including community plans. The GMA required Pierce County to develop and
adopt a comprehensive plan which would control residential, commercial, and industrial growth. Thirteen goals are listed in GMA to guide policy development in six required elements. The required elements include land use, housing, capital facilities, utilities, rural, and transportation. Pierce County also elected to include four additional elements: environment and critical areas, economic development, community plans, and essential public facilities. Each of the six GMA required elements must conform to specific standards set in the legislation. GMA required cities and counties to plan for growth based on population forecasts. Where growth is allowed, facilities and services must be planned and provided.

In April 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 June 1992, the Pierce County Countywide 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 November 1994, Pierce County adopted a new Comprehensive Plan. The 1994 Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The plan established population projections, urban growth areas, and rural areas. The 1994 Comprehensive Plan identified Browns Point and Dash Point as an urban area, with predominantly an Urban Residential land use designation.

**COMMUNITY PLANNING**

Pierce County Comprehensive Plan policies located in the Community Plans Element address community autonomy, community character, new community plans, consistency with the Comprehensive Plan, consistency with the Development Regulations-Zoning, transition strategies, and joint planning agreements.

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. Community plans exemplify how the objectives and policies of the Comprehensive Plan play out when applied to detailed and specific conditions. They indicate 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. Community plans help citizens decide what they want to retain and what they want to change at the local level.

Although the Growth Management Act (GMA) 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 the unincorporated County population resides in community plan areas. The Community Plans Element spells out how to coordinate consistency between community plans and the Comprehensive Plan. Community plans must be consistent with the Comprehensive Plan and the GMA.
LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN

The Pierce County Council passed Resolution No. R2004-72 on April 20, 2004, requesting the Department of Planning and Land Services begin the development of a community plan for the Browns Point/Dash Point Area.

PURPOSE AND USE OF THE COMMUNITY PLAN

The Browns Point/Dash Point Community Plan gives details on how the community wants to develop in the future and what standards could be utilized to create and maintain the look and feel identified in the community plan. In some circumstances, the plan refines the Pierce County Comprehensive Plan to more closely reflect the needs, concerns, and desires of the residents. The plan also identifies actions necessary to implement the community plan, including adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements such as roads and utilities, sidewalks and street lighting, and residential and commercial development.

CONSISTENCY WITH THE PIERCE COUNTY COMPREHENSIVE PLAN

The Growth Management Act requires consistency between plans and implementing development regulations. Furthermore, the Pierce County Comprehensive Plan Community Plans Element contains specific policies that require consistency between the Comprehensive Plan and community plans. The goals, objectives, principles, and standards in the Browns Point/Dash Point Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan.

COMPONENTS OF THE COMMUNITY PLAN

VISIONS

Visioning is the process of defining the expectation of what the community could be in the future. 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 become the basis for the visions, goals, objectives, and principles of the community plan.

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, objectives, and policies (principles and standards) are used to provide measurable statements to fulfill the vision statements and are an integral part of the visioning process.
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), and implementation actions and recommendations will be developed.

OBJECTIVES

Objectives are statements which specifically define goal actions.

POLICIES (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 AND RECOMMENDATIONS

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

The vision and all of the goals, objectives, policies, and implementation actions and recommendations are developed through citizen comment and represent the will of the people translated into decision-oriented statements. When applying the policy statements, each should be afforded equal weight and consideration.

PUBLIC INVOLVEMENT

COMMUNITY PLANNING BOARD

The development of the Browns Point/Dash Point Community Plan could not have been accomplished without the Browns Point/Dash Point Community Planning Board (BP/DP CPB). The BP/DP CPB consisted of a 12-member group representing a variety of interests and geographic locations in the community. Members included representatives from: the Browns Point and Dash Point Improvement Clubs, local emergency services, business and real estate representatives, historic preservation interests, and long time residents.

The BP/DP CPB was charged with five main responsibilities: 1) serving as a sounding board for the community; 2) developing a vision statement and community-wide goals for the community plan area; 3) developing policies and implementing actions related to various topics; 4) guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and 5) forwarding a draft updated Browns
In the fall of 2005, public outreach on the community plan process began with a community meeting at the Browns Point Improvement Club and the recruitment of members to serve on the Community Planning Board (CPB). The first CPB meeting was held in March, 2006 and meetings were held twice monthly through April of 2008. The CPB worked on developing an overall vision for the community, and goal statements and policies for each element of the community plan. An open house was held April 16, 2008. This open house gave the public an opportunity to review and comment on the draft plan prior to its transmittal to the Pierce County Planning Commission and County Council. The CPB used the open house forum to solicit important community feedback regarding their proposed recommendations for final BP/DP CPB consideration.

**Survey**

**Background**

In March 2006, Pierce County Planning and Land Services (PALS) mailed 1,395 questionnaires to households and businesses within the Browns Point/Dash Point Community Plan area. The survey was developed by PALS staff and based on a format used in various communities throughout Pierce County in previous land use planning efforts. The survey was intended to help PALS staff and community planning board members assess the community’s views regarding a variety of topics including quality of life, land use, the economy, and public facilities and services.

**Methodology**

Mailings were sent to “postal customers” on three mail routes in the 98422 ZIP code as well as specific addresses. Included in the 1,395 were 160 questionnaires sent to property owners with addresses in other places.

At the time of cut-off for tabulation, 386 questionnaires were returned completed for a return rate of 28%. This represents an acceptable response rate and sample size for statistical tabulation purposes. For statistical purposes, a sample of 386 has a maximum margin of error of +/- 5.0% at the 95% confidence level. This means the results from the survey would not vary by more than +/-5% had all residents in the survey area completed and returned a questionnaire and that this result would occur 95 times out of 100. The results were produced in a cross-tabulation format showing how results break out by geographic area and length of residence. It is interesting to note that 47% of respondents had lived in the area for 20 or more years.

**Survey Summary**

The survey asked questions regarding quality of life; condition of the built and natural environment; economic development; land use planning and related controls; and levels of
support for a variety of public facilities and services. The survey results reflected a general satisfaction with the state of the community. The questions attempted to identify and anticipate certain issues such as view protection and redevelopment in order to gauge community sentiment. It should be noted that the geographic area tally did not show that neighborhood attitudes were particularly different between Dash Point and Browns Point. Length of residence was also considered. The results were provided in three groups, by length of time as a resident: 10 years or less, 11 to 20 years, and 20+ years.

In quality of life questions, environment, schools, parks, and land use received relatively high scores, with only a 0.72 difference between the lowest and highest means. Other quality of life issues scored lower; but the scores did not indicate a high level of dissatisfaction, just areas that may need improvement, particularly housing, transportation, and emergency services.

When longevity (length of time living in the area) is considered newer resident’s scores were higher for housing and transportation and lower for schools. Long time residents (20+ years) scores were higher for emergency services and schools. The only area where Browns Point was different than Dash Point was land use, with a Browns Point mean of 3.36 and a Dash Point mean of 3.74 (out of five possible points), reflecting more satisfaction among Dash Point residents. In reviewing the entire survey for the Browns Point and Dash Point neighborhoods, this was the only issue that had a noticeable difference.

The survey showed that stormwater facilities in certain areas may need attention. Shoreline access appears to be acceptable at this time. There appears to be sympathy for environmental protection.

The perceived need for business retention and home based business was mixed. Most people shop outside their neighborhoods. Most people feel commercial uses in the area are adequate. Many of the comments from the survey indicated existing commercial uses are struggling to survive. When combined with proposing industrial growth, 78% were against expansion to more intense uses. Expansion of nonconforming uses or commercial uses is not supported. The existing commercial center was given more support by the community as its commercial focal point.

The answers regarding Community Character indicated commercial uses with design standards would benefit the community. This was not as clearly demonstrated with residential uses, with 50% in favor of design standards for redevelopment. The community would not like to see more residential or commercial growth. There was strong support for view protections that was slightly less enthusiastic when restrictions on redevelopment and remodeling are considered. Multifamily residential was not supported.

The following themes were identified in the survey comments.

- Community identity and quality should be preserved
- The annexation into a nearby city (some for/some against)
- Police presence/crime
- Residential redevelopment (large new homes)
- Transportation/Streetscapes (sidewalks, streetlights, paving, bike lanes, traffic calming, bus service, road widening)
- Views: underground utilities, residential redevelopment
- Property taxes too high
- Sewers in Dash Point area
- Commercial development: generally not for new commercial, encouragement of certain types of businesses, such as a grocery store and restaurants
- Preserve existing open spaces, wild areas

The survey results were used by the Community Planning Board as an aid in the development of the Browns Point/Dash Point Community Plan.

**Summary of the Browns Point/Dash Point Community Plan**

The Browns Point/Dash Point Community Plan contains policies and implementing actions for four major subject areas or elements: Land Use and Economic, Community Character and Design, Natural Environment, and the Facilities and Services.

**Land Use and Economic Element**

The Land Use and Economic Element addresses issues such as what land uses should be allowed in the various designations and the appropriate intensity of land use in various areas in the community. Preservation of the areas’ scenic qualities is reflected in commercial and building height limitations. The Browns Point Town Center, the main local shopping area, is finding its businesses struggling to survive, and redevelopment of the site is a possibility. The CPB chose to implement residential development at a lower density than previously allowed by designating the majority of the area as a Single-Family (SF) zone.

**Community Character and Design Element**

The Community Character and Design Element focused on design standards and guidelines for residential and commercial development in the area. The Town Center site was seen as an area where design goals could be implemented for redevelopment activities. Land values in the area have increased, encouraging the construction of larger single-family residences in which height increases are designed to capture more of the views of Puget Sound. As such, building height limitations are a goal for both residential and commercial uses in the plan area.

**Natural Environment Element**

The Natural Environment includes consideration of the natural resources found on Browns Point/Dash Point. Natural resources such as wildlife, clean water, parks, and open spaces are an integral and valued part of the community. The policies contained within the Natural Environment Element promote protection of critical areas, encourage preservation of natural vegetation, and address special topics such as the marine shorelines, wetlands, and fish and wildlife habitat.
Facilities and Services Element

The Facilities and Services Element addresses services such as public safety services (emergency, sewer, and stormwater), and facilities such as roads, parks and schools. Transportation and road improvements were identified for long term goals. Local parks, as facilities that attract people from outside the community, had goals associated with parking, restrooms, and other improvements.

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 actions, located at the end of each element, which serve to implement various plan policies. These actions are grouped into short-term, mid-term and long-term endeavors. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to a lead entity or entities as the primary responsible party to complete.

Vision Statement

The Browns Point/Dash Point community, in keeping with its long history, envisions preserving our established residential neighborhood character and strong independent community identity. The community highly values and looks to preserve our existing marine shoreline, natural environment, scenic quality, public shoreline access, and open space. Commercial development will provide small retail and business opportunities within existing commercial areas. To improve safety and connectivity of the community, we envision streetscapes for pedestrians and bicycles. With new development and redevelopment, we want to achieve a reasonable balance between individual choice, historic preservation, and design standards. Through continual neighborhood involvement, existing public facilities and services will be improved to address the needs of the community. Through the goals and policies in the Browns Point/Dash Point Community Plan, the community creates a legacy of diverse, family-oriented, safe, and desirable places to live and work, while preserving the strength of the local environment, economy, and character.
Chapter 2: Land Use and Economic Element

Introduction

The Land Use and Economic Element of the Browns Point/Dash Point Community Plan provides policies regarding the location of preferred land uses (residential, commercial, etc.) and the density or intensity related to those uses. This element serves to refine the policies contained in the Pierce County Comprehensive Plan, specifically the Land Use Element 19A.30 and Economic Development Element 19A.50. The community plan provides more specific guidance and criteria regarding land uses than is provided in the generalized Pierce County Comprehensive Plan. In cases where this plan does not provide specific guidance, the policies in the Pierce County Comprehensive Plan shall be used to determine land use objectives and standards. The policies contained in this element provide the foundation for changes to Pierce County’s Development Regulations including the zoning maps and land use regulations.

The main issues related to economic development in the area focus on revitalizing commercial and retail businesses in the existing Browns Point Town Center. Most of the goals and policies reflect land use related efforts to achieve this. As such, what would normally be two elements in other community plans have been combined into one element.

Description of Current Conditions

The Browns Point and Dash Point communities are located in the northern portion of unincorporated Pierce County, bordered by the cities of Tacoma and Federal Way and situated on the eastern side of the entrance to Commencement Bay. The two communities are characterized by quiet residential neighborhoods and a very limited commercial area in Browns Point. The neighborhoods share breathtaking water views and are in close proximity to public beach access afforded by Browns Point Lighthouse Park and Dash Point Park. This community of roughly 2,150 residents is located entirely within the City of Tacoma’s urban service area.

Retail uses within the community are primarily limited to the Browns Point Town Center that consists of a 3.2 acre complex of retail buildings, including uses such as a grocery store, hardware store, professional offices and eating establishments. Adjacent to Dash Point Park is a small, well established restaurant located on the beach at the foot of a residential neighborhood. Less than 1.32% of the community is currently zoned for commercial retail and service use. There is very little undeveloped commercially zoned land available for new development. New commercial development would most likely entail the redevelopment of existing commercial areas.

The 2007 Pierce County Buildable Lands Report estimates that 161.62 acres of vacant land and 17.44 acres of underdeveloped and redevelopable land exist within the community.
upon information contained in the report, it is estimated that this land has the capacity to accommodate more new homes in the residentially zoned areas of the community. A majority (121 acres) of the “vacant” land code is associated with Dash Point State Park land on the south side of the park, because it is categorized through the Assessor-Treasurer’s records as residential vacant land. It should be noted that not all of this land is assumed likely to be developed.

The following information provides more detail regarding the existing land development patterns, population, and housing within the Browns Point/Dash Point Communities:

**EXISTING LAND USES**

The Pierce County Assessor-Treasurer’s Office classifies how parcels are used for purposes of calculating assessed value for taxation. The Pierce County Planning and Land Services Department routinely uses this information to determine the distribution of land uses within specific areas.

The following table summarizes the current uses of land based upon Assessor-Treasurer’s information:

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Acreage</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Residential</td>
<td>316.29</td>
<td>52.22%</td>
</tr>
<tr>
<td>Multifamily Residential</td>
<td>20.26</td>
<td>3.35%</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>1.63</td>
<td>0.27%</td>
</tr>
<tr>
<td>Residential Outbuildings</td>
<td>3.61</td>
<td>0.60%</td>
</tr>
<tr>
<td>Commercial/Service</td>
<td>4.75</td>
<td>0.78%</td>
</tr>
<tr>
<td>Education</td>
<td>4.56</td>
<td>0.75%</td>
</tr>
<tr>
<td>Quasi-Public Facilities</td>
<td>3.94</td>
<td>0.65%</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>0.71</td>
<td>0.12%</td>
</tr>
<tr>
<td>Transportation/Communication/Utilities</td>
<td>8.87</td>
<td>1.46%</td>
</tr>
<tr>
<td>Resource Land</td>
<td>12.46</td>
<td>2.06%</td>
</tr>
<tr>
<td>Open Space/Recreation</td>
<td>51.51</td>
<td>8.50%</td>
</tr>
<tr>
<td>Dash Point State Park</td>
<td>44.73</td>
<td>7.38%</td>
</tr>
<tr>
<td>Vacant *</td>
<td>158.88</td>
<td>26.23%</td>
</tr>
<tr>
<td>Water Bodies</td>
<td>12.65</td>
<td>2.09%</td>
</tr>
<tr>
<td>Unknown</td>
<td>5.63</td>
<td>0.93%</td>
</tr>
</tbody>
</table>

* 121 acres (20% of total plan area) of the vacant land is within Dash Point State Park

As shown in the table, the prevailing categories of land use in the plan area are residential (55.83%) and commercial (7.37%). The dominant land use type is single-family residential
(52.22%). The physical distribution of land uses is shown on Map C-2: Historic Assessed Land Uses.

Residential uses are distributed throughout the community, with the residential lot sizes ranging from small, dense suburban lots to larger estate-type lots. Smaller lot sizes are dominant within older plats throughout the plan area. Larger lot sizes are commonly located on environmentally constrained lands such as steep slopes and areas where sewer service historically was not available as in Dash Point. Multifamily housing in the community is very limited and consists of a few scattered triplex and fourplex developments, with one large condominium complex in Browns Point’s south side.

**Current Comprehensive Plan Designations and Zoning Classifications**

The 1994 Pierce County Comprehensive Plan established two land use designations within the community plan area. The prior 1962 Comprehensive Plan had designated the Suburban Residential SR 9 in the residential areas, and Commercial C-2 at the Town Center.

The following table summarizes the land use designations and zoning classifications prior to adoption of the community plan in terms of acreage and percent of plan area.

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single Family</td>
<td>607.21</td>
<td>98.68%</td>
</tr>
<tr>
<td>Neighborhood Center</td>
<td>8.14</td>
<td>1.32%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>615.35</td>
<td>100%</td>
</tr>
</tbody>
</table>

**Dwelling Unit Capacity – MSF Zone**

Under pre-community plan zoning, it is estimated that a maximum total of 173.28 acres of vacant and underdeveloped land is currently available for residential use within the plan area. These lands have the capacity to accommodate approximately 589 dwelling units based upon the housing densities allowed in each zone (as a maximum density, based on the sewer and septic areas in the plan area). It is estimated that 1,572 persons could be accommodated within this housing (based on an average of 2.67 persons per household). In addition, some residential lots may accommodate an accessory dwelling unit subject to regulations. Accessory dwelling units are not included in residential capacity calculations. As previously stated, 121 acres of this total is within Dash Point State Park, and there is no expectation that the Washington State Parks Department will sell this land.

**Commercial Area Capacity**

There is one commercial center within the plan area. The Browns Point Town Center is a shopping center located in the heart of Browns Point. There is a professional center adjacent to the north held in separate ownership than the Town Center but which is integrated with the
access to the shopping center. The existing uses located at the Town Center include restaurants, convenience shopping, wholesale/retail stores, and a hardware store. The Neighborhood Center (NC) zone extends from Eastside Drive to Wa-Tau-Ga Ave. The existing uses along Wa-Tau-Ga Avenue include multifamily residential, a dentist office, and the fire station. Although Dash Point does not have a zoned commercial area, there is a restaurant located along Beach Drive.

The NC zone allows a maximum density of 25 dwelling units per acre. With multifamily residential redevelopment a possibility throughout the NC designated area, the capacity is based on the total acres, allowing a maximum of 204 dwelling units.

**Economic Conditions**

The Town Center is zoned for Neighborhood Commercial (NC) and provides for small local businesses that serve the surrounding community. There is a struggle to keep some establishments in business and turnover of commercial space in the shopping center is slow. The current businesses draw from a loyal neighborhood customer base. Dash Point State Park and the two community parks attract not only local residents to the area, but draw from outside the plan area as well. The challenge for businesses is to find the products and services that are in demand and can be supported by the limited local market.

Employment associated with these businesses is in the service and retail sectors. The majority of the plan area residents commute to Tacoma, Federal Way, and beyond for employment. The following table provides information on the size and basic land use activity in the commercial center based on the Pierce County Assessor-Treasurer’s records as of 2008. Table C-3 shows the amount of commercial development, underdeveloped land and vacant land in the NC. It should also be noted that the majority of the commercial development is within the Town Center and the professional center.

<table>
<thead>
<tr>
<th>Table C-3: Existing Commercial Center Land Area Statistics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Point Town Center – Neighborhood Center</td>
</tr>
<tr>
<td>Total acres</td>
</tr>
<tr>
<td>6.76 acres</td>
</tr>
</tbody>
</table>

A survey conducted for the area contained questions related to economic indicators and commercial development in the area. The survey conveyed that most people felt that commercial uses in the area were adequate. Additionally, the survey, and those residents attending CPB meetings, indicated a mutual concern regarding the existing commercial use’s struggle to economically survive.
INCOME

From U. S. Census data, residents of Browns Point/Dash Point have a median household income of about $68,315. That income is 151.1% of the Pierce County median household income of $45,204. Table C-4 shows income distributions of households in the Browns Point/Dash Point area compared to Pierce County as a whole. The incidence and characteristics of poverty (as defined by the U. S. Census) in the plan area also differ from Pierce County as a whole.

Table C-4 shows the percentage of people with incomes below the poverty threshold in the plan area is about 1.9%, whereas the figure for Pierce County overall is 10.5%. The table also shows the Browns Point/Dash Point areas exhibit a very low incidence of poverty relative to the rest of the County.

Table C-4: Household Incomes

![Household Income Compared to Pierce County Chart]

Source: U.S. Census 2000 Block Group Data
### Table C-5: Population At or Below Poverty Level

<table>
<thead>
<tr>
<th>Area</th>
<th>Population at or below poverty level</th>
<th>Children (&lt;18) as % of population in poverty</th>
<th>Seniors (65+) as % of population in poverty</th>
<th>% of children (&lt;18) in poverty</th>
<th>% of seniors (65+) in poverty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Point/Dash Point</td>
<td>1.9 %</td>
<td>4.1 %</td>
<td>22.4 %</td>
<td>0.3%</td>
<td>4.3%</td>
</tr>
<tr>
<td>Pierce County</td>
<td>10.5%</td>
<td>35.7%</td>
<td>6.9%</td>
<td>13.6%</td>
<td>7.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census 2000 Block Group Data

In Table C-5, the boundaries of the census block group were very similar to county/city boundaries for the area, but it should be noted that very small portions of Browns Point and Dash Point were excluded due to having large majority of the data outside the plan area.

### Industry and Employment

As shown in Table C-6, there are approximately 30 firms operating in Browns Point/Dash Point, which employ approximately 120 people. The Neighborhood Center has the majority of these employees. The low employment numbers indicate that most people who live in the area do not work there.

### Table C-6: Employment

<table>
<thead>
<tr>
<th>Firms</th>
<th>Count</th>
<th>%</th>
<th>Employment</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public</td>
<td>1</td>
<td>3.3%</td>
<td>2</td>
<td>1.7%</td>
<td></td>
</tr>
<tr>
<td>Private</td>
<td>29</td>
<td>96.7%</td>
<td>118</td>
<td>98.3%</td>
<td></td>
</tr>
<tr>
<td>Business, Professional, Medical, &amp; Other services</td>
<td>16</td>
<td>53.4%</td>
<td>52</td>
<td>43.3%</td>
<td></td>
</tr>
<tr>
<td>Construction</td>
<td>3</td>
<td>10.0%</td>
<td>8</td>
<td>6.7%</td>
<td></td>
</tr>
<tr>
<td>Dining, Lodging, Recreation, Retail &amp; Wholesale Trade</td>
<td>7</td>
<td>23.3%</td>
<td>53</td>
<td>44.1%</td>
<td></td>
</tr>
<tr>
<td>Education/social service</td>
<td>3</td>
<td>10.0%</td>
<td>5</td>
<td>4.2%</td>
<td></td>
</tr>
</tbody>
</table>

* “Employer Firms” are businesses with employees covered by Unemployment Insurance

Source: PSRC/ESD 2006
WORKFORCE

Table C-7 shows that the workforce is high in the area. A majority of residents of the plan area are employed in professional and related occupations and sales and offices occupations (See Table C-8). Service occupations appear to be less than half of the Pierce County average.

<table>
<thead>
<tr>
<th>Employment Status</th>
<th>Browns Point, Dash Point</th>
<th>Pierce County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population age 16+</td>
<td>2,086</td>
<td>100.0%</td>
</tr>
<tr>
<td>Not in the workforce</td>
<td>545</td>
<td>26.1%</td>
</tr>
<tr>
<td>In the workforce</td>
<td>1,541</td>
<td>73.9%</td>
</tr>
<tr>
<td>Employed</td>
<td>1,485</td>
<td>71.2%</td>
</tr>
<tr>
<td>Unemployed</td>
<td>44</td>
<td>2.1%</td>
</tr>
<tr>
<td>Military</td>
<td>12</td>
<td>0.6%</td>
</tr>
</tbody>
</table>

Source: U.S. Census

<table>
<thead>
<tr>
<th>Occupations</th>
<th>Browns Point, Dash Point</th>
<th>Pierce County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mgt, professional, and related occupations</td>
<td>731</td>
<td>49.2%</td>
</tr>
<tr>
<td>Service occupations</td>
<td>116</td>
<td>7.8%</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>411</td>
<td>27.7%</td>
</tr>
<tr>
<td>Farming, fishing, and forestry occupations</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>Construction, extraction, and maint. Occupation</td>
<td>105</td>
<td>7.1%</td>
</tr>
<tr>
<td>Production, transportation, and material moving occupations</td>
<td>122</td>
<td>8.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census

Finally, Table C-9 shows that about 45.4% of residents commute 30 minutes or more to work. The workforce commutes to Tacoma, Federal Way, and beyond. Both of these neighborhoods are approximately 20 minutes from downtown Tacoma and Federal Way, which corresponds to the higher numbers in the 15-30 minute commute range. About 5.8% work at home, which is larger than the Pierce County rate of 3.6%. Combined with the survey results, most people accept commuting as part of living in Browns Point/Dash Point.

<table>
<thead>
<tr>
<th>Commuting Time</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total workers age 16+</td>
<td>1,480</td>
<td>100.0%</td>
</tr>
<tr>
<td>Commuting Time</td>
<td>Count</td>
<td>%</td>
</tr>
<tr>
<td>-------------------</td>
<td>-------</td>
<td>-----</td>
</tr>
<tr>
<td>Under 5 min</td>
<td>34</td>
<td>2.3%</td>
</tr>
<tr>
<td>5-9 min</td>
<td>77</td>
<td>5.2%</td>
</tr>
<tr>
<td>10-14 min</td>
<td>88</td>
<td>5.9%</td>
</tr>
<tr>
<td>15-19 min</td>
<td>174</td>
<td>11.8%</td>
</tr>
<tr>
<td>20-24 min</td>
<td>215</td>
<td>14.5%</td>
</tr>
<tr>
<td>25-29 min</td>
<td>134</td>
<td>9.0%</td>
</tr>
<tr>
<td>30-34 min</td>
<td>220</td>
<td>14.9%</td>
</tr>
<tr>
<td>35-39 min</td>
<td>53</td>
<td>3.6%</td>
</tr>
<tr>
<td>40-44 min</td>
<td>80</td>
<td>5.4%</td>
</tr>
<tr>
<td>45-59 min</td>
<td>168</td>
<td>11.3%</td>
</tr>
<tr>
<td>60-89 min</td>
<td>122</td>
<td>8.2%</td>
</tr>
<tr>
<td>90 min +</td>
<td>29</td>
<td>2.0%</td>
</tr>
<tr>
<td>30 minutes or greater</td>
<td>672</td>
<td>45.4%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>86</td>
<td>5.8%</td>
</tr>
</tbody>
</table>

**Description of Desired Conditions**

People are generally content with the Browns Point/Dash Point neighborhoods. There were some key issues that the community identified for future planning, but generally the attitude of the community has been summarized as “if it ain’t broken, don’t fix it.” One of the most significant issues addressed within the community plan is land use. How land is utilized within a community directly affects the community’s character and quality of life perceived by its residents. The land uses within the plan area should reflect an urban residential character while providing limited opportunities for local employment, services and small business. The community identified the struggling Town Center as an area to target for redevelopment as a commercial or mixed use development. Residential and commercial design was identified as a concern to preserve the views of the Puget Sound and surrounding vistas. This was strongly supported within the survey results for both residential and commercial areas. Furthermore multifamily, outside of mixed use developments, was discouraged.

Overall the Community Planning Board (CPB) was satisfied with the amount of existing commercial area and with the existing limitations of nonconforming uses. The existing commercial center is clearly accepted by the community as its commercial focal point.
**Proposed Land Use Designations and Zoning Classifications**

Both the Browns Point and Dash Point neighborhoods are considered to be suburban in nature, and it is both communities’ desire to maintain a density that will preserve the neighborhood character. As such, the community proposes changing the Moderate Density Single-Family (MSF) zone to the Single-Family (SF) zone. The change to SF, as implemented in other community plans, has been to limit the maximum density to four dwelling units per acre, and make the single-family residence the primary residential use in the area. This is proposed throughout the community plan area. This does not change the base density, and meets the requirements of the Growth Management Act and Pierce County Countywide Planning Policies regarding urban density.

The Neighborhood Center (NC) zone boundary is proposed to remain unchanged. Discussions related to the commercial area along Eastside Drive, and particularly the existing commercial center, focused on its revitalization potential. The CPB recommended limited changes to the use tables that will allow for increased commercial uses and a slight increase in the allowed square footage of commercial structure. There is also a strong desire to have a mixed use of commercial and residential, in the event residential development is proposed for the site. The CPB stressed the importance of neighborhood scale in the event of any redevelopment. One way this is achieved is through a flexible height limitation where the road grade elevation of Eastside Drive is the determining factor for building height and design. Policy direction for building scale can be found in both this element and the Community Character and Design Element. Table C-10 summarizes the proposed land use designations and zoning classifications in terms of acreage and percent of plan area.

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>607.21</td>
<td>98.68%</td>
</tr>
<tr>
<td>Neighborhood Center</td>
<td>8.14</td>
<td>1.32%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>615.35</td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

The Pierce County Comprehensive Plan utilizes the Moderate Density Single-Family land use designation to implement a lower to medium density range of zone classifications in the urban area. Three zone classifications are considered when implementing the MSF designation. They are as follows:

- Residential Resource (RR) 1-3 du/acre
- Single Family (SF) 4 du/acre
- Medium Density Single Family (MSF) 5-6 du/acre

The Community Planning Board recommends changing the entire Moderate Density Single Family (MSF) zoned portions of the plan area to the Single Family (SF) zone. The effect of this change will involve infill development and slightly larger parcels when applications for land divisions are considered. This zone classification is typically used to implement infill development.
development within established single-family neighborhoods and emphasizes the single-family residence as opposed to other types of residential uses. The minimum size lot that could be split under the SF zone would be .38 acres as opposed to .25 acres in the MSF when sanitary sewer is present. Many parcels in both neighborhoods fall in to the range of .25 to .5 acres in size. The MSF zone allows for two-family dwellings (duplexes), while two-family dwellings would not be permitted in the SF zone. Infill development will be limited to single-family dwellings and accessory dwelling units.

A GIS review was done to determine the effect the SF zone might have on development. Based on the number of affected lots, it would be likely that many parcels that have the size necessary for adding dwelling units, would not do so based on the size of existing structures, or lot configuration. In a small plan area like Browns Point/Dash Point, it is possible to reasonably speculate the likelihood of infill using an aerial photograph.

In the community plan area:

- Of the 846 MSF parcels, 211 parcels fall into the size range of .25 acres or greater, but less than .38 acres. These parcels, which could be split in the MSF zone, would no longer be able to split if zoned SF.
- When parcels with mapped critical areas (mostly steep slopes) were taken out of this number, 94 parcels remained, or 11% of the plan area.
- When reviewing these parcels overlaid on the aerial photo, it appears that very few (up to 12 -14 parcels) of these lots actually appear underutilized (small house on a large lot,
open side yard or rear yard for access, 3 vacant lots included), 1.5% of the existing MSF parcels.

- Larger lots can still be split in the SF zone but at a lower density than in the MSF zone. The change to SF should reduce impacts to critical areas as there is some correspondence to lots with available space and mapped critical areas.

Some parcels could utilize the Accessory Dwelling Unit provisions to construct dwelling units in the plan area. The existing variability falls into what would be expected of the MSF zone as implemented at 5-6 dwelling units per acre. The Community Planning Board determined the SF zone at four dwelling units per acre to be more compatible with existing development patterns. As sewer service is not available in Dash Point at this time, there is effectively no change in that community. Although Browns Point could yield additional lots, it is unlikely due to the presence of the smaller lots that are not typically utilized for infill development.

The change in SF zoning also affects the types of residential uses expected, disallowing multifamily uses of any type. Senior housing, group homes, and nursing homes can still be permitted through the use permit process. This makes infill even more difficult and limited to single family residential use types.

**BROWNS POINT TOWN CENTER**

The Community Planning Board expressed concern that the existing commercial center is struggling to survive. As such, policies in the plan emphasize revitalization. During the planning process the ownership at the 3.2-acre Browns Point Town Center changed and the new ownership group began attending meetings. There was discussion and presentation of conceptual drawings of a mixed use development for the site. The residential component of the proposal could include multifamily residential at the current zoning code densities. No density change is proposed. Existing zoning code requirements for achieving maximum density in the NC zone are also in place, requiring a community open space component of a new residential project.

Hopefully, dialogue between the community and the ownership group will continue. The community participation in the discussion regarding the Town Center was high. Areas of agreement seem to center around the desire to have a commercial component of new development, and attraction of customers from an area broader than the two neighborhoods by attracting one or two anchor tenants. Concerns regarding the high density multifamily residential component of the project were expressed. The community identified uses and design concepts for future development. The design aspect is discussed further in the
Community Character and Design Element, while policies regarding uses are included in this element.

Discussions also involved commercial uses that need to be allowed or modified so they could be allowed in the NC zone. There is clear policy direction to make the Town Center structures conform to the NC zone by allowing a larger commercial center of up to 80,000 square feet. Use levels for specific commercial use types within the center still apply and are in keeping with the character of the area.

**Building Height for the Single-Family Zone Designation**

The Community Planning Board and survey responses indicated that view blockage from new construction was problematic in the existing neighborhood. The discussions hinged on property rights and the rights of neighboring properties. In reviewing existing height limits for the MSF zone there was then discussion about whether to change the existing 35-foot limitation. Other jurisdictions rules were reviewed as well. The City of Tacoma view protection overlay was looked at in depth. Through consensus, it was determined to work with the existing 35-foot height limit in the MSF zone and adjust zoning code definitions to address what was perceived as ways to abuse this limit. As such, new policies and definitions were developed and will be more extensively discussed in the Community Character and Design Element.

**Historic Preservation**

The CPB wished to identify and encourage retention of historic structures through recognition and Countywide incentives, in order to promote preservation of public and private areas of significance. Other areas of importance under historic preservation was the use of historic street names in the plan area, support for historical societies and improvement clubs, and education and outreach from historic preservation boards.

**Land Use Policies**

**Goals**

The health, safety, strong sense of community, and high quality of life in the Browns Point/Dash Point area will be achieved by the preservation and enhancement of existing residential neighborhoods and commercial uses. Land use and zoning designations in the area shall remain similar to those determined in the Comprehensive Plan for Pierce County. Single-family residences are the predominant land use type in the area and future development should be compatible with existing patterns of development.
**GENERAL**

**GOAL BDP LU-1**  The historically medium density character of this residential area should be preserved and, where possible, restored.

**BDP LU-1.1**  Future residential development should allow a variety of well-designed housing types and complementary land uses.

**BDP LU-1.2**  Future commercial development shall be at neighborhood scale.

**RESIDENTIAL**

**GOAL BDP LU-2**  A community that is characterized by stable neighborhoods, pedestrian accessibility, ample green spaces, and environmental stewardship is desired.

**BDP LU-2.1**  Protect residential areas from the impacts of non-residential uses of a scale or intensity not appropriate for the neighborhood.

**BDP LU-2.2**  Living areas should be buffered, or otherwise mitigated from traffic, noise, and incompatible uses.

**BDP LU-2.3**  Single-family residential uses shall be allowed outright at a maximum density of 4 dwelling units per acre.

**BDP LU-2.4**  Two-family development (duplexes) and multifamily dwelling units are discouraged in established single-family residential neighborhoods.

**BDP LU-2.5**  Multifamily residential shall be allowed in the Neighborhood Center (NC) land use designation at existing Comprehensive Plan densities.

**BDP LU-2.5.1**  Multifamily units on parcels one acre or larger shall be permitted in the NC zone when incorporated into a mixed use commercial development and consistent with the impervious cover, open space, health and sanitation regulations, and other applicable regulations.

**BDP LU-2.6**  The Browns Point/Dash Point community strongly agrees that residential new construction and remodeling in the Single-Family zone shall meet the height limits of the zone as measured from the existing grade to the height of the highest roof surface prior to site development or modification of the structure.

**PUBLIC AND PRIVATE FACILITIES**

**GOAL BDP LU-3**  Those services which enhance and are compatible with the living environment of residents may be integrated into residential neighborhoods.

**BDP LU-3.1**  Community and cultural services of a neighborhood (e.g., the Browns Point Improvement Club) should be encouraged.
COMMERCIAL

GOAL BDP LU-4 Provide well-designed, appropriately scaled retail and service development at limited locations in the community.

BDP LU-4.1 Changes to existing retail and service development within the plan area should be scaled to meet neighborhood and community needs, rather than regional needs.

BDP LU-4.2 Revitalize the existing retail area while requiring new development to be scaled and designed in keeping with surrounding residential uses. The Neighborhood Center land use designation shall remain the sole commercial designation in the plan area.

BDP LU-4.3 If redeveloped, strive for a well-designed, well-placed neighborhood scale commercial development within the Browns Point Town Center.

BDP LU-4.4 Retail and service uses should be oriented primarily to meeting the needs of the Browns Point-Dash Point community. The type and intensity of retail uses within the plan area should be regulated to discourage the development of big-box retailers that draw customers from a large geographic area.

BDP LU-4.5 Require all commercial developments to meet architectural and site design standards.

BDP LU-4.6 Landscaping of commercial sites should be required, particularly along public roads and within parking areas.

GOAL BDP LU-5 Control the location, scale, and range of commercial uses within the community in a manner as appropriate to accomplish the objectives of the community plan.

BDP LU-5.1 Commercial centers shall be a permitted use.

BDP LU-5.2 Allow for educational services appropriate to the Neighborhood Center land use designation.

BDP LU-5.3 The only commercially zoned area within the plan area is already established and defined by its compact size and location.

BDP LU-5.4 The existing commercial zoning should be limited from further expansion because distinct boundary established by the surrounding residential neighborhood and Eastside Drive.

BDP LU-5.5 To preserve neighborhood character and views, the height of new or modified commercial structures shall be of a similar scale to the surrounding single-family residences by using the existing grade of Eastside Drive as a common point by which building heights are measured.

IMPLEMENTING ACTIONS

The following actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Metro Parks District (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Assessor-Treasurer, where appropriate.

**Short Term Actions (Upon plan adoption to 1 year)**

1. Amend the Pierce County Development Regulations – Zoning (Title 18A) to:
   - Establish allowed uses in the various residential zone classifications consistent with community plan policies.
   - Amend countywide regulations on Accessory Uses to reflect community plan policies.
   - Establish allowed residential densities throughout the plan area.
   - Establish structural setbacks and height limitations. (PALS)
2. Amend the Pierce County Zoning Atlas to change the Moderate Density Single-Family to the Single Family zone for the community plan area. (PALS)
3. Amend Title 18J, Development Regulations-Design Standards to adopt design standards and guidelines for commercial uses within the plan area. At a minimum, the design standards should address:
   - Mitigation of any negative impacts between commercial areas and residential neighborhoods.
   - The transition between commercial uses and residential uses.
   - Providing acceptable visual and physical transition in bulk, setbacks, landscaping, and architectural style between the existing commercial/industrial uses and any adjoining residential uses. (PALS)
4. Establish a Browns Point/Dash Point Land Use Advisory Commission. (PALS)

**Mid-Term Actions (1-5 years)**

1. Facilitate communication, education, and fund opportunities for historic preservation activities, including the Landmarks and Historic Preservation Commission. (LUAC, PALS)
2. Work with the Browns Point Town Center owners to use tax incentives to facilitate development of sidewalks, streetscape improvements, infrastructure, and other amenities in the commercial area. (PALS, PWU, ED)

**Long-Term Actions (5-10 years)**

1. Pursue opportunities for incentive programs that will stimulate revitalization and redevelopment projects that improve community aesthetics and services. (PALS)
2. Work with the local businesses to:
   - Help develop common promotion (advertising, joint merchandising, and special events) and business development (leasing, business recruitment, and market research) within selected commercial target areas.
   - Provide Small Business Administration (SBA) information to local businesses regarding the availability of funding for improvements, expansions, relocations, etc.
   - Develop the framework for a business improvement program including but not limited to structuring local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.
   - Complete a monitoring report to evaluate the effectiveness of regulations and incentives. (PALS)
Map C-1: Land Use Designations

Browns Point – Dash Point Community Plan
Chapter 3: Community Character and Design Element

INTRODUCTION

The Community Character and Design Element describes the physical environment that comprises the character of a community: the streets, parks, buildings, neighborhoods, and open space that determine the way our community looks and feels. It is a blending of land use planning, architecture, landscaping, and environmental protection. This element addresses the way buildings, streets, public places, signs, natural features, and other development relate to one another and the people who use them. Improvements such as street construction, park development, commercial, residential, and civic development can be effectively coordinated to promote a unified community image. The community character policies are intended to reinforce aesthetic characteristics that the community wants to retain and build upon.

The residents of the Browns Point/Dash Point area are interested in preserving the suburban residential character of their community. Historic development has created two distinct neighborhoods with similar land use issues and local features. Residents have determined that high priority should be given to preserving the existing character of the area. The Community Character and Design Element emphasizes the community's vision of maintaining the existing qualities of the community while allowing for improvements to services and commercial uses in the area by setting forth goals and objectives.

Exemplary design invites human presence, allowing for interaction of people and recognizes the functional and visual links between developments. Conversely, poorly designed developments tend to hinder the proliferation of desired land use, and stifle pedestrian use which often leads to future blight.

DESCRIPTION OF CURRENT CONDITIONS

The Browns Point and Dash Point communities are characterized by quiet residential neighborhoods and a very limited commercial area in Browns Point. The neighborhoods share expansive Puget Sound views and are in close proximity to public beach access afforded by Browns Point Lighthouse Park and Dash Point Park. This community of roughly 2,150 residents is located entirely within the City of Tacoma’s urban service area.

Retail uses within the community are primarily limited to the Browns Point Town Center that consists of a 3.2-acre complex of retail buildings, including uses such as a grocery store, hardware store, professional offices and eating establishments. Adjacent to Dash Point Park is
a small, well established restaurant located on the beach at the foot of a residential neighborhood. Less than 1.32% of the community is currently zoned for commercial retail and service use. There is very little undeveloped commercially zoned land available for new development. New commercial development would most likely entail the redevelopment of existing commercial areas.

**RESIDENTIAL AREAS**

Both Browns Point and Dash Point have existing residential areas that are mostly developed. The sloping topography has lent itself to established neighborhoods with astounding marine and mountain views. The neighborhoods are a product of turn of the century platting patterns consisting of small narrow lots between 25’ to 30’in width. In most cases two or three of these smaller lots have been combined to accommodate single-family homes. More recent residential development has occurred at higher elevations and consists of larger size lots and larger homes.

Both communities have raised concerns regarding the height of new residential structures. The existing Moderate Density Single-Family (MSF) zone allows a 35-foot-high house. The zoning code definitions of building height and existing grade currently allow for averaging and extending this height. Views are highly prized throughout the area and new construction is often designed to maximize views from a particular property. This trend has profoundly affected views from existing home sites.

**NEIGHBORHOOD COMMERCIAL CENTER**

The Browns Point Town Center is located in the heart of Browns Point. There is a professional center adjacent to the north that is integrated with a common access to the Town Center. Uses within the Town Center include restaurants, convenience shopping, wholesale/retail stores, and a hardware store. The entire retail area is zoned Neighborhood Center (NC). Also within the NC zone are existing uses along Wa-Tau-Ga Avenue that include multifamily residential, a dental office, and fire station. Although Dash Point does not have a zoned commercial area, there is a restaurant located along Beach Drive.

**SIGNS**

Signs throughout the Browns Point and Dash Point area lack a consistent style or order. An exception to this is the Town Center where management has implemented a signage plan that requires tenants to include an art component in all proposed signage. The Pierce County sign code, Title 18B, also limits the size and amount of information allowed on signs throughout the area. There are also a few reader board signs in the community, which convey upcoming events and, on occasion, an editorial opinion. The existing Browns Point Neighborhood sign is a clear indicator of one’s arrival to the Browns Point neighborhood.
**HISTORIC AND CULTURAL RESOURCES**

There is a strong tradition of community activities and citizen involvement in the community. Both Browns Point and Dash Point have active improvement and social clubs that serve as “go to” place for community events and information. The Salmon Bake, for instance, is well known outside the community as a summer event at Browns Point Improvement Club next to Lighthouse Park.

Historically, home sites were located at places that provided easy access to the shoreline. Originally developed with beach cabins, most have since been converted to full-time residences. The Browns Point Lighthouse Park and Dash Point pier provide important cultural and historical resources that are still utilized today. Such is the case with the Browns Point lighthouse cottage that serves as a travel destination for the temporary “lighthouse keepers” program or Dash Point’s pier, a popular spot for fishing and beach access.

The preservation and enhancement of special places that relate to a community’s heritage can bring economic benefit to the community by stimulating investment and increasing community awareness and involvement in its history. This can occur through the restoration of an old residence, reuse of a historic schoolhouse or wharf, rehabilitation of an old store or restaurant, and retaining its commercial use through compatible commercial additions. Additionally, the incorporation of historic resources and landmarks into recreational facilities such as trails or scenic bike routes can help achieve this goal.

There are many federal, state, and local laws and programs that apply to historic and cultural resource preservation. Locally, the Pierce County Cultural Resource Inventory provides an indication of those properties or structures that may hold historical or cultural significance. As described in the introduction to the plan, there is a long history in both neighborhoods, with a cast of interesting characters. The Cultural Resource Inventory does not currently list some of the most important historic structures in the area. These resources include residences, the lighthouse and associated buildings, and the pier at Dash Point, among other places. Additional sites may be added to this list in the future based on additional research.

**DESCRIPTION OF DESIRED CONDITIONS**

Policies contained in the Community Character and Design Element should promote a quality visual environment consistent with the community’s heritage and future vision. New development should embrace site design and architectural standards consistent with the policies contained herein.
**Residential Areas**

The residential areas of Browns Point and Dash Point, as mostly developed communities, will experience limited infill development. There are a few larger parcels that may result in a subdivision, so design goals have been developed to consider the look of new residential construction. Front yard setbacks for residential uses should be flexible so long as porches and the main structure are emphasized, rather than the garage. Preservation of trees, neighborhood streetscapes, and clustering of homes is desirable and should be cornerstones of new residential developments. The height of residential structures is a concern as well. As such, the community is in favor of redefining how the height of a structure is measured and that it considers existing grade and the maximum peak of the roof-line.

**Building Height - Single Family Zone**

The Community Planning Board and survey responses indicated that view blockage from new construction was becoming a problem in the neighborhood. The discussions hinged on property rights and the rights of neighboring properties. In reviewing existing height limitations, there was discussion about whether to change the existing 35-foot limitation. Other jurisdictions rules were reviewed as well. The City of Tacoma view protection overlay was looked at in depth. Through consensus, it was determined to work with the existing 35-foot height limit in the SF zone and adjust zoning code definitions to address what was perceived as ways to abuse this limit. As such, new policies and terms were developed.

The policy direction the CPB decided on was as follows:

Residential new construction and remodeling in the SF zone shall meet the height limits of the zone as measured from the existing grade to the height of the highest roof surface prior to site development or modification of the structure.

The following terms for the zoning code were as follows:

- New term of “existing grade”: The gradeplane elevations prior to site development or modification where the new construction is proposed on the lot. (The International Building Code definition of gradeplane applies.)

- A new footnote for the Browns Point/Dash Point density and dimensions tables: “The vertical distance from grade plane to the height of the highest roof surface, i.e., the top of the pitch on a pitched roof.”

Current zoning code definitions for building height allow for measuring the midpoint between the pitch and eaves as the top of the structure. The finished base elevations of the structure
are averaged to determine the average elevation at the base of the structure. With the new existing grade definition, a survey may be required to determine the base elevation prior to any construction at the site. This will minimize the number of projects using large amounts of fill dirt to raise the base elevation of structures to take advantage of views at the neighbor’s expense. Pierce County Title 18A, Zoning affords a variance process for builders who can demonstrate the new policy creates a hardship in their situation.

**COMMERCIAL CENTER**

In September 2007, the CPB held a community discussion with the latest Town Center owners and discussed their plans for potential redevelopment. The ownership group listened to community concerns relating to design standards and undesirable types of developments. The discussion was lead by Gabbert Architects, an architectural design firm, and the representative from the ownership group. Conceptual design drawings and images of traditional commercial and multifamily mixed use design projects were presented. The meeting was well attended with various perspectives represented.

The design program emphasized a mixed use approach with residential multifamily above a commercial area. While the ownership group clearly understood that a successful project cannot alienate the local customers, they urged the CPB that any design restrictions imposed under the new community plan allow for flexibility. The design concepts presented were varied, with a more traditional streetscape retail character, with street trees, architectural details, and interesting building character being the most popular options. The design standards and guidelines reflect these interests and guidelines allow for design flexibility with public hearings to allow for public comment.

A design change that creates a destination shopping experience, in keeping with the neighborhood, would help with the economic challenges the Town Center currently faces. As a result, the proposed design standards emphasize a mixed use approach, but do not require a residential component. As discussed in the Land Use Element, larger sites in the NC zone are required to have a commercial component if new residential development is proposed. A large portion of discussion involved building height limitations and the NC zone. This is discussed further below.

Other design elements encouraged for the NC zone include lower level parking, a plaza area, and a design scale in keeping with the surrounding residential areas. The following goals and policies allow for design flexibility in while creating a visually attractive mixed use development at a neighborhood scale.

**NEIGHBORHOOD CENTER BUILDING HEIGHTS**

It is important that future development at the Town Center remains at a neighborhood scale, thus a flexible height limitation was proposed. To achieve this, the elevation of Eastside Drive is to be the determining factor for building height. This will require any new development abutting Eastside Drive to match in scale the height of residential uses across the roadway, but
allow for increased heights as the property slopes to the west. All properties within the NC will consider neighboring residential heights if redeveloped.

**SIGNS**

New signs should be integrated with architectural facades and shall be designed and placed in a manner to enhance the scenic atmosphere of the Browns Point/Dash Point area. Design flexibility is encouraged, with an artistic component emphasized. The Town Center would have flexibility in sign design through a master sign plan. Nonconforming signs are also addressed through incentives for new code compliance, and certain types of signs are discouraged as out of character with the communities.

**SUSTAINABILITY**

Sustainability has been defined as “sustainable development” which is a development that “meets the needs of the present without compromising the ability of future generations to meet their own needs.” Essentially the definition describes planning that will allow for maintaining a certain level of development, including economic and design improvements that consider the ecological conditions created by the design choices. The CPB discussed the need to emphasize certain areas of sustainability as it may relate to the local level. They concluded that the use of green building techniques, housing affordability, and encouragement of countywide sustainability and climate change actions were areas that could be managed at a local level.

**CULTURAL RESOURCES POLICIES**

**HISTORIC PRESERVATION**

**GOAL BDP CR-1** Encourage the use of historic street names in the plan area. Discourage numbered street names.

**GOAL BDP CR-2** Encourage support for local historical societies and improvement clubs and their interests toward the community at large in the area of historical significance.

**DESIGN AND CHARACTER POLICIES**

**GOALS**

The Browns Point/Dash Point community character should be reflected in designs and construction that are visually attractive, consistent with community identity, compatible with the atmosphere and residential character of the community, and respectful of the natural environment.
COMMERCIAL USE

GOAL BDP D-1 Ensure a high quality visual environment and encourage high quality site planning, landscaping, and architectural design in all public and private development.

BDP D-1.1 Provide adequate lighting in all pedestrian areas.

BDP D-1.1.1 Lighting should be neighborhood friendly at low heights and low intensity to minimize impacts on adjacent properties.

BDP D-1.2 Develop streetscape plans addressing streets, crosswalks, sidewalks, signage, landscaping, street furniture, utilities, public spaces, etc.

BDP D-1.3 Use well-designed fencing and landscaping to conceal outside storage and sales areas, excluding outdoor storefront display areas.

BDP D-1.4 Ensure that development on sites with more than one structure employs complementary architectural styles and/or are related in scale, form, color, and use of materials and/or detailing.

BDP D-1.5 Street-facing building facades shall be articulated and ornamented through a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of standard building materials to increase visual interest.

BDP D-1.5.1 Street-facing building facades shall be modulated through a variety of measures including varied roof forms and setbacks to visually break up the appearance of large buildings.

BDP D-1.5.2 Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and entry facades that face parking areas.

BDP D-1.6 Discourage large blank walls that are visible from pedestrian walkways, parking areas, and streets.

BDP D-1.7 Locate and/or screen roof-mounted mechanical equipment to minimize visibility from public streets, building approaches, and adjacent properties.

BDP D-1.8 Enhance building entries with a combination of weather protection, landscaping, pedestrian amenities, or distinctive architectural features.

BDP D-1.9 Provide architectural elements, detailing, and pedestrian oriented features to create distinctive building corners at street intersections.

BDP D-1.10 Select plant materials that are appropriate to their location in terms of hardiness, maintenance needs, and growth characteristics.

GOAL BDP D-2 In keeping with the scale and height of residential uses along Eastside Drive (SR 509), allow for increased height of commercial structures only when utilizing the downward slope in the Neighborhood Commercial (NC) area.
BDP D-2.1 In the NC zone, no building height shall exceed 35 feet above the existing grade or elevation of Eastside Drive (SR 509).

BDP D-2.1.1 As the grade of Eastside Drive changes, the 35-foot height will be measured from that portion of the road grade that is perpendicular to the new construction to ensure a gradual and subtle transition in building height commensurate to the existing road grade (exceptions include street lighting or power poles).

BDP D-2.2 No structure shall exceed 40 feet in height at the required setback line; however, heights may be increased by one additional foot for each additional foot of setback from the property line from the portion of the building with increased height.

BDP D-2.2.1 Under no circumstance can a structure exceed 60 feet in height.

**Residential Uses**

**GOAL BDP D-3** Promote the development of well-designed urban residential areas that are mindful of the character of the environment envisioned by this community plan.

BDP D-3.1 Provide incentives for innovative site designs and clustering of single-family residential uses and mixed use multifamily.

BDP D-3.2 Promote the visual quality of neighborhood streetscapes so that they become a valued element of the character of the community and enhance neighborhood quality.

BDP D-3.3 Encourage use of narrow street profiles within residential neighborhoods.

BDP D-3.4 Provide opportunity for porches and decks within front yard setbacks.

BDP D-3.4.1 The front yard setback shall not be less than 20 feet.

BDP D-3.5 Preservation of open space and natural character is a priority.

BDP D-3.6 Where significant distant views occur, encourage recognition and incorporation of views into project design.

BDP D-3.6.1 Minimize obstruction of views of nearby properties through appropriate building placement, landscape design, height, and setbacks.

**GOAL BDP D-4** In the Neighborhood Center land use classification, develop design guidelines for two-family (duplex), attached single-family, and multifamily residential developments dealing with architectural design and scale of buildings.

BDP D-4.1 Avoid locating parking areas for multifamily developments between the buildings and the street.

BDP D-4.2 Provide for separate automobile, pedestrian, and bicycle access in new areas.

BDP D-4.3 Pedestrians and bicycle traffic shall have direct access to public destinations without having to traverse parking areas, thus avoiding the conflicts and hazards involved with moving vehicles.
GOAL BDP D-5
Residential building heights for new construction and remodeling should be limited to maintain the existing residential character of the area.

BDP D-5.1
Residential new construction and remodeling in the Single-Family zone shall not exceed 35 feet as measured from the existing grade to the height of the highest roof surface prior to site development or modification of the structure.

SIGN DESIGN

GOAL BDP D-6
Ensure that signage complements rather than dominates the character and visual amenity of an area, the buildings on which they are displayed, and the general environment.

BDP D-6.1
Prohibit the use of flashing or rotating signs, roof signs, railing signs, inflatable signs, and signs attached to private light standards.

BDP D-6.2
Prohibit the use of lights and surfaces that result in glare onto adjacent properties.

BDP D-6.3
Limit the use of pole signs.

BDP D-6.4
Allow monument and wall signs.

BDP D-6.5
Prepare standards that limit overall signage to a proportion of the length of the building facade.

BDP D-6.6
Allow canvas canopy signs and canopy signs that are backlit when incorporated into a master sign plan for the Town Center commercial complex.

BDP D-6.7
Allow a video or electronic sign only in conjunction with a master sign plan for the Town Center complex or in conjunction with limited civic uses such as a community message board, school, or fire department.

BDP D-6.7.1
Video or electronic signs shall not continually stream, scroll, or pulse a message or image.

BDP D-6.7.2
A message or image may change at intervals of no less than every 60 seconds.

GOAL BDP D-7
For the Town Center, deviations to commercial sign design standards and guidelines, including use of prohibited signs, may be considered through approval of a master sign plan that considers site specific conditions.

BDP D-7.1
Minimize the use of off-premise signs.

BDP D-7.2
Restrict the use of off-premise signs to temporary locations such as the directional signage used to identify real estate open houses, sales, and community events.

BDP D-7.3
Prohibit billboards.

BDP D-7.4
Enable individuals, businesses, and community groups to promote temporary activities to the wider community through the adoption of rules governing the use, size, and allowed duration of temporary signs.
BDP D-7.5  Banners should be of a style, size, and color that complement the surrounding environment and standard on which they are affixed.

BDP D-7.6  Commercial center banners must be primarily promoting the commercial center where they are displayed.

BDP D-7.6.1 Specific advertising of businesses or merchandise shall be allowed on a temporary basis.

BDP D-7.7  Signs that are placed within a permanent structure, such as on private light standards or within a window front, shall be calculated toward total allowed signage.

BDP D-7.8  Ensure that temporary signs are promptly removed after the culmination of the event described or symbolized on the sign.

BDP D-7.9  Signage shall contain a 50% art component.

BDP D-7.9.1 To be considered as the art component, the 50% portion shall not be purely functional and must have an aesthetic component.

### SUSTAINABILITY INITIATIVES

**GOAL BDP D-8**  Consider incentives and education for sustainably designed construction and development.

BDP D-8.1  Avoid wasting resources through unnecessary and unproductive documentation and certifications which do not provide any direct benefit.

BDP D-8.2  Provide green building information and inform the public of options available for certification.

BDP D-8.3  Encourage healthy places for people. Examples to consider:

BDP D-8.3.1 Use low-volatizing materials;

BDP D-8.3.2 Use full-spectrum lighting;

BDP D-8.3.3 Avoid high and low pressure sodium lighting;

BDP D-8.3.4 Provide ceilings with high sound-absorbing surfaces; and

BDP D-8.3.5 Use pads under carpeting to minimize injury on falls.

BDP D-8.4  Encourage public participation in determining sustainable choices that best protect the environment.

BDP D-8.5  Encourage programs that allow for environmental choices on an individual or local level. Examples to consider:

BDP D-8.5.1 Provide electric hookups for neighborhood electric vehicles;

BDP D-8.5.2 Provide bicycle racks that are spacious and easy to use;

BDP D-8.5.3 Provide recycling points with easy access and clear instructions;
BDP D-8.5.4 Provide opportunities such as bulletin boards for the community to post free or second-hand items to be re-used;

BDP D-8.5.5 Provide preference parking for high efficiency vehicles; and

BDP D-8.5.6 Use systems and techniques which are readily apparent to the public and that thereby provide education and familiarization.

BDP D-8.6 Utilize renewable energy, such as Tacoma Power’s Evergreen Options for residential and commercial development.

**IMPLEMENTING ACTIONS**

The following actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Metro Parks District (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Assessor, and Pierce Conservation District (PCD)

**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. Amend Title 18A, Zoning to amend building height standards to address commercial and residential buildings.
2. Amend Title 18J, Design Standards and Guidelines to:
   - Establish design standards and guidelines and a site plan review and approval process for all development within the NC commercial center.
   - Establish maximum impervious surface standards and minimum native vegetation retention requirements.
   - Utilize development incentives as a method for implementing design standards.
   - Implement design features that will encourage pedestrian circulation within commercial centers.
   - Integrate new development with existing developments through strategic placement of landscaping, connected parking and pedestrian pathways.
   - Encourage centralized, interconnected parking areas to locate behind or below commercial or civic uses.
   - Utilize a variety of incentives and development standards to encourage new buildings and the significant exterior remodels of existing buildings to provide a traditional urban neighborhood appearance appropriate to the Northwest. (PALS)
3. Amend Title 18B, Signs to:
   - Establish sign design standards and a sign review and approval process.
• Encourage monument signs and discourage freestanding pole signs and other signs described in the above policies.
• Encourage multi-tenant commercial developments to consolidate freestanding signs on one sign support structure.
• Authorize community entry signs at the commercial center. (PALS)
4. Provide sign design standards that would permit off-site community signs that identify civic uses, including shoreline access, bicycle routes, parks, and similar activities. (PALS)
5. Implement development incentives that encourage protection and preservation of historic landmarks and buildings. (PALS)
6. Minimize outdoor light pollution to ensure light does not impact neighboring businesses or residential homes while ensuring lighting standards provide for visibility and safety of outdoor spaces. (PALS)

**Mid-Term Actions (1-5 Years)**

1. Develop a comprehensive inventory of cultural resources including historical significant features in the plan area. (PALS)
2. Support the development of streetscape improvements within commercial center that will encourage economic development. (PALS, PWU)
3. Explore a variety of sources to fund streetscape improvements. (PALS, PWU)
Chapter 4: Natural Environment Element

INTRODUCTION

The Browns Point/Dash Point Community Plan area is best characterized as an urban area with a strong connection to its shoreline environment. Expansive views of Puget Sound throughout the area attract people to visit and live in the area. Public shoreline access through the existing waterfront parks is highly utilized and protected by the community. Water access is cherished and includes many activities including windsurfing, kite boarding, jet-skiing, and boating. Shoreline activities draw lots of people to the points, with many fishermen and barely enough room to cast a line along the shoreline when the salmon are running. There are pockets of natural areas associated with steep slopes and other critical areas. Dash Point State Park is the largest forested area in the near vicinity. The table below broadly summarizes the land cover in the area. Developed areas predominantly fall into the medium to low density residential uses.

<table>
<thead>
<tr>
<th>Sub-basin Name</th>
<th>WRIA Area</th>
<th>Developed</th>
<th>Forest, Grassland, Bare Land</th>
<th>Wetland</th>
<th>Open Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns-Dash Point</td>
<td>10</td>
<td>67%</td>
<td>28%</td>
<td>2%</td>
<td>3%</td>
</tr>
</tbody>
</table>

Source: PALS Draft Shoreline Inventory and Characterization report, created from the NOAA CCAP project (2001). Data are collected into similar categories for the summary tables (e.g., high, medium, and low intensity are grouped into ‘Developed’). WRIA refers to the Department of Ecology’s Watershed Resource Inventory Areas, and Browns Point/Dash Point falls into WRIA 10.

DESCRIPTION OF CURRENT CONDITIONS

The following information has been compiled from these sources: The Shoreline Master Program for Pierce County - March 1974; The Draft Inventory and Characterization of the Pierce County Shoreline Master Program Update; Pierce County Biodiversity Network Assessment - August 2004; Hylebos Browns-Dash Point Basin Plan; Department of Ecology’s Tacoma Smelter Plume Project.

SHORELINES

The Washington State Shoreline Management Act (SMA) provides for the management of water bodies identified as “shorelines of the state.” The marine waters of Puget Sound that surround the Browns Point/Dash Point area are all regulated shorelines of the state. Areas
under jurisdiction of the SMA include the specific water bodies, all lands within 200 feet of their ordinary high water mark, and their associated wetlands and floodplains. There are no lakes, rivers or streams in the plan area that are managed under the SMA.

The Pierce County Shoreline Master Program (SMP), adopted by Pierce County under the SMA, includes five Shoreline Environments – Natural, Conservancy, Rural, Rural Residential, and Urban. All shorelines are given a Shoreline Environment designation that reflects environmental conditions and identifies the type and intensity of development allowed. The entire plan area is designated as Urban Shoreline Environment, except for Browns Point Lighthouse Park, which is designated as Conservancy Shoreline Environment.

Marine shoreline areas in the Browns Point/Dash Point area are identified as Shorelines of Statewide Significance only below the extreme low tide line. While intertidal areas and adjacent uplands within SMA jurisdiction are not Shorelines of Statewide Significance, all shoreline areas in Browns Point/Dash Point are discussed together here.

**SHORELINE CHARACTERISTICS**

The Browns Point/Dash Point nearshore is generally comprised of a mix of low-moderate bank shores with mixed sand and gravel beaches, with some higher bluff areas located just south of Dash Point and southeast of Browns Point near the southern end of the plan area. The actual points of Browns Point and Dash Point have low bank waterfront areas that allow for public access.

Dash Point and Browns Point are headlands in Puget Sound, which form the northeastern side of Commencement Bay in the City of Tacoma. These headlands lie in drainage basins where water flows from uphill areas to the marine, nearshore environment.

There are no mapped wetlands in the Browns Point/Dash Point area of the County’s marine shoreline planning area. Most of the estuarine habitat provided in the marine shoreline is un-vegetated mudflat, sandy beach or rocky shore, which are not considered wetlands by definition.

As described in the Draft Inventory and Characterization for Pierce County’s Shoreline Master Program update, “The Caledonia Creek estuary delivers fluvially-derived sediment to the nearshore, enabling broader intertidal and backshore areas to form on the adjacent shores. DNR classifies these shores as semi-protected (DNR 2001), with relatively low (on the order of 7 miles) exposure to both the north and south. Four drift cells are located within the management area. Two cells converge and form the prograding cuspate foreland at Dash Point, and another two cells converge at Browns Point. Littoral sediment from down-drift bluffs
feed and sustain these accretion shoreforms and the numerous habitats found therein.” These natural processes maintain the beaches in the area.

**SHORELINE HABITAT AND SPECIES USE**

A number of fish and wildlife species use the habitats within shorelines in Pierce County in general. Several species listed under the ESA are known to occur or could potentially occur within community plan area. Federally listed species that have been documented within the shoreline jurisdiction include bald eagle, Puget Sound Evolutionarily Significant Unit (ESU) Chinook salmon, and Coastal/Puget Sound Distinct Population Segment (DPS) bull trout.

In August of 2005, the National Oceanic and Atmospheric Administration – National Marine Fisheries Division (NOAA Fisheries) designated “critical habitat” in the larger region, protected as essential to the conservation of listed salmon ESUs. Critical habitat for Puget Sound ESU Chinook salmon includes the marine nearshore areas (NOAA Fisheries, 2005). In September of 2005, the US Fish and Wildlife Service designated “critical habitat” for the Coastal/Puget Sound Distinct bull trout which includes the marine shorelines in Pierce County (Federal Register, Vol. 69, No. 122).

The Southern Resident Population of Orca and Steller sea lion, although not documented as occurring in Commencement Bay, have the potential to occur within this area. Killer whales have been sighted periodically in Commencement Bay and Browns Point. The last reported sighting was February 2006. It is unknown if the group spotted was transient or members of the Southern Resident Population (Orca Network, 2006). Critical habitat has been proposed for killer whales, including Puget Sound marine waters deeper than 20 feet (6.1 meters) (Federal Register, 2006). No Critical habitat for steller sea lion has been designated within Puget Sound.

The entire marine shoreline area along the waterfront has been designated as a buffered connector in the 2004 Pierce County Biodiversity Network Assessment.

Some of the shellfish resources in the area include Dungeness crab, prevalent throughout Commencement Bay, and geoduck clams, documented to the north of Browns Point (WDFW Marine Resource Species). The Washington Department of Natural Resources’ Nearshore Habitat Program has been monitoring intertidal biological communities in south and central Puget Sound since 1997, and has sampled three sites near Browns Point as part of its overall effort (WDNR, 2002). Shellfish discovered include macoma clams (littleneck clams), butter clams, gaper clams, soft shell clams, rock oysters, blue mussels, black-clawed crab, green shore crab, hermit crab, chiton, and numerous gastropods.

**SHORELINE MODIFICATIONS**

Shoreline modifications associated with residential and parkland uses are prevalent in the Browns Point/Dash Point shoreline area. Browns Point Lighthouse park is bulkheaded at the base of the lighthouse. Dash Point Dock park has a concrete bulkhead. The majority of residences have concrete or rock bulkheads along the shoreline side of their properties. Many of the residential parcels have developed the area immediately landward of their respective bulkheads with accessory structures. Browns Point and Dash Point have areas that were
developed well prior to the SMA and have homes located very close to the ordinary high water mark (OHWM) of Puget Sound.

The current Shoreline Environment designation of most of the shoreline is the Urban Shoreline Environment, reflecting the high level of shoreline modification and the moderately dense single-family development pattern. The Browns Point/Dash Point area is predominantly in the Moderate Density Single Family land use designation and zone classification. The predominant use allowed in the MSF designation and zone is single-family residential development at a density of 4-6 dwelling units per acre and is consistent with development allowed in the Shoreline Urban Environment. The Browns Point Lighthouse Park is designated as a Shoreline Conservancy Environment. The passive recreational uses at the park are consistent with the intended character of the Shoreline Conservancy Environment.

**Shoreline Access**

There are two parks that provide public access to the shoreline: Browns Point Lighthouse Park and Dash Point Dock. The portion of Dash Point State Park that has waterfront access is in King County. Existing amenities at Browns Point Lighthouse Park, owned and operated by the Metro Parks District, include picnic areas. Dash Point Dock is also owned and operated by Metro Parks, and includes picnic areas and restroom facilities. Both parks provide beach access. Seasonal activity, including gathering of shellfish and use of a seasonal camp, by the Puyallup Tribe could have occurred in the area, and as such there is some potential for the presence of cultural resources. Browns Point Lighthouse, Keepers Cottage, Boat house, Pump house, and Oil house were placed on the National Registry of Historic Places. The street rights-of-way for Wan-I-Da Ave NE in Browns Point and Water St. NE in Dash Point provide access to the shoreline area.

**Table C-12: Public Shoreline Access Points**

<table>
<thead>
<tr>
<th>Location</th>
<th>Ownership</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Point Lighthouse Park</td>
<td>Metro Parks</td>
</tr>
<tr>
<td>Dash Point Pier</td>
<td>Metro Parks</td>
</tr>
<tr>
<td>Dash Point State Park</td>
<td>Washington State Parks Department</td>
</tr>
<tr>
<td>Wan-I-Da Ave NE</td>
<td>Road Right-of-Way (P.C. Public Works)</td>
</tr>
<tr>
<td>Water St NE</td>
<td>Road Right-of-Way (P.C. Public Works)</td>
</tr>
</tbody>
</table>
The Browns-Dash Point Basin flows directly into Puget Sound, and covers 15 square miles (9,589 acres), which straddles the Pierce/King County boundary. Because of incorporations by the cities of Tacoma, Fife and Edgewood, there are only 758 acres (7.9 percent of the basin area) in unincorporated Pierce County. The Hylebos Browns-Dash Point Basin Plan conducted in 2005-2006 combined the watersheds and referred to them as the Browns-Dash Point Basin.

The Browns-Dash Point Basin is located upon a peninsula-like feature northeast of the City of Tacoma, which slopes gently to the west to Puget Sound, and more steeply toward the southwest to Commencement Bay. It is comprised of several smaller drainages, which mostly begin near the top of the bluffs and drain to ravines which discharge directly into Puget Sound. The Basin Plan identified 28 stormwater outfalls in the area discharging directly to Puget Sound. There are some headwaters in the northern part of the area that flow through Dash Point State Park in King County. In addition, a significant amount of flow enters from upstream tributary areas that are within the City of Tacoma.

As described in the Basin Plan, land use in the Browns-Dash Point Basin has long been residential and development did not occur in a comprehensive manner, but rather on a lot-by-lot basis. Most of the drainage infrastructure consists of open roadside ditches and pieced together pipe systems that were designed to meet the needs of these individual projects. As such, the lower portions of the stormwater system tend to be undersized and may be overwhelmed by the stormwater flows that have been created over the years. Development has encroached upon many of the stormwater facilities and easements in the Browns-Dash Point Basin to the point of creating obstacles for maintenance activities.

**STREAM HABITAT**

In 1981, the state established an instream flow protection plan for Water Resource Inventory Area 10 (WRIA 10) under administrative rule WAC 173-515. The plan area is wholly contained within WRIA 10. The Hylebos Browns-Dash Point Basin plan classified the streams within the basin area using existing data, which provides a logical basis for management measures such as stream buffers or restoration efforts. This information is useful in determining whether the stream is capable of providing fish habitat. The Basin Plan used the Washington State Department of Fish and Wildlife (WDFW) Salmonscape website to describe flow regime, channel types, and salmon presence. In the Dash Point State Park lower reach, Coho salmon presence was documented, and this reach is also the only perennial stream in the area. The other streams in the plan area are intermittent and have no record of salmon presence.

Habitat suitability for salmonid species was also investigated in the Basin Plan, using the Urban Stream Baseline Evaluation Method (USBEM) Habitat Suitability, to identify whether potential...
stream reaches provide highly suitable, secondary, or negligible fish habitat. Several reaches were characterized as providing secondary habitat suitability for Coho, Chinook, steelhead, sea run cutthroat, and bull trout. The remaining stream reaches had negligible suitability for habitat due to steep channel gradients and lack of adequate base flows.

**WATER QUALITY CHARACTERISTICS**

Outer Commencement Bay is on the Washington State Department of Ecology (WDOE) 303(d) List for fecal coliform, and establishment of a “Total Maximum Daily Load” (TMDL) has been recommended. A location off the south side of Browns Point was where samples were collected that resulted in the 303(d) listing (WDOE 2004). Also, in 1983, the U.S. Environmental Protection Agency (EPA) declared Commencement Bay nearshore tide flats a “Superfund” clean-up site. Little additional information is available regarding water quality in the plan area. Shellfish harvesting is not advised along shorelines from Commencement Bay to Everett (Washington State Department of Health 2006 Inventory of Recreational and Commercial Shellfish Areas).

**WETLANDS AND FLOODPLAINS**

The Pierce County Wetland Inventory (CWI) indicates there are two Category III wetlands in the plan area. Only the one located in Dash Point is partially verified. Wetlands are classified into categories which are reflective of each wetland’s function and value and unique characteristics. Pierce County Title 18E Critical Area Regulations defines Category III wetlands as those regulated wetlands that have a moderate level of function and have important resource value, principally due to vegetative diversity. Both wetlands are upland from the shoreline area and outside shoreline jurisdiction.

To view floodplains and wetlands in the Browns Point/Dash Point area, refer to Map C-5: Wetlands and Floodplains. The floodplain boundaries are based on Pierce County floodplain mapping conducted in 2006 and currently under review. The 100-year flood hazard area, an area estimated to have a one percent chance of flooding in any given year, is limited in the plan area. Coastal flooding in the area falls into this category at the two low bank areas of the points, both Browns Point and Dash Point.

**EARTH RESOURCES**

The Browns Point/Dash Point area encompasses a mix of geologic terrains. The geologic terrains discussed are physical features of the land, such as topography and soil layering. These terrains, the result of glacial activity, influence the patterns of surface water runoff, groundwater flow and slope stability.

The numerous advance and retreat cycles of glacial ice have shaped the Puget Sound Basin by depositing and consolidating material. Along the shorelines, glacial ice carved drainages in the uplands; later, wave action resulted in steep slopes in these drainages. The glacial activity has
resulted in a mixture of layers of highly permeable outwash deposits and relatively impervious layers of till or other sediment.

Soils affect infiltration rates, the potential for erosion, and slope stability. The Basin Plan describes soils in the Browns-Dash Point Basin as predominantly of the Alderwood-Everett Association, as identified by the Soil Conservation Service. Soils of this association consist primarily of soils formed in glacial till and glacial outwash on uplands. Map C-7: Hydrologic Soil Groups, as identified by the Natural Resource Conservation Service, is useful to characterize runoff potential. Browns Point has Group C and D soils marked by low infiltration rates. Dash Point has Group A and B soils that generally have higher infiltration rates. Among the soils of the Alderwood-Everett Association, which occupy portions of the area, are the Alderwood, Kapowsin, Indianola, Everett, and Kitsap series.

Some of the moderately erodible soils have a water table that perches seasonally on the slowly permeable, silty clay loam subsoil. Outwash/till layering commonly results in springs or groundwater seeps. Springs or seeps occur when rainfall infiltrates in the more pervious outwash soils, collects on top of the relatively impermeable till layer, migrates down gradient, and then surfaces at an exposed interface (e.g., road cut or basement excavation). This is a common condition in the Browns Point/Dash Point area, and can result in basement flooding or other drainage problems. Hence, while the outwash soils may rapidly infiltrate stormwater, the prevalence of groundwater flooding can limit the applicability of infiltration-based projects.

TOPOGRAPHY

Much of the land surface of Browns Point and Dash Point lies between sea level and three hundred feet above sea level, eventually rising to a height of 500 feet in Northeast Tacoma. The Browns Point area is characterized by a bench in the landscape at 80 to 100 feet in elevation. The Dash Point area is characterized by 20% or steeper slopes to the north. Both areas contain potential landslide and erosion areas, defined as areas with slopes of 20% or more and are shown on Map C-4: Potential Hazard Areas and Topography.

TACOMA SMELTER PLUME

For almost 100 years, the Asarco Company operated a copper smelter in Tacoma. Air pollution from the smelter settled on the surface soil over a vast region - more than 1,000 square miles of the Puget Sound basin. Arsenic, lead, and other heavy metals are still in the soil as a result of this pollution. Arsenic concentrations in local soils were studied in the Pierce County Footprint Study as part of the Tacoma Smelter Plume Project. The Tacoma smelter plume interactive map of the plan area shows the range of possible arsenic levels in the soil at 40 to 100 ppm (parts per million). The map states a relatively small number of samples were taken relative to the large area mapped. Property specific sampling is necessary to determine arsenic levels on particular properties. The project intends to provide education and outreach to affected communities regarding how people can reduce their risk from exposure to polluted soil.
WILDLIFE

The Browns Point/Dash Point plan area is a mixed suburban forest landscape that supports the wildlife species that can adapt to this environment. The area also has Dash Point State Park which provides a forested habitat area. Species that tend to do well in a variety of environments also can be found here. Residential development has substantially reduced wildlife habitat through the years.

The forested and shrub areas can support large and small mammals, birds, reptiles, and amphibians. The most common smaller mammals found in these areas include mice, opossums, raccoons, and squirrels, and a small number of larger animals including coyotes. Common bird species found in forested and shrub areas are chickadees, crows, finches, goldfinches, hawks, Jays, owls, robins, thrushes, warblers, and woodpeckers. In shoreline areas, a wide variety of bird species such as bald eagles, ducks, Canadian geese, golden-eyes, herons, kingfishers, mergansers, ospreys, and teals can be found. Amphibians and reptiles commonly found in the plan area’s forest and riparian environments are frogs, salamanders, and toads.

Congress passed the Endangered Species Act [ESA] in 1973 to protect species of plants and animals that are of “aesthetic, ecological, educational, historical, recreational, and scientific value.” The ESA is also intended to protect the listed species’ “critical habitat,” which is the geographic area occupied by or essential to the protected species. Species of concern found within the plan area may include the bald eagle, Puget Sound Chinook salmon, and great blue heron. Map C-6: Fish and Wildlife and Open Space Corridors depicts the location of habitat areas and open space in the plan area.

OPEN SPACE

The term open space can mean a variety of things to different people, with perceptions such as wild, undisturbed areas (i.e., natural open space) that serve as habitat for fish and wildlife or rural, scenic areas, or artificially landscaped areas which offer a sense of visual relief from the built environment, to conduct passive recreation activities (i.e., greenbelts, golf courses, and parks). When considered together, all of these areas provide people a place to connect with nature.

The Pierce County Countywide Planning Policies require all jurisdictions (Pierce County, cities, and towns) to plan for the provision of open space; consider open space parks, environmentally sensitive lands and greenbelts, natural buffers, scenic and natural amenities, unique geological features; designate appropriate open space; and encourage new housing to locate in a compatible fashion with open space designations or outside designated open space.

The Pierce County Council adopted open space priorities in 1998. These priorities were established for any County program that provides for the preservation of open space. Open space resources were categorized as high, medium, or low priority for preservation or acquisition. In 1999, the Pierce County Council adopted a Comprehensive Plan text...
amendment which established a revised open space/greenbelt map based upon the high priority open space categories (critical salmon habitat, fish and wildlife habitat, wetlands, tidal marshes, estuaries, rivers and streams, marine waters, and wooded areas). These areas will receive the highest priority for any Pierce County programs that acquire or otherwise preserve lands for open space. In 2004, the Comprehensive Plan Open Space Corridor map was modified to reflect revised Biodiversity Network (i.e., fish and wildlife habitat areas) data.

**DESCRIPTION OF DESIRED CONDITIONS**

The natural environment in the Browns Point/Dash Point Community Plan area provides local residents with the opportunity to live, work, and play in a healthy and scenic environment. The native vegetation and marine shorelines contribute to the livability of the area. Preserving the remaining native fish and wildlife species and vegetation that provides the habitat for these species is important to the residents of the area, within the limitations of the existing neighborhood character. While maintaining the functions and values of the natural environment is a priority, a significant portion of the goals discussed are greatly influenced by Countywide regulations. The following text describes the desired condition as reflected in the following goals and policies.

**SHORELINES**

The natural shoreline processes should be protected for present and future generations. Activities that increase the function and value of marine shorelines are encouraged while activities that would degrade the marine environment are discouraged or prohibited. As a community, Browns Point/Dash Point embraces the three pillars of the Shoreline Management Act: environmental protection, shoreline use, and public access. Development standards along shorelines should include incentives to preserve native vegetation and wildlife habitat and protect water quality. Countywide updates to the Shoreline Master Program should reflect the balance of natural systems and existing patterns of development to enhance the shoreline area. Existing public access points should be maintained. Restoration of degraded shoreline areas should be encouraged. In a community where development predated the SMA and thus a significant number of nonconforming structures exist in the shoreline area, flexibility in achieving natural environment and property use goals is desired.

**SURFACE WATER**

Surface water runoff should not negatively impact properties located downstream from development. Uncontrolled surface water can damage property, negatively impact the natural environment, and disturb salmon spawning areas and shellfish beds. To minimize impacts associated with uncontrolled surface water runoff, including soil erosion, flooding, and stream
scouring, it is imperative that new development be properly designed. Pollutants and sediment are often carried to surface water bodies by stormwater runoff. The Hylebos Browns-Dash Point Basin Plan has identified projects that would benefit the community surface water systems, addressing historic flooding problems from piece-meal development in some parts of the plan area. Efforts to educate the public regarding the function, value, and importance of protecting surface waters should be pursued.

OPEN SPACE AND WILDLIFE RESOURCES

The existing native fish and wildlife species and the natural habitats that support these species should be protected. New open space dedications should be linked with adjacent open space or critical areas to facilitate wildlife movement. Dash Point State Park maintenance should promote protection of wildlife habitat. Programs that reduce pollution of shoreline areas should be implemented. Permanently preserving open space in the area is also a priority. Public and private acquisition, preservation, and restoration efforts within the designated open space areas should be pursued through cooperative agreements, development incentives, and public education and outreach efforts. Open space areas that provide quality fish and wildlife habitat or that contain designated critical areas should be preserved. Sites that provide important links between open space areas, offer significant views, or are registered as a historic place, are priorities for open space acquisition. The Countywide Open Space map should reflect the existing and desired system of open space within the community.

ENVIRONMENT POLICIES

GOALS

The various natural systems and critical areas in the Browns Point/Dash Point Community Plan area provide residents the opportunity to live, work, and play in a healthy environment. The function and value of these features which contribute to the scenic beauty and livability of the area should be maintained, protected, and enhanced for the enjoyment and use of present and future generations.

Marine and freshwater shorelines have historically contributed to the economic, recreational, and cultural identity of the Browns Point/Dash Point Community Plan area. Because of the high quality of life that is offered by living and working near the water, these shoreline areas have received some of the greatest development pressures within the community plan area. It is important that the natural features and critical functions of the marine shoreline areas be preserved and protected for present and future generations. The natural character and ecology of the shoreline environment should be preserved. Land use policy should promote long-term values and goals above short-term interests, with acknowledgment of the existing urban residential character of much of the plan area.
**SHORELINES**

**GOAL BDP ENV-1**  Construction along and within nearshore areas shall be limited to water-related uses and limited residential accessory uses.

**BDP ENV-1.1**  Promote education, awareness, and outreach programs that emphasize best management practices (BMPs) and environmental stewardship for waterfront property owners.

**BDP ENV-1.2**  Encourage the use of low-flow plumbing fixtures and appliances to reduce the possible exacerbation of slope failures by saturating on-site system drainfields.

**BDP ENV-1.3**  Encourage shoreline restoration activities that increase the function and value of the nearshore environment.

**WATER QUALITY/SEPTIC SYSTEMS**

**GOAL BDP ENV-2**  Septic systems provide wastewater disposal for land uses in the Dash Point area and portions of the Browns Point area. Current technology allows properly installed modern septic systems to clean wastewater. Special care shall be taken when designing and installing septic systems near the marine shorelines or other sensitive environmental features. Existing systems must be properly maintained and failing systems must be repaired or replaced.

**BDP ENV-2.1**  Identify areas where restoration activities could potentially have a positive effect on water quality and encourage restoration projects within these areas.

**BDP ENV-2.2**  Work with existing community and volunteer groups to provide restoration actions on identified sites.

**BDP ENV-2.3**  Support and enhance hazardous spill response coordination within the plan area.

**BDP ENV-2.4**  Work with the Pierce County Department of Emergency Management to identify appropriate methods for handling spill response in high-risk areas (e.g., Port of Tacoma).

**GOAL BDP ENV-3**  Existing septic systems near marine shorelines need to be monitored closely.

**BDP ENV-3.1**  Encourage property owners to participate in the TPCHD monitoring programs.

**BDP ENV-3.2**  Educate property owners and encourage the use of plumbing fixtures and appliances that reduce slope failures near marine bluffs due to oversaturation of on-site system drainfields.

**SLOPE STABILITY**

**GOAL BDP ENV-4**  Slope stability, within identified critical areas of the plan area, is important to the protection of private property while allowing for the natural erosion process that provides components of the area’s beaches.
IMPLEMENTING ACTIONS

The following actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Metro Parks District (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend Title 18J, Design Standards and Guidelines to:
   • Encourage innovative design solutions, including low impact development techniques, to reduce impervious surfaces and promote aquifer recharge.
   • Require any open space dedication for new development be located adjacent to other open space tracts, wooded areas or critical areas, i.e., Dash Point State Park (PALS)
2. Provide property owners with information regarding seawater intrusion and techniques for prevention. (PALS, TPCHD)
3. Encourage low impact development techniques along marine shorelines. (PALS, PWU)
4. Update the Countywide Open Space/Greenbelt Map to reflect local conditions. (PALS)

MID-TERM ACTIONS (1-5 YEARS)

1. Consider amending Current Use Assessment program to provide a tax incentive on properties that make improvements that reduce downstream pollution or conserve land or water resources. (PALS, Parks, Assessor)
2. Complete an update to the Pierce County Shoreline Master Program. Actions to be considered in the SMP update should include:
   • Updates to the shoreline environment designations.
   • Identification of potential locations for additional public access including unopened County road ends.
   • Incentives for beach nourishment or other soft armoring techniques.
   • Standards that would require construction of non-water dependent structures at a sufficient distance from the ordinary high water mark.
   • Protection of sand spits by discouraging new bulkheads below feeder bluffs.
   • Discouraging new dock and pier construction except for public use facilities.
   • Incentives that encourage the retention of native vegetation along marine shorelines. (PALS)
3. Provide a list of bulkhead design options that encourage alternatives to traditional concrete, rock, or timber bulkheads. (PALS, PWU, TPCHD)
4. Identify point and non-point sources of pollution that affect shoreline areas. (PWU-Water Programs, TPCHD)
5. Provide financial support for projects identified in the Hylebos Browns-Dash Point Basin Plan. (PWU-Water Programs)
6. Promote the use of the Pierce County Conservation Futures Program and the Current Use Assessment-Public Benefit Rating through workshops, newspaper advertisements and direct mailing to eligible property owners. (PALS, Parks, Assessor).
7. Identify tax incentives or density credits for public and private developers who choose to provide public access to parks, trails, shorelines, and other passive recreational areas. (PALS, Parks, Assessor)
8. Conduct an inventory of public access points to marine shorelines and watercourses within the plan area to determine best locations for aquatic recreation areas. (PALS, PWU, Parks)
9. Support development of public restrooms at Dash Point Dock. Pursue public/private partnerships, grant funding, land donations and other opportunities that would facilitate this project. (PALS, Parks)
Map C-7: Hydrologic Soil Groups

Note: Hydrologic Soil Groups are defined by the Natural Resource Conservation Service. Each soil type unless a complex type falls into one of four groups that represent varying degrees of runoff potential. Complex soils contain multiple soil types.

Group A: Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well-drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B: Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C: Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D: Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of soils that have a high sheet-spot potential, soils that have a high water table, soils that have a canopy or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.


Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations measured by said survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS." The County makes no warranty of fitness for a particular purpose.

Department of Planning and Land Services
Plot Date: March 7, 2008

Browns Point / Dash Point Community Plan
Chapter 5: Facilities and Services Element

Introduction

The Facilities and Services Element of the Browns Point/Dash Point (BPDP) Community Plan provides policy direction to decision makers in Pierce County regarding the development regulations and financial investments associated with parks and trails, sewer utilities, public schools, and transportation projects.

Urban services include, but are not limited to transportation infrastructure (such as roads, sidewalks, street trees, street lighting), parks, sanitary sewage disposal, and stormwater and surface water management systems. Facilities are generally considered the physical structures in which a service is provided. One of the principal goals of the Growth Management Act (GMA) is for cities to provide compact urban growth areas (UGAs) that accommodate the majority of growth and development in a community so that the necessary urban facilities and services are provided and delivered efficiently and cost effectively. Urban level facilities and services are only permitted within UGAs. Certain public facilities and services must be provided at a specific level of service (LOS), concurrently with development. This requirement is intended to ensure that development will not occur without the necessary infrastructure. Developers and property owners are typically required to construct the necessary infrastructure or provide a fee to compensate for their fair share of facilities and services (as associated with a proposed building or development permit) that are necessary to maintain an established LOS (as defined by Pierce County). This LOS standard for public facilities is identified in the Capital Facilities Element of the Comprehensive Plan. Since the Browns Point/Dash Point community is almost entirely built out and essentially isolated from other unincorporated areas of the County, a unique set of level of service circumstances exist. These circumstances and the areas reliance of non-County service providers is described further in the element.

Description of Current Conditions

The following sections provide an analysis of the existing infrastructure and services in the community plan area. This information provides the basis for analyzing the levels of service (LOS) for infrastructure in the community and for developing policies which articulate the community’s desires. The LOS described in these sections may show that some facilities or services exceed Pierce County’s adopted levels of service for public facilities or that there is a deficiency in certain circumstances.
The Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of park and recreation facilities in the County. These policies cover a range of issues including the responsibility for providing parks, technical assistance, and location criteria for new regional parks. Section 19A.20.090 of the Comprehensive Plan states that primary reliance is upon cities and towns and special purpose districts to provide local park facilities and service appropriate to serve local needs. The location criteria for park and recreation areas state that new parks must be located on public roads. If a park is located in an urban area then urban services need to be available. Open space recreation parks should be located on land offering significant environmental features.

The Browns Point/Dash Point community does not have any Pierce County park land or facilities within the plan area. However, Metro Parks does operate and maintain three facilities within the plan area that provide recreational opportunities. Additionally, public recreation opportunities are associated with the public schools. Dash Point State Park is a regional park facility that provides recreational opportunities for the public who live far beyond the surrounding community.

The following contains a brief description of the existing park facilities:

**Browns Point Lighthouse Park** - A community park located on the tip of historic Browns Point, the park features waterfront access and an attractive picnic site. The waterfront is utilized by beachcombers year round and sun bathers, boaters, and picnickers during the summer. Once an active United States Coast Guard station with a full-time crew, the station closed in 1964 and it was converted to a public park.

**Browns Point Play Field** - As a neighborhood park, this playfield provides neighboring residents with fields and for baseball and soccer, tennis courts and a playground for children.

**Dash Point Park and Pier** - This community park offers views of Puget Sound to the north and northeast toward Seattle. It contains picnic facilities and 300 feet of beach. An “L- shaped” pier extends 300 feet out into the sound with 100 feet of pier at the end that provides lots of room for fishing and crabbing.

**Dash Point State Park** - Dash Point State Park is a 398-acre camping park with 3,301 feet of saltwater shoreline on Puget Sound. The beach provides unobstructed views of the Sound and excellent opportunities for sea-life study. Boating is available to smaller boats (e.g., canoes and kayaks) that do not require a watercraft launch. Additionally, the park contains 11 miles of hiking and bike trails.

The information found in the Recreational Park Land Inventory table is provided by Metro Parks and describes the park classifications and level of services that serve the community.
Table C-13: Recreational Park Land Inventory

<table>
<thead>
<tr>
<th>Park Name*</th>
<th>Size in Acres</th>
<th>Classification</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Point Lighthouse Park</td>
<td>4.03</td>
<td>Community Park</td>
<td>1.5 Miles</td>
</tr>
<tr>
<td>Browns Point Playfield</td>
<td>4.23</td>
<td>Neighborhood Park</td>
<td>.75 Miles</td>
</tr>
<tr>
<td>Dash Point Park and Pier</td>
<td>2.7</td>
<td>Community Park</td>
<td>1.5 Miles</td>
</tr>
</tbody>
</table>

* All parks listed in this table are within unincorporated Pierce County and Metro Parks planning boundary.

TRANSPORTATION

THE ROADWAY NETWORK

The Browns Point/Dash Point Community Plan area is served by a network of roadways comprised of a total of 10.2 miles. The table below lists the jurisdiction, mileage, and classification of the various roads. With the exception of SR 509, all of the roadways are of County jurisdiction (private roads are not noted here). SR 509, also alternatively known as Eastside Highway within the community plan, is classified as an Urban Minor Arterial with a speed limit of 35 miles per hour.

The balance of the public jurisdiction roadways in the community plan area are County roads carrying significantly lower volumes of traffic than SR 509.

Table C-14: Characteristics of Public Roads

<table>
<thead>
<tr>
<th>Road Classification</th>
<th>Miles</th>
<th>Speed Limit (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Highway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Arterial (urban)</td>
<td>2.1</td>
<td>35</td>
</tr>
<tr>
<td>County Roads</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collector (urban)</td>
<td>3.1</td>
<td>25</td>
</tr>
<tr>
<td>Local Access (urban)</td>
<td>5.0</td>
<td>25</td>
</tr>
<tr>
<td>Total</td>
<td>10.2</td>
<td></td>
</tr>
</tbody>
</table>

TRAFFIC VOLUMES

As shown on Table C-15 below, SR 509 or Eastside Drive carries the highest volumes of Annual Average Daily Traffic (AADT) of 4,500 vehicles. The AADT represents a roadways two-way traffic volume for a 24-hour period. Le-Lou-Wa Pl NE carries the highest volume of County roadways depicted here with 2,350 vehicles per day. It should be noted that all of the volumes shown in the table below are within the capacity threshold of the respective roadways.

Table C-15: Traffic Volumes on Selected Roadways

<table>
<thead>
<tr>
<th>Roadway and Location</th>
<th>Annual Average Daily Traffic Volume (AADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 509 (Eastside Drive)- south of Slayden Rd NE</td>
<td>4,500</td>
</tr>
<tr>
<td>Le-Lou-Wa Pl NE, west of SR 509</td>
<td>2,350</td>
</tr>
<tr>
<td>21st Ave NE, south of Dash Point Blvd NE</td>
<td>1,500</td>
</tr>
</tbody>
</table>
### Roadway and Location

<table>
<thead>
<tr>
<th>Roadway and Location</th>
<th>Annual Average Daily Traffic Volume (AADT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>21st Ave NE, north of Dash Point Blvd NE</td>
<td>1,625</td>
</tr>
<tr>
<td>Markham Ave NE, north of SR 509</td>
<td>525</td>
</tr>
<tr>
<td>Browns Point Blvd NE, south of Madrona Dr NE</td>
<td>300</td>
</tr>
</tbody>
</table>

### Roadway Operating Conditions

All of the roadways within the plan area are comprised of two lanes. There are no signalized intersections at time. Because much of the roadway network serves primarily “internal” trips, trips with an origin or destination within the community, there is limited through traffic. It is anticipated that based on growth trends within and outside of the community that there will be adequate roadway capacity.

### Nonmotorized Facilities and Usage

Bicyclists and pedestrians may be seen walking along a number of the roadways in the community plan area. The County roadways typically do not have a paved or unpaved shoulder developed for the nonmotorized user. Many of the local roadways have ditches or swales for the purpose of conveying water.

### Public Transit

Pierce Transit’s existing routes do not provide scheduled service within the BPDP Community Plan area. Pierce Transit does provide Bus Plus service. This service is designed to serve neighborhoods that do not have the population densities needed to support fixed route service. This service utilizes smaller buses that are designed to hold a maximum of 15 passengers and can operate on neighborhood streets that are unsuitable for full-sized buses. Passengers may also request special “by request stop locations” in advance. The frequency of this bus is generally one bus per one half hour to one hour. The nearest bus routes are:

- #61 – Northeast Tacoma route carries passengers from downtown Tacoma to Northshore Pkwy & Nassau and 55th & Frances.
- #61 – Bus Plus Service (by request) serving lower Browns Point- Eastside Drive – Dash Park-Pier and Dash Point Blvd.

Pierce Transit route # 61 does connect with King Co. Metro Park-and-Ride lot at Twin Lakes that can accommodate up to 600 vehicles.

### Public Schools

The plan area is served by Tacoma Public School District. No schools are actually located within unincorporated Pierce County. The area is served by three elementary schools, one middle school and one high school. The District has prescribed Recommended Program Capacity (RPC) for the various schools serving this portion of the County. The RPC is essentially students per
facility ratio. The following table displays current capacity for schools serving the BPDP Community Plan area as of October 2007:

<table>
<thead>
<tr>
<th></th>
<th>Elementary</th>
<th>Middle School</th>
<th>High School</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Browns Point</td>
<td>Meeker</td>
<td>Stadium</td>
</tr>
<tr>
<td><strong>Recommended Program Capacity</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Students/Facility</td>
<td>550</td>
<td>750 Students/Facility</td>
<td>1,800 Students/Facility</td>
</tr>
<tr>
<td><strong>Current Program Capacity</strong></td>
<td>387 Students/Facility</td>
<td>805 Students/Facility</td>
<td>1,878 Students/Facility</td>
</tr>
</tbody>
</table>

**SANITARY SEWER**

Pierce County Sewer Utility provides sanitary sewer service in the plan area. Only the Browns Point neighborhood is served by sanitary sewers with limited exception in Dash Point. The community is serviced by approximately 5.9 miles of sewer line comprised of 1.5 miles of “force main” line, 4.4 miles of “gravity main” line, and four pump stations all directing flow to the Tacoma Central Wastewater Treatment Plant (WWTP). The Tacoma Central WWTP where Pierce County owns approximately 3MGD (millions of gallons per day) of capacity. As of January 2008, Pierce County provides sewer services in the Browns Point/Dash Point service area to 423 single-family residences, 109 multifamily residences, and 10 commercial accounts in the unincorporated/urban zone area.

Pierce County Sewer 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. Existing developments may continue use of on-site sewer systems unless there is failure of the system and public sanitary sewers are within 300 feet or the existing structure is expanded.

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

In the late 1990s Pierce County adopted regulations that require new subdivisions which do not connect to the sewer system to construct dry-line sewer infrastructure in addition to an interim septic system - the premise being that when sewer lines are extended past the project in the future, the interim septic systems will be disconnected and the dry-line infrastructure will be connected to the sewer system. The costs of constructing an interim septic system and dry-line infrastructure, maintenance, and the engineering challenges have encouraged developers to connect projects to the sewer system, with limited exceptions.
The Browns-Dash Point basin is located in the north part of the County and is within the Puyallup Basin, however, it releases water directly into Puget Sound rather than discharging to the Puyallup River. Only one square mile of the entire Browns-Dash Point Basin is within unincorporated Pierce County. The area has been extensively studied in the Hylebos Browns-Dash Point Basin Plan. This document was prepared by Pierce County Public Works & Utilities-Water Programs Division and adopted by County Council in December of 2006. The plan serves as a comprehensive guide to storm drainage and surface water management in the Hylebos Creek and Browns-Dash Point drainage areas. The Basin Plan addresses surface water management, flooding, erosion, water quality, and habitat problems, by identifying problems and proposing solutions.

**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 and rate at which the water drains off the land. If not properly addressed, this post development increase in stormwater volume and rate can result in flooding, water quality and habitat degradation, and soil erosion. The Browns-Dash Point Basin consists of several small catchments individually discharging to the Puget Sound. Very typically the lower ends of these conveyance systems were historically small ravines which have since been encroached or enclosed to accommodate adjacent land use conversions. The Hylebos Browns-Dash Point Basin Plan identifies existing stormwater problems caused by the absence of drainage facilities, undersized facilities, inadequate maintenance of existing facilities, and erosion of natural drainage channels by increased peak flows and durations. These problems are not uncommon in areas built prior to the establishment of site development stormwater regulations and are typically built out incrementally without the benefit of master drainage planning.

The Basin Plan goes on to state that many of the older site drainage improvements were sized with limited hydrologic and hydraulic analysis and did not anticipate upstream developments or flows from other jurisdictions. The area, as built out, would not meet current design standards. Limited access decreases the ability of Water Programs to provide maintenance, thus causing flooding in certain areas.

Pierce County Water Programs has determined which existing problems should receive further discussion or analysis within the Basin Plan. This screening involved determining if the problem was within County right of way, if Water Programs was responsible for addressing the problem, and if the problem warranted a Capital Improvement Project (CIP). Examples of problems that would not be selected for additional evaluation would be where the problem is due to the natural drainage characteristics of the site, groundwater flooding, flooding on private properties not resulting from County facilities or actions, or issues that simply require routine maintenance of existing facilities. The following table presents the results of Water Programs final screening process:
Table C-17: Screened List of Problems in the Browns Point Basin

<table>
<thead>
<tr>
<th>Nearest Street</th>
<th>Concern at Site*</th>
<th>Selected for Further Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Water Street NE</td>
<td>Possible Erosion</td>
<td>No – The planning team did not see signs of erosion on the beach, and the extent of property that is threatened by this reported problem was not evident. There did not appear to be any recent construction or signs of repair work, and the outfall appeared to be well armored and not subject to erosion. Water Programs will monitor to determine if problem still exists.</td>
</tr>
<tr>
<td>Spring Street NE</td>
<td>Downcutting/channel incision</td>
<td>Yes</td>
</tr>
<tr>
<td>Dry Gulch and Varco Road.</td>
<td>Insufficient channel and pipe capacity</td>
<td>Yes</td>
</tr>
<tr>
<td>Caledonia Road</td>
<td>Seasonal basement flooding</td>
<td>No – Site specific problem caused by groundwater seepage and inadequate site drains.</td>
</tr>
<tr>
<td>Hyada Drainage</td>
<td>Possible erosion and channel incision</td>
<td>No – Recent work has been completed at this site. Water Programs will monitor to determine if problem still exists.</td>
</tr>
<tr>
<td>Tok-A-Lou Avenue NE</td>
<td>Insufficient inlet and pipe capacity</td>
<td>Yes</td>
</tr>
<tr>
<td>Wa-Tau-Ga Avenue NE</td>
<td>Insufficient inlet and pipe capacity; flooding out of catch basin at grade break</td>
<td>Yes</td>
</tr>
<tr>
<td>Layman Terrace</td>
<td>Insufficient inlet and ditch capacity</td>
<td>Yes</td>
</tr>
<tr>
<td>Tok-A-Lou Avenue NE near Ton-A-Wan-Da Avenue</td>
<td>Broken pipe and erosion</td>
<td>Yes</td>
</tr>
</tbody>
</table>

* As Identified in the Hylebos Browns-Dash Point Basin Plan

Please refer to Chapter 5 of the Hylebos Brown-Dash Point Basin Plan for more detailed descriptions of the areas identified in this table.

DOMESTIC WATER

Residents and businesses within the plan area receive their potable water (or drinking water) from the City of Tacoma (Tacoma Water). On a typical day, Tacoma Water supplies more than 300,000 people with approximately 50 million gallons of water, increasing to over 90 million gallons on a hot summer day. The Green River, located in King County, provides 90 percent of this needed supply. Under its first diversion water right, Tacoma Water is authorized to use up to 72 million gallons of Green River water per day. Tacoma Water can substitute this Green
River supply with groundwater from seven wells located along the North Fork Green River when the river water is too turbid (or cloudy), usually in the fall and winter. Tacoma Water also has 23 wells in and around the City of Tacoma capable of providing additional supply of up to 62 million gallons per day. In some cases, Tacoma Water wells have not yet been fully developed to utilize the individual water rights associated with the various sources of supply.

The Green River is also the source of water for a new regional partnership formed by the City of Kent, the Covington Water District, the Lakehaven Utility District, and Tacoma Water. The Second Supply Project—so-called because it is the second supply coming from the Green River—provides up to 65 million gallons per day to the four project partners.

As a Group A water system, Tacoma Water is required to develop a water system plan every six years and have that plan approved by the Washington State Department of Health (DOH). Tacoma Water’s latest water system plan (2006 Comprehensive Water Plan Update, July 2007) received DOH approval in December 2007. A water system plan provides the justification to DOH of a water system’s ability to provide timely and reasonable water service to existing and future customers.

As part of the development of the 2006 Comprehensive Water Plan, Tacoma Water completed a water storage analysis for each of Tacoma Water’s six primary service zones. This water storage analysis is a comparison of Tacoma Water’s available storage to that required for operations, equalizing, standby, fire and dead storage uses, both currently and into the future. The plan area is included in Tacoma Water’s Indian Hill service zone. The conducted water storage analysis concluded that the Indian Hill service zone has adequate storage until at least the year 2020.

Tacoma Water also completed a transmission and distribution system analysis to identify areas, if any, experiencing low flows based on existing maximum day and peak hour demands as part of the development of the 2006 Comprehensive Water Plan. The analysis resulted in the identification of five low flow areas, all of which are outside the Plan Area. Generally, water pressures throughout Tacoma Water’s 1,200 miles of distribution system range from an average of 55 psi in residential areas and average up to 100 psi in industrial zones.

Tacoma Water’s residential per capita (or per person) water use has consistently dropped since 1990. For example, in 1990 the residential per capita water use was 92 gallons per day, decreased to 90 gallons per day in 1995 and to 76 gallons per day in 2005. Currently, Tacoma Water’s stated conservation goal is to reduce per capita water use by 10 percent between 2000 and 2010.

**DESCRIPTION OF DESIRED CONDITIONS**

The urban growth area is intended to accommodate the majority of new growth and development in the community plan area. It is important therefore, that the majority of public expenditures for urban facilities and service should also be directed to UGA. Urban levels of service should be required as a component of all new development in the UGA. Pierce County should ensure that new development supports the costs associated with public facility and service expansions that are made necessary by each development project. The UGA should not
exceed a size that can be serviced by the urban facilities and services that exist or can be provided within a 20-year planning horizon. Prior to expanding the UGA, it must be demonstrated that adequate public facilities and services can be provided for each public facility and service.

Although recent growth within the plan boundary has been minimal, adjacent areas to the east, within the City of Tacoma, have experienced new residential development. This high rate of growth in the city has impacted this community in that many of the public services are shared in common with city residence. Residents have experienced deficiencies in public facilities, services, and infrastructure. Ensuring that adequate schools, parks, roads, sewer and water systems are present in the community is a major goal of this plan. The Browns Point/Dash Point Community Planning Board has anticipated the expected growth and accounted for the current deficiencies when forming plan policy recommendations.

PUBLIC PARKS

The objectives, policies, and standards focus on the stewardship and maintenance of existing public parks. Strategies identify possible funding mechanisms and public agency partnerships. Additional policies address deficiencies in park facilities and identify methods of funding and operating neighborhood and community scale parks.

TRANSPORTATION

ROADWAYS BEYOND ROADWAY CAPACITY

The transportation concerns of the community extend beyond the bounds of simple roadway capacity. Given the amount of anticipated development within the community and the somewhat heavy local usage of the roadways, there is unlikely to be growth of traffic that would necessitate significant roadway capacity improvements. The focus of the transportation planning policies for this area is not on the capital improvement side but rather the operations and maintenance of the system.

ROADWAY MAINTENANCE

Maintaining the quality of the roadway surface is important to any community. There is strong support from the community for the regular (approximately every two years) inspection of the roadway network. Based on these inspections, the County determines whether chip sealing, a method of preserving the roadway pavement surface, should be performed. It is noted that chip sealing may create the inconvenience of loose gravel and tar after application, but it is noted that aside from the significant cost savings of applying this treatment versus asphalt overlay, chip sealing raises the surface of the road significantly less than the conventional
overlay. This is a significant benefit for the Browns Point/Dash Point community. The raising of the roadway surface through the application of additional asphalt has created impacts upon a number of adjacent property owners that do not have the drainage features to convey significantly more water on their property. While chip sealing may raise certain concerns, it has been advocated as a more sustainable, longer term road maintenance strategy for this plan area.

**NONMOTORIZED**

There are a number of Transportation Project Recommendations for providing unpaved shoulders along certain roadways. The community plan recommends that Olympic Dr NE, Dash Point Blvd NE, and 21st Ave NE have shoulder improvements for nonmotorized use. The plan also recommends that the practice of “covering” the existing swales be applied where viable in order to create these shoulders when the right-of-way is limited.

**SPEEDING**

Concerns have been raised about autos traveling above the posted speeds along Tok-A-Lou Ave NE, Hyada Blvd NE, and La-Hal-Da NE. The community plan would suggest that these roadways be considered for traffic calming measures in the near future and monitored on a longer term basis.

**PARKING**

Both Dash Point Park and the Browns Point Lighthouse Park draw strong usage from the local and more distant population. Both parks experience periodic “overflow” of their parking lots affecting the local street network. This condition should be monitored and addressed.

**PUBLIC SCHOOLS**

This plan recognizes that the Tacoma Public School District is the responsible entity to address school district issues. Policies encourage increased coordination between the County and the district to develop strategies that 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**

There are no plans to expand sewer service within the plan area.

**STORMWATER MANAGEMENT**

This plan focuses primarily on the management of surface water in efforts to reduce the amount of runoff caused from new development. Policies support the Hylebos Browns-Dash
Point Basin Plan’s recommendations which include discouraging development in areas prone to flooding. The community desires public and private stormwater facilities that are incorporated into the natural landscape and are properly maintained.

**DOMESTIC WATER**

Pierce County and Tacoma City Water should coordinate their activities to ensure that an adequate and reliable domestic water supply is available to support projected population growth. The availability of an adequate potable water supply should be verified prior to the approval of new land divisions. If water purveyors are incurring problems of supplying water for new land divisions, then they should explore connections with other water systems that have adequate water supplies.

**CAPITAL FACILITIES POLICIES**

**GOALS**

- The existing conditions of public facilities, services, and infrastructure within the community will be evaluated. Where deficiencies exist such that the adopted level of service standards are not being achieved, measures will be taken to correct the deficiency or to prevent the deficiency from becoming more severe;
- The need for public facilities, services, and infrastructure will be anticipated and planned for in advance, where possible. Growth and development within the community will be managed to the extent feasible to ensure that these facilities, services, and infrastructure can be provided as efficiently as possible;
- The cost of providing additional public facilities, services, and infrastructure needed to serve development will be paid by the development; and
- Annual monitoring of the condition of public facilities, services, and infrastructure in the community will be performed and corrective action will be taken as necessary.

**LAW ENFORCEMENT**

**GOAL BDP CF-1** Encourage outreach programs between the plan area and the Pierce County Sheriff’s Department.

- **BDP CF-1.1** Support neighborhood watch groups.
- **BDP CF-1.2** Support the neighborhood patrol deputy program.
PARKS AND RECREATION POLICIES

GENERAL

GOAL BDP PR-1 Develop and improve recreational facilities identified and desired by the Browns Point/Dash Point community.

BDP PR-1.1 Actively pursue opportunities to address the following types of park and recreational facilities:

BDP PR-1.1.1 Dash Point Dock restroom facilities;
BDP PR-1.1.2 Browns Point Lighthouse Park restroom facilities;
BDP PR-1.1.3 Parking and access solutions for Browns Point Lighthouse Park;
BDP PR-1.1.4 Upgrades for the Browns Point Playfields and Dash Point Dock;
BDP PR-1.1.5 Mooring buoys for temporary moorage at waterfront parks;
BDP PR-1.1.6 Develop a trail system that connects the two community plan neighborhoods for use by nonmotorized vehicles and pedestrians; and
BDP PR-1.1.7 Increase trail connections from Dash Point State Park and the neighborhoods to the west and south.

BDP PR-1.2 Explore a need for additional active and passive recreational uses including a community recreation center, children’s park facilities, a community garden, and trails.

BDP PR-1.3 Prohibit the vacation or trading of unopened public rights-of-way at shoreline locations except when the vacation or trade would enable a public authority to acquire the vacated property for public purposes.

BDP PR-1.4 Develop a trail linkage that safely connects the Browns Point and Dash Point areas along SR 509.

BDP PR-1.5 Actively pursue opportunities to develop a community-wide trail system connecting Browns Point and Dash Point.

FACILITY DEVELOPMENT AND LEVEL OF SERVICE (LOS) STANDARDS

GOAL BDP PR-2 Develop appropriate LOS standards for park projects financed at the local level.

BDP PR-2.1 The County should assist the community by exploring funding alternatives to enable development of these facilities.

BDP PR-2.2 The community believes there are unmet needs for active and passive parks, recreation, and open space in the plan area.
BDP PR-2.3 Develop level of service standards that appropriately address the heavy use received by Browns Point’s Lighthouse Park and Dash Point Dock as community parks.

BDP PR-2.4 Increase enforcement of park hours and boundaries at the two regional parks managed by Metro Parks: Dash Point Dock and Browns Point’s Lighthouse Park.

BDP PR-2.5 Increase coordination of parking at Dash Point Dock in summer peak use periods.

BDP PR-2.6 Explore solutions for the need to access Browns Point Lighthouse Park from Tulalip Street NE.

BDP PR-2.7 Ensure that publicly-owned park sites are protected and maintained in perpetuity.

BDP PR-2.8 Pursue mechanisms for protection and improvement in existing and acquired publicly-owned park sites that restrict future uses to park and recreation activities.

**Existing Parks and Recreation Programs**

**GOAL BDP PR-3** Maintain the existing park and recreation facilities and programs located within the plan area.

BDP PR-3.1 Conduct maintenance and renovations that serve to enhance park and recreation facilities and programs.

BDP PR-3.2 Community parks with heavy use need higher level of maintenance.

**Transportation Policies**

**Goals**

The Browns Point/Dash Point community’s transportation system should provide safe, efficient, aesthetic, and functional movement for both the resident and visitor of the community.

**General**

**GOAL BDP T-1** The transportation system comprised of roadways, nonmotorized facilities, and transit services, should strengthen the unique small-town character of this Pierce County community. This can be achieved through maintaining and improving the transportation system as the usage of the transportation system increases.

BDP T-1.1 The County should consider analyzing and applying traffic calming on the following roadways:

BDP T-1.1.1 Tok-A-Lou Ave. NE, between Hyada Blvd. NE to Hyada Blvd. NE;

BDP T-1.1.2 La-Hal-Da Ave. NE between Hyada Blvd. NE to Ton-A-Wana-Da Ave. NE;

BDP T-1.1.3 La-Hal-Da Ave. NE between Hyada Blvd. NE to Ton-A-Wana-Da Ave. NE;
BDP T-1.1.4  Le-Lou-Wa Place NE between SR 509 to Tok-A-Lou Ave. NE; and
BDP T-1.1.5  Markham Ave. NE at SR 509 to Dash Point Dock.

BDP T-1.2  The County should consider the development of a one-way loop due to safety considerations at SR 509. Arthur Street and upper Soundview Drive NE are currently two-way streets that intersect SR 509.

BDP T-1.2.1  Due to sight distance issues and limited pavement width, it is strongly suggested that the County change the directionality of Arthur Street to northbound only (away from SR 509) and of Soundview Drive NE to southbound only (toward SR 509).

ROADWAY DESIGNATIONS AND SIGNING

GOAL BDP T-2  Provide roadway designations and directional signing that will improve the sense of place and raise the certainty for drivers.

BDP T-2.1  Clear signing for selected designations within the community should be provided. This would not only promote a better sense of place within the community, but would improve the operations of the roadways by raising the level of certainty and safety for drivers and other roadway users.

BDP T-2.2  To provide continuity of SR 509, change its name from East Side Drive to Marine View Drive as found in the adjacent jurisdictions.

NONMOTORIZED IMPROVEMENTS

GOAL BDP T-3  Identify and provide where needed additional shoulder width for roadways that have been identified as key nonmotorized routes within the community.

BDP T-3.1  Such techniques as the covering of existing swales should be considered to achieve this objective.

UTILITIES POLICIES

SEPTIC SYSTEMS

GOAL BDP U-1  Septic systems provide the only means of wastewater disposal for all land use types in the Dash Point area. Individual on-site septic systems are typically utilized; however, a variety of community systems may be used under certain circumstances. Septic systems should be designed using the newest technology and needs to be maintained regularly to properly function.
SANITARY SEWER

GOAL BDP U-2    Sewer facilities provide wastewater disposal for land uses in the Browns Point area. Special care shall be taken when designing and installing sewer lines near the marine shorelines or other sensitive environmental features.

GOAL BDP U-3    Continue to educate the community in conservation measures that minimize the impacts of water usage associated with sewer utilities. Encourage low-flow fixtures, cost-effective incentive programs for plumbing fixture and appliance replacement, and other public information and education programs on water conservation in service areas.

STORMWATER MANAGEMENT

GOAL BDP U-4    Minimize development related impacts to existing hydrologic conditions and functions and strive to correct current deficiencies resulting from past development practices.

    BDP U-4.1    Provide better enforcement and maintenance of storm drainage systems.

RENEWABLE ENERGY

GOAL BDP U-5    The provision of reliable electric utility service should be achieved in a manner that balances public concerns over the impacts of utility infrastructure with the consumer’s interest in paying a fair and reasonable price for utility products.

    BDP U-5.1    Alternative energy sources and new technologies should be pursued when these alternatives are environmentally sustainable and cost effective.

    BDP U-5.2    Neighborhood scale electrical facilities should be permitted in the plan area.

    BDP U-5.3    Encourage regional electrical providers to work with Pierce County in developing quiet and unimposing home based power generation.

IMPLEMENTING ACTIONS

The following actions 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (if applicable), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Metro Parks District (Parks), Pierce County Public Works (PW), and Tacoma-Pierce County Health Department (TPCHD).
**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. Adopt standards for the placement and design of stormwater facilities. (PALS, PW)
2. Utilize basin planning hydrologic condition modeling when making decisions regarding the allowable range and intensity of land uses. (PALS)

**Transportation**

3. Amend the Pierce County Transportation Plan and projects and 6-year Transportation Improvement Plan to reflect the projects and priorities of the Browns Point/Dash Point Community Plan as set forth in Appendix A. (PW)
4. Revise development standards to require developments to provide safe, convenient, and efficient connections between adjacent existing or future residential and commercial developments. (PW, PALS)
5. Create a process for notifying land use advisory commissions of proposed right-of-way vacations and establish options for the County to preserve and acquire right-of-way within identified transportation corridors. (PW, PALS)

**MID-TERM ACTIONS (1-5 YEARS)**

1. Develop “model” site plans that demonstrate techniques to retrofit existing commercial development with pedestrian uses. (PALS, PW)

**Parks**

2. Work with Metro Parks to annually evaluate the level of service for regional parks in the plan area and correct deficiencies through capital improvements. (LUAC, Parks)

**Transportation**

3. Create a process for increased bonus densities when right-of-way is donated, access is shared, or other public improvements, including road improvements and sewer extensions, are made. (PALS)
4. Continue to minimize environmental impacts in the design and construction of transportation projects. (PALS, PW)
5. Coordinate with the Tacoma School District to identify and prioritize designated school walking routes in need of safety improvements. (PW)

**LONG-TERM ACTIONS (5-10 YEARS)**

1. Coordinate recommendations from the Hylebos Browns-Dash Point Basin Plan with any updates to the community plan to address surface water runoff and flooding issues. (PALS, PW)

**Parks**

2. Support efforts to establish mechanisms that support the stewardship of neighborhood and community scale parks by conducting a series of education workshops regarding the...
3. Utilize the level of service standards and the design and location standards when establishing neighborhood or community scale parks. (Parks)

**Transportation**

4. Develop and implement county-wide standards for a comprehensive sidewalk system. (PW)

5. Work with Pierce Transit to increase the availability and effectiveness of transit within the commercial centers, and in connecting the Neighborhood Center and residential areas, and the region at large. (PW)
Chapter 6: Plan Monitoring

The 1990 State Growth Management Act (GMA) requires jurisdictions to report on progress made in implementing the Act, and to subject their comprehensive plans to continuing evaluation and review. As a component of the County’s Comprehensive Plan, the Browns Point/Dash Point Community Plan is subject to this requirement. Generally, community plans are updated every five years and monitored yearly. The monitoring process includes evaluating 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 five elements of the plan.

Monitoring actions steps includes the development and implementation of regulations and design standards, coordinating the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. Information obtained from the monitoring program, with continued community input, can be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.
Appendix D: Frederickson Community Plan

The Frederickson 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 Frederickson Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2003-94s, Effective 12/15/2003).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Plan Area

Over the past three decades, Frederickson, like many communities in Pierce County, has experienced tremendous growth. This period of growth has transformed the area from a quiet, rural community to a suburban community of many homes and businesses. In the past decade alone, the population of Frederickson has doubled, increasing from approximately 7,350 persons in 1990 to more than 14,000 persons by 2002. Growth of industry and business within the area has also been significant with the arrival of The Boeing Company, Toray Composites, and dozens of other small and medium-sized businesses.

The rapid growth in population, homes, and business in the area has not come without a cost, however. Since 1980 alone, more than 2,000 acres of the area has been platted and developed with residential and commercial uses which has in turn resulted in a measurable loss of open space, tree cover, wildlife habitat, and a general decline in the quality of the natural environment. During this same time period the volume of traffic on local roads has increased significantly and local schools have become overcrowded. Average traffic volumes on Canyon Road near 176th Street East, for example, have increased from approximately 12,000 vehicles per day in 1990 to nearly 25,000 vehicles today. Student enrollment in the local school district has grown substantially, with enrollment increasing by more than 2,500 students since 1995. Estimates indicate that the high rate of growth is expected to continue in the community into the foreseeable future, with population expected to exceed 18,000 by the year 2017.

The continued growth of population and business within Frederickson and surrounding communities is inevitable. The challenge is not to stop growth, but to control and plan for growth to occur in a manner which will have beneficial impacts on the community. With this in mind, representatives of the community have come together to develop a plan for the future growth of Frederickson. This plan is premised on the idea that through proper management of growth, the community can avoid, minimize, or mitigate many existing and future problems. Responsible growth is the central concept of this plan. Failure to appropriately plan for this growth will undoubtedly contribute to further declines in the quality of life experienced by those who live and work in the community.

The Frederickson Community Plan area is located approximately three miles south of SR 512, midway between Pacific Avenue and Meridian Avenue East in central Pierce County. The plan area is bounded on the north by Brookdale Road/160th Street East and the communities of South Hill, Summit View, and North Clover Creek-Collins, on the south by 208th Street and the...
Graham community, to the west by approximately 22nd Avenue East, Waller Road, and the community of Spanaway, and to the east by approximately 86th Avenue East and the community of South Hill. The geographic center of the community is near the intersection of Canyon Road East and 176th Street East.

**Frederickson Community Plan Area**

The plan area is roughly twelve square miles in size and encompasses a little over 8,000 acres of land. A key feature of the community is the Frederickson Employment Center, which is the largest designated industrial area in unincorporated Pierce County. Under the Pierce County Comprehensive Plan, over 2,800 acres of the community are designated for the Employment Center accounting for 40% of the community's total land area. Substantial growth potential exists within the Employment Center with about half its acreage being vacant. Nearly 60% of the community (approximately 5,000 acres) is designated for residential use and is characterized by a range of uses varying from semi-rural, large lot properties to newer higher density urban neighborhoods. The remaining acreage in the community (about 250 acres) is designated for commercial and multifamily use. Major transportation routes in the community include Canyon Road, Brookdale/160th Street East, and 176th Street East. The community is also served by Tacoma Rail, which provides regularly scheduled freight service to industrial users in the area.
One of the most significant environmental features in the community is Clover Creek. This creek is salmon bearing and is one of the largest creeks within Pierce County’s urban area. The headwaters of this creek originate in the northeastern corner of Frederickson with the creek then flowing through the north half of the plan area, leaving the community near the intersection of Brookdale and Waller Roads. The creek then winds northwesterly to join with Chambers Creek and Puget Sound approximately ten miles away. The majority of the creek and associated floodplain within the community is undeveloped. Aside from its ecological value, the creek played an essential role in the early settlement of the community, with many of the first settlers in Frederickson settling along its shores. Another significant environmental feature of Frederickson is the Clover-Chambers Creek Aquifer that underlies the entire community as well as most of Pierce County’s urban growth area.

**History of Frederickson**

**Early History through the 1900’s**

It is known that Native Americans were present in the Pacific Northwest for many generations before Captain George Vancouver first explored the coastline of Puget Sound in 1792. Some of the more commonly known of these peoples are the Puyallup, Steilacoom, Nisqually, and Muckleshoot who lived and traveled throughout the Puget Sound area including present day Pierce County. Trade and communication between these peoples and other Native American peoples east of the mountains occurred through the use of a series of ancient trails that ran through mountain passes. One of these ancient routes, the Naches Trail, passed through the Frederickson community near Clover Creek.

Records of the Hudson Bay Company note Euro-American settlements in the area as early as 1849. Many of these early pioneers settled in the vicinity of Clover Creek. Christopher Mahon was one of the earliest homesteaders to the area, locating his donation land claim along Clover Creek near the Naches Trail in the area that is the present Brookdale Golf Course around 1850. It was on Mr. Mahon’s claim that the first immigrant wagon train into western Washington, the Longmire party, camped in October 1853 before disbanding. Mr. Mahon is given credit for
naming Clover Creek, so naming it “because wild clover was so abundant along the creek.” He is also given credit for founding the first school in the community sometime in the late 1850's - Elk Plain School, later called Clover Creek District #4. Remnants of Mahon’s early settlement of the area, including the family cemetery, still exist. Another early settler of the area was Fred K. Meyer, who also located his donation land claim along Clover Creek near the Naches Trail between present day Old Military Road and 176th Street East. Mr. Meyer played an important role in the early years of the Clover Creek school district, serving as its clerk from 1866 to 1880, and donating land to the district for the siting of a new schoolhouse in 1897. The present day Clover Creek Elementary School is located on this land.

Locations of Donation Land Claims in the Vicinity of the Frederickson Area
The first military road into the area was established along the Naches Trail in the mid 1850’s. This road linked Forts Walla Walla and Steilacoom. Present day Old Military Road is a remnant of that original road. During the Indian War of 1855-56, Camp Montgomery was constructed along this road near land owned by another early settler of the area, John Montgomery. Fort Hicks, a blockhouse built by the Washington Territorial Volunteers, was located at the camp. A stone monument honoring this camp is located just east of the present day intersection of Old Military Road and 36th Avenue East.

**Early 1900’s Activity in the Vicinity of Frederickson Area Donation Land Claims**

Information from 1909 timber survey conducted by Pierce County. Survey shows donation land claims in Frederickson area, topography, land use, roads, and the Tacoma Eastern rail lines during that time period. Note the extensive amount of cleared and cultivated lands, prairies, and school site.
Rapid growth in Tacoma, the harvesting of timber and other natural resources in the area, and the desire to develop a rail route to Mount Rainier resulted in the first rail line being extended to Frederickson in 1900 by the Tacoma Eastern Railroad. By 1911, the railroad was carrying more than 100,000 passengers a year between Tacoma and Mount Rainier. In 1912, yard facilities and a change of alignment were constructed at Salcich Junction just southwest of the present day intersection of Canyon Road and 176th Street East. A sawmill was operated near this junction between 1910 and 1920 by Olaf B. Frederickson. It is from this individual that the community’s name is said to be derived. A post office, store, and railway stop were also located at the junction. Several of these buildings still exist. In 1919, the Tacoma Eastern Railroad became owned by the Milwaukee Road.

In 1935 the Columbia Powder Plant was built just east of Salcich Junction. The explosives manufacturing plant was the first industrial operation, other than sawmills, to locate in the area. The plant and its related facilities occupied several hundred acres and produced explosives until its closure in 1976. Bonneville Electric Power transmission lines were constructed to run diagonally across the community in the 1940’s, as was a natural gas pipeline.

In the early 1930’s, the single school in the community became overcrowded due to an influx of people from the Midwest, who were fleeing the dust bowl of that time, forcing the school to convert a playshed at the school into an additional classroom. In 1938, a new colonial style school house was constructed at the site, replacing the prior two-room school house. After the merger of the Clover Creek and Bethel School Districts in 1956, the school was further expanded with the construction of two brick additions and a playshed. The colonial style school was eventually replaced in 1981 with the present day Clover Creek Elementary school building.

Other than the Columbia Powder Plant, Frederickson remained rural throughout this period. 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 the community. Farming and livestock production continued to be the primary activity in the area. Several large dairies operated along Clover Creek, including the Mayflower, Honey Dew, and Dragonetti dairies. Old barns from these dairies still exist in several locations in the community. The Clover Creek Grange Association was established in March of 1927 and a grange hall was constructed near the Clover Creek School. Farming and dairies continued to be major activities in the area through the 1950’s and early 1960’s. Aerial photographs of the area taken in 1955 show the area to be mostly agricultural fields, pastures, prairies, and forest, with only a few hundred widely scattered homes.
THE 1960’S THROUGH THE 1990’S

Frederickson’s population began to increase dramatically with the beginning of the development of SR 512 in 1956 and its completion in 1972. Other improvements to the transportation system in the community, such as the construction of 176th Street and the extension of Canyon Road, were also made during this time period, allowing for easy commuting to major employment centers in the region making Frederickson a more attractive place to live. Consequently, many individuals began to subdivide large tracts of land in the community for new home sites. It is estimated that over 95% of the approximately 5,000 existing homes within the community have been built since 1970, with almost half of this housing being built since 1990.

Industrial activity within the community has also been significant during this period. Mineral extraction operations have operated in the Frederickson area for many years. Randles Sand and Gravel has been operating since 1969 and continues to be a significant gravel operation in Pierce County. In 1968, the Port of Tacoma purchased about 500 acres of land in the area for industrial development purposes. The Port has maintained a strong presence in the community since this time to the present day and has been directly involved in attracting many new businesses to the area including The Boeing Company, Toray Composites, and Medallion Foods. The Boeing Company’s presence in the area began in 1990 with the construction of its skin and spar facility located at the former Columbia Powder Plant site. This facility contains more than one-million square feet of building and currently employs approximately 1,000 people. Currently dozens of small, medium, and large industrial operations are located within Frederickson. Industrial growth continues to the present day.

Rail service in the Frederickson area ceased for several decades with the bankruptcy of the Milwaukee Road in 1964. The City of Tacoma reestablished rail service to the area in 1998 with the purchases and restoration of the rail lines in the area. Tacoma Rail now provides freight service to several manufacturing operations in Frederickson and will provide limited tourist passenger service to Mount Rainier in the future.

Today the community continues to be characterized by rapid growth and change. 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 Frederickson Community Plan is a component of that effort.

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.

### 1980 Parkland-Spanaway Comprehensive [Community] Plan

The Parkland-Spanaway Comprehensive [Community] Plan was adopted by Pierce County in 1980. In addition to the Parkland and Spanaway communities, the plan also included the Midland and North Clover Creek/Collins communities and the northwestern portion of Frederickson. In 1983, the Midland area was removed from the control of the 1980 plan and reverted to the control of the 1962 Pierce County Comprehensive Plan. The 1980 Parkland-Spanaway-Comprehensive [Community] Plan remained in effect as a component of the new Comprehensive Plan, but many aspects of the 1980 plan were not consistent with the new County Comprehensive Plan and consequently were superseded by the new countywide plan and implementing Development Regulations-Zoning that became effective in July 1995.

### 1991 Frederickson Area-Wide Rezone, Ordinance No. 91-57S

A large portion of the community was rezoned from General Use under the 1962 Comprehensive Plan to a variety of suburban residential and manufacturing zones in 1991. Minimum residential lot sizes under this zoning ranged from 8,000 square feet to 12,000 square feet. This zoning remained in effect until the adoption of the Pierce County Comprehensive Plan in 1994.

### 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, including community plans such as Frederickson’s. The GMA required Pierce County to develop and adopt a comprehensive plan which 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 new plan required under the Growth Management Act. In 1992, the Pierce County 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.

COMMUNITY PLANNING

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 residents live in community plan areas. Community plans must be consistent with the Comprehensive Plan and the GMA.

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. This element provides the flexibility for communities to refine comprehensive plan land use designations and associated densities and make decisions about specific 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 in community plans.

SCOPE OF THE COMMUNITY PLAN

LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN

In the community plans element of the 1994 Pierce County Comprehensive Plan, the Frederickson area was identified as a community in need of a community plan. The Pierce County Council directed the Department of Planning and Land Services to begin the preparation of the plan in the fall of 1999 through Resolution No. R99-103s.

A community planning board (CPB) was formed in the spring of 2000. The CPB was tasked with the responsibility of developing the community plan. The CPB consisted of 17 members with a wide-variety of backgrounds representing a variety of interests. The first meeting of the community planning board was held in April of 2000.

PURPOSE AND USE OF THE COMMUNITY PLAN

The Frederickson Community Plan gives the residents, businesses, property owners, and the County a clear, more detailed sense of how the community should develop in the future and what standards could be utilized to control the character of the community. The desired outcomes of the Frederickson Community Plan include:

- Development of a long-range vision for the Frederickson community;
- Evaluate the vision for the Frederickson community in light of the Pierce County Comprehensive Plan and make refinements as necessary to ensure consistency between the overall Countywide plan and the community plan; and
- Identify actions necessary to implement the policies of the community plan, including: adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements, such as roads, sidewalks, street landscaping, street lights,
water-related improvements, and park development; social programs; economic programs, etc.

**COMPONENTS OF THE COMMUNITY PLAN**

**VISION STATEMENTS AND POLICIES**

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 become 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.

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), and implementing 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.

**IMPLEMENTING ACTIONS**

Implementing actions 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. Implementing actions set forth a direction or mechanism to accomplish vision and policies.

**CONSISTENCY WITH THE PIERCE COUNTY COMPREHENSIVE PLAN**

The goals, objectives, principles, and standards in the Frederickson Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan. Although the community plan proposes to change land use designations within the area, the proposed designations are already defined and policy direction is included in the County Comprehensive Plan. No new land use designations will be added to the Comprehensive Plan. The plan does propose rezoning of certain areas to implement the existing land use designations. The rezoning utilizes existing zone classifications contained with the Pierce County Zoning Code. No new zone classifications are proposed.

**PUBLIC INVOLVEMENT**

Development of the 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 Frederickson Community Plan could not have been accomplished without the CPB. The CPB was appointed in the spring of 2000 and consisted of seventeen members representing a variety of interests and geographic locations of the community.

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 recommended plan to the Pierce County Planning Commission and Pierce County Council.

**OPEN HOUSES**

The Community Planning Board held its first open house in April 25, 2001. The open house was well attended by the community, with over 100 people present. The open house provided an overview of the planning process and provided information on the work completed to date by the Community Planning Board. Open houses showcasing the community planning board’s final recommendations were held in February and March 2003.
These open houses gave the general public the opportunity to review and comment on the draft plan prior to its transmittal to the Pierce County Planning Commission and Pierce County Council. These open houses also provided the Community Planning Board with important community feedback regarding their recommendations.

## Survey

### 2000 Community Survey

In 2000, a survey was distributed throughout the community to solicit input on a variety of issues such as perceived quality of life, adequacy of facilities and services within the plan area, quality of the natural environment, and location and intensity of residential, commercial, and industrial uses.

The survey was conducted between June and October of 2000. The survey was sent to 8,356 households located within and adjacent to the community plan area boundaries. It contained 86 questions broken down into three different categories: Existing Conditions in the Community; Policy Choices for the Community; and Household Characteristics. Within these categories, questions were divided by subject area such as quality of life, the natural environment, transportation, etc. At the end of the survey, respondents were given the opportunity to add their own comments regarding the community or the survey. The results of the survey helped PALS staff and members of the Frederickson Community Planning Board assess community views regarding a variety of issues and were used as an aid in the development of the community plan.

A total of 684 surveys were completed and returned. This equates to a return rate of 8.2%. Statistically, a sufficient number of surveys were returned to obtain an accurate representation of household opinion to within approximately +/- 5 percent.

In regard to current conditions, the survey noted that the areas of greatest concern were traffic, availability of recreational areas, and control of land use. The areas of least concern were the quality and affordability of housing and quality/availability of emergency services.
## SUMMARY OF THE FREDERICKSON COMMUNITY PLAN

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

### LAND USE ELEMENT

The Land Use Element addresses the location and intensity of land uses within the communities. A complete description of land use designations and their implementing zone classifications can be found in this element.

### COMMUNITY CHARACTER AND DESIGN ELEMENT

The Community Character and Design Element addresses community character, heritage, and social interaction. This element also contains policies that will guide the design of both commercial and residential development.

### NATURAL ENVIRONMENT ELEMENT

The Natural Environment Element includes consideration of the natural resources found in the area. Policies contained in this element define existing resources and guide future development with consideration of on-site environmental constraints.

### ECONOMIC ELEMENT

The Economic Element analyzes the economy of the area and considers a myriad of opportunities to diversify the economic base. The element also provides guidance on ways the community can maintain a viable economic environment.

### FACILITIES AND SERVICES ELEMENT

The Facilities and Services Element addresses infrastructures and services needed to support the proposed land use growth and development. Infrastructure includes capital facilities such as roads, trails, sewage disposal, parks, and utility lines. The policies within the community plan identify the capital improvements that are necessary to support the plan (sewers, water, sidewalks, etc.) and discuss potential partnerships and sources for funding opportunities.

### PLAN MONITORING

The Plan Monitoring section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to better fulfill each of the visions in the plan. This framework provides a
means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information from this program will be used in the next plan update cycle to help identify what changes the community plan may need in order to attain specified goals and meet the visions in the plan.

IMPLEMENTATION

The plan also contains proposed amendments to the Pierce County Comprehensive Plan and Development Regulations which serve to implement various plan policies. These proposed amendments will become effective upon final plan adoption.

VISION STATEMENT

The community realizes that continued growth within Frederickson and the surrounding communities is inevitable. The challenge to the community is not to stop growth, but to control and plan for growth to occur in a manner which will have beneficial impacts on the community. This plan is premised on the idea that through proper management of growth, the community can avoid, minimize, or mitigate many existing and future problems. Responsible growth is the central concept of this plan. The community envisions that as it grows in the future:

- Natural resources, natural environment and ecosystems, and natural processes will be respected, protected, maintained, and where degraded, be restored;
- Adequate public infrastructure and services including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with actual need;
- Neighborhoods will be more livable with new developments being designed in a manner which supports interaction of residents and pedestrian mobility, and existing neighborhoods protected from incompatible or more intense uses;
- Nonmotorized transportation facilities including sidewalks, pathways, and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile;
- Commercial and industrial development will be well designed and will respect the character of residential areas, and new residential developments will be designed and located in a manner that does not unduly restrict the use of adjacent industrially and commercially designated properties; and,
- A diverse, healthy, and sustainable economic center for the community and Pierce County will be developed.

The ideals set forth above are of paramount importance to the community. The community is also sensitive to the rights of the landowner. The impact of the community plan on these rights must be carefully considered to ensure landowners will not be deprived of the reasonable use of their land.
Achievement of the goals of the plan will help ensure that a high quality living environment exists in the community. To strive for anything less would deprive current and future generations of the abundant benefits associated with a healthy natural environment, quality schools, roads, and parks, livable neighborhoods, sustainable commercial and industrial development, and a healthy local economy.
Chapter 2: Land Use Element

INTRODUCTION

The Land Use element of the Frederickson 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 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, regulatory and non-regulatory implementation actions to carry forth the policy direction.

DESCRIPTION OF CURRENT CONDITIONS

Frederickson is a community characterized by change. In the last 30 years, the community has been transformed from a quiet rural community containing farms and large tracts of undeveloped land to a busy suburban community of many homes and businesses. During this time period, the number of people in the community has increased dramatically, growing from less than 1,000 people in the late 1950s to over 14,000 people by 2002. Today, nearly 5,000 homes exist within the community and more are being constructed every day. More than 95% of these homes have been built since 1970, with nearly half of the homes being built in the last ten years. Under the 1994 Pierce County Comprehensive Plan, more than 60% of the community is zoned for residential use at densities of 2 to 6 dwelling units per acre.

Retail uses within the community are currently very limited consisting of a small complex of retail buildings, including a grocery store, near the intersection of 160th Street East and Canyon Road and a few scattered commercial and retail business in other areas of the community. Residents travel to the adjacent communities of South Hill and Spanaway to meet many of their retail and service needs. Less than 5% of the community is currently zoned for commercial retail and service use. There is, however, considerable undeveloped commercial zoned land just north of the community along Canyon Road.

Industrial development within the community has been significant over the past few decades, with most of this development occurring since 1980. During this time industrial activity has shifted from resource based activities such as surface mining and lumber manufacturing, to
manufacturing and processing facilities of various types and sizes. As of 2003, nearly three million square feet of commercial and industrial buildings exist within the Employment Center. The Boeing Company owns over one million square feet of these buildings. Other large manufacturing operations include Toray Composites, Medallion Foods, and Hardie Board. A wide range of goods are currently produced including aircraft components, carbon composites, construction materials, packaged foods, musical instruments, and fireworks. More recently, Frederickson experienced a loss of one of the larger lumber manufacturers in Pierce County, Spanaway Lumber Company. Despite this industrial loss, Frederickson has been more attractive to smaller scale manufactures, with several such companies locating in the area in the past few years. In addition to manufacturing, surface mining continues to be a major activity within the Employment Center. The Employment Center occupies more than 35% of the total land area within the community.

While there has been much development activity within the community in the past few decades, there remains capacity for much more to occur. The Pierce County Buildable Lands Report estimates that 2,574 acres of vacant land and 3,061 acres of underdeveloped and redevelopable land exist within the community. Based upon information contained in the report, it is estimated that this land has the capacity to accommodate approximately 5,700 more new homes in the residentially zoned areas of the community and 22,000 new jobs in the Employment Center. Planning for this future growth is one of the principle purposes of the community plan.

The following information provides more detail regarding the existing land development patterns, population, and housing within the Frederickson community.

**Existing Land Uses**

The Pierce County Assessor-Treasurer’s Office classifies how parcels are used for purposes of calculating assessed value for taxation. The Pierce County Planning and Land Services Department 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 Frederickson based upon Assessor information:
Table D-1: Existing Land Uses

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acreage</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>2,712</td>
<td>33.9%</td>
</tr>
<tr>
<td>Multifamily</td>
<td>100</td>
<td>1.2%</td>
</tr>
<tr>
<td>Group Home/Other</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>698</td>
<td>8.7%</td>
</tr>
<tr>
<td><strong>TOTAL - RESIDENTIAL</strong></td>
<td><strong>3,510</strong></td>
<td><strong>43.8%</strong></td>
</tr>
<tr>
<td>Commercial/Service</td>
<td>146</td>
<td>1.8%</td>
</tr>
<tr>
<td>Industrial</td>
<td>454</td>
<td>5.7%</td>
</tr>
<tr>
<td>Education</td>
<td>47</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>14</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Quasi-public facilities</td>
<td>27</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Transportation/Communication/Utilities</td>
<td>172</td>
<td>2.1%</td>
</tr>
<tr>
<td><strong>TOTAL - NONRESIDENTIAL</strong></td>
<td><strong>860</strong></td>
<td><strong>10.7%</strong></td>
</tr>
<tr>
<td>Open Space/Recreation</td>
<td>148</td>
<td>1.8%</td>
</tr>
<tr>
<td>Resource Lands</td>
<td>573</td>
<td>7.2%</td>
</tr>
<tr>
<td>Vacant Lands</td>
<td>1,814</td>
<td>22.7%</td>
</tr>
<tr>
<td><strong>TOTAL – VACANT/RESOURCE/Open Space</strong></td>
<td><strong>2,535</strong></td>
<td><strong>31.7%</strong></td>
</tr>
<tr>
<td>Other/Undefined</td>
<td>463</td>
<td>5.8%</td>
</tr>
<tr>
<td>Roads/R.O.W.</td>
<td>635</td>
<td>7.9%</td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>8,003</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

As shown in the table, the two prevailing categories of land use in the plan area are residential (43.8%) and vacant (22.7%). Together these two use categories account for 66.5% of total acreage in the community. The dominant land use type is single-family residential (42.6%, including mobile homes). The next most extensive land use types are: roads and rights of way (7.9%), resource lands (7.2%), and industrial (5.7%). Undefined/other lands account for 58% of the community. The physical distribution of land uses is shown on Map D-2: Historic Assessed Land Uses.

As previously noted, the prevailing land use within Frederickson is residential. Residential uses are distributed throughout the community with the greatest concentrations of housing occurring in the southeastern and northwestern portions of the community. Residential lot sizes in the community vary from small, densely suburban lots to larger estate-type lots. Smaller lot sizes are dominant within subdivisions in the northwestern and southeastern portions of the plan area. Larger lot sizes are commonly located on environmentally constrained lands such as steep slopes or wetlands and areas where sewer service historically was not available. Large lots are found along Clover Creek and in the northeastern and southwestern portion of the plan area. The largest lot sizes are found within the Employment
Multifamily housing in the community is very limited and consists of a few scattered duplex, triplex, and fourplex developments.

**Current Comprehensive Plan Designations and Zoning Classifications**

The 1994 Pierce County Comprehensive Plan, as amended, establishes four different land use designations within Frederickson. These land use designations are Moderate Density Single Family (MSF), High Density Residential District (HRD), Employment Center (EC), and Mixed Use District (MUD). These land use designations indicate the type, intensity, and density of land uses authorized by the Comprehensive Plan.

The MSF and HRD designations are residential in nature, the EC designation is industrial and office, 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>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single-Family</td>
<td>4,881</td>
<td>61%</td>
</tr>
<tr>
<td>Employment Center</td>
<td>2,834</td>
<td>35.4%</td>
</tr>
<tr>
<td>High Density Residential District</td>
<td>205</td>
<td>2.6%</td>
</tr>
<tr>
<td>Mixed Use District</td>
<td>83</td>
<td>1.0%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>8,003</strong></td>
<td>100%</td>
</tr>
</tbody>
</table>

Land use designations are shown on Map D-3: Historic Land Use 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 Frederickson. Approximately 61% of Frederickson (4,881 acres) is designated as MSF.

**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. Allowed residential densities in the HRD range from 6 to 25 dwelling units per acre. There is one area designated HRD located in the vicinity of 176th Street East and 78th Avenue East. This designation accounts for less than 3% of the community and contains 205 acres.
**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 83 acres of land, totaling approximately 1.0% 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 the second most prevalent land use designation in the community, totaling 2,834 acre and over 35% of the community’s total area.

**Description of Desired Conditions**

One of the most significant issues addressed within the community plan process is land use. How land is utilized within a community directly affects the community's character and the quality of life perceived by its residents. The utilization of land also directly influences many other planning considerations, including but not limited to transportation system planning, provision of water and sewer infrastructure, and protection of the natural environment. In regard to land use, members of the Frederickson Community Planning Board have reviewed the Pierce County Comprehensive Plan in light of the existing conditions present in the plan area. This review has identified a series of modifications that should be made to the Pierce County Comprehensive Plan in order to assure that this plan accurately reflects the needs and desires of the community. These modifications include changes to the land use designations and zoning classifications within the plan area and the adoption of a series of new land use related policies.

**Proposed Designations and Zoning Classifications**

The community plan retains the range of land use designations that apply within the plan area. Four land use designations are proposed. These designations are: Moderate Density Single-
Family, High Density Residential District, Employment Center, and Mixed Use District. The zoning used to implement these designations, however, is proposed for modification.

The range of zoning classifications would be expanded from the current four zones to nine zones under the community plan. New zones that would be introduced to the area include Single Family (SF), Residential Resource (RR), Residential-Office-Civic (ROC), Moderate High Density Residential (MHR), Community Employment (CE), and Employment Service (ES). The new zones are proposed in order to more closely manage the location, type, and intensity of land uses that occur within certain areas of the community. The proposed modifications are discussed in detail below:

**Moderate Density Single-Family Designation**

The community plan retains the Moderate Density Single-Family (MSF) designation as the dominant land use type for Frederickson. This designation is the same as the general Pierce County designation and allows for single-family or two-family dwellings. Multifamily housing is also permitted on a limited basis. Commercial and industrial uses are prohibited. Specific densities are based on physical constraints and the availability of urban services such as sewers. The designation generally allows 2 to 6 dwelling units per acre. The land area to which this designation applies would slightly increase from that which is designated under the 1994 Pierce County Comprehensive Plan. Under the Pierce County Comprehensive Plan, 4,881 acres are designated MSF. MSF acreage would be increased to 5,097 acres under the community plan.

**Proposed Zoning**

The Moderate Density Single-Family plan designation will be implemented by three zoning classifications: Moderate Density Single-Family (MSF), Single Family (SF), and Residential Resource (RR).

The MSF zone that is proposed by the community plan is generally the same as Pierce County’s current MSF zone classification. The zone provides for a wide variety of housing choices based largely upon the market place. 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) remain unchanged. The total amount of area zoned MSF would be approximately 15% less than that which is zoned MSF under the Comprehensive Plan, a total reduction of 713 acres. The reduction would be the result of rezoning parcels along Clover Creek to RR, parcels at the intersection of Old Military Road and Canyon Road East to MUD, and rezoning of parcels in the upper drainage basin of Clover Creek to SF.

The second zone used to implement the MSF designation is the Single Family (SF) zone. The zone is intended to provide residential areas that are less dense and more homogenous than those developed under the MSF zone. The primary land use allowed within this classification is moderate density single family and compatible civic uses. Single-family detached housing is the primary housing type that is permitted. Duplexes and other multiple family housing types are prohibited. The SF zone permits a density of four dwelling units per acre. The zone is applied in the upper drainage basin of Clover Creek as a means of reducing impacts to the creek while
continuing to allow urban density residential development. Approximately 372 acres are proposed to be zoned SF.

The third zone used to implement the MSF designation is the Residential Resource (RR) zone. The zone is intended to provide for lower residential densities, increased open space, and reduced impervious surfaces along Clover Creek and its associated wetlands and floodplains in order to better protect this high priority resource. The zone classification is the least intensive of Pierce County’s urban zones, permitting a density of one to three dwelling units per acre. The RR zone is currently used by Pierce County in the adjacent communities of Parkland, Midland, and Spanaway to provide higher levels of protection to Clover Creek and other high priority resources in those communities. The RR zone in Frederickson is simply a continuation of this zoning. Approximately 7% (557 acres) of the Frederickson plan area would be zoned RR.

**Employment Center Designation**

The Employment Center designation is the second most prevalent land use designation within Frederickson. 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, wholesale activities, and corporate office and office park development. Commercial uses subordinate to and supportive of employment uses are also permitted. Under the Pierce County Comprehensive Plan, 2,834 acres of land within Frederickson are designated EC. The community plan would reduce this area to 2,629 acres. The community plan proposes the elimination of EC zoned lands in two locations within the community. The first location is an “island” of EC located west of Canyon Road between Military Road East and 176th Street East. The area contains approximately 157 acres of land and is mostly vacant. Clover Creek passes through the area and a substantial portion of the properties are encumbered by floodplain and wetland. Access to the properties is limited due to the presence of the creek and the lack of access from 176th Street East. The area is proposed for rezoning to RR and MSF. The second location where EC will be eliminated is the area east of the Tacoma Sportsman Club between 66th Avenue East and 70th Avenue East. The area contains approximately 80 acres consisting of single-family homes and vacant parcels. Clover Creek also passes through the area and a substantial portion of the properties are also encumbered by floodplain and wetland. Access to properties in the area is poor, primarily consisting of private easements through a variety of residential developments. The area is proposed for rezoning to RR. In total, the proposed EC reductions equal approximately 211 acres or 9 percent of the existing EC designated area within the community.

**Proposed Zoning**

The EC designation would continue to apply to approximately 2,623 acres of land within the community. The EC designation would be implemented by three zone classifications: Employment Center (EC), Community Employment (CE) and Employment Service (ES).

The EC zone is the most intensive industrial zone classification and would be applied to the core of the Employment Center - principally those lands south of 176th Street East. The range of
uses in the EC zone would be expanded slightly from that currently permitted in order to allow for the addition of certain office uses. All commercial retail and service uses, however, would be prohibited. The community plan zones approximately 2,246 acres as EC.

The CE is a light industrial zone and would be applied north of 176th Street East. The CE zone differs from the EC zone in that certain heavy industrial uses, such as basic manufacturing and hazardous materials storage and processing are not permitted. Impervious surfaces are limited to not more that 70% of site coverage within open space corridors. The CE zone serves to provide greater protection of Clover Creek and associated floodplains and wetlands and as a transitional zone to residential and commercial areas. Commercial retail and service uses would be prohibited. The community plan zones approximately 308 acres as CE.

The ES zone is a new zone for Frederickson and Pierce County. This zone focuses on providing those goods and services needed on a daily basis by workers within the Employment Center in a well-defined location. Certain light industrial uses are also permitted. This zone would be applied at the intersection of 176th Street East and Canyon Road East. Approximately 74 acres are zoned ES under the community plan.

**High Density Residential District Designation**

The High Density Residential District (HRD) designation will continue to apply within the community as it currently does today, but will be expanded to include property along 176th Street East between the 3900 and 4200 blocks. Properties north of 176th Street East and west of 78th Street East will be eliminated from the HRD designation. The HRD is to be developed as multifamily and high-density single-family attached with very limited commercial uses.

**Proposed Zoning**

The High Density Residential District plan designation will be implemented by two zone classifications: Moderate-High Density Residential (MHR) and Residential/Office-Civic (ROC). No areas would retain the current HRD zoning.

The MHR zone is a new zone classification for Frederickson. It differs from Pierce County’s HRD zone in that it does not allow for commercial uses and permits a slightly different range of residential densities. The MHR zone permits high-density single-family attached and multifamily housing and compatible civic uses. The residential density for this zone generally ranges from 12 to 18 dwelling units per acre. Areas zoned MHR are located in the vicinity of the intersection of 176th Street East and 78th Avenue East.

The ROC zone is also a new zone for Frederickson. The ROC zone differs from the MHR zone in that it permits a variety of office, civic, and small-scale retail and service uses. Single-family attached and multifamily housing are permitted at a density range of 12 to 18 units per acre.
Areas zoned ROC are located at the intersection of 176th Street East and 78th Avenue East and along 176th Street East between the 3900 and 4200 blocks.

**Mixed Use District Designation**

The primary role of the Mixed Use District 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, and 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.

**Proposed Zoning**

The Mixed Use District plan designation will continue to be implemented by the Mixed Use District (MUD) zone classification. Currently MUD zoning exists at the intersection of 160th Avenue East and Canyon Road East, the intersection of Military Road East and Canyon Road East, and along 176th Street East between 46th Avenue East and the rail line. MUD zoning will continue to apply to the intersection of 160th and Canyon, however, the total acreage of MUD will be reduced by approximately 20 acres to better reflect existing industrial use of land in that area. MUD zoning at the intersection of Military Road East and Canyon Road East will be expanded to include approximately eight acres of land south of Military Road. MUD zoning along 176th Street East will not be altered.

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

**Table D-3: Proposed Land Use Designations**

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single Family (MSF)</td>
<td>5,097</td>
<td>63.6%</td>
</tr>
<tr>
<td>High Density Residential District (HRD)</td>
<td>205</td>
<td>2.6%</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>72</td>
<td>0.9%</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>2,629</td>
<td>32.8%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>8,003</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>
Table D-4: Proposed Land Use Designation and Zone Classifications

<table>
<thead>
<tr>
<th>Designation</th>
<th>Zone Classification</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single Family (MSF)</td>
<td>Moderate Density Single Family (MSF)</td>
<td>4,168</td>
</tr>
<tr>
<td></td>
<td>Single Family (SF)</td>
<td>372</td>
</tr>
<tr>
<td></td>
<td>Residential Resource (RR)</td>
<td>557</td>
</tr>
<tr>
<td>High Density Residential (HRD)</td>
<td>Residential/Office-Civic (ROC)</td>
<td>63</td>
</tr>
<tr>
<td></td>
<td>Moderate-High Density Residential (MHR)</td>
<td>142</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>Mixed Use District (MUD)</td>
<td>72</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>Employment Center (EC)</td>
<td>2,246</td>
</tr>
<tr>
<td></td>
<td>Community Employment (CE)</td>
<td>308</td>
</tr>
<tr>
<td></td>
<td>Employment Service (ES)</td>
<td>75</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>8,003</td>
</tr>
</tbody>
</table>

**Dwelling Unit Capacity**

Under the Growth Management Act, Pierce County is required to plan for a density of at least four dwelling units per net acre within its urban growth areas. The community plan seeks to ensure that overall housing capacity of Frederickson in not diminished as a result of the zone changes implemented in the community in order that future population growth can be accommodated in an efficient manner.

Under current zoning, it is estimated that a total of 3,514.5 acres of vacant and underdeveloped land is currently available for residential use. After removing acreage that is environmentally constrained and accounting for nonresidential uses (such as churches and schools), roads, capital facilities, and market factors, these lands have the capacity to accommodate approximately 6,505 dwelling units based upon the housing densities allowed in each zone. It is estimated that 14,311 persons could be accommodated within this housing. The associated housing density of this residential growth would be approximately 4.3 dwelling units per net acre.

In contrast, under the community plan, it is estimated that a total of 3,653.4 acres of vacant and underdeveloped land is currently available for residential use. After making the same deductions for environmentally constrained areas and accounting for nonresidential uses (such as churches and schools), roads, and market factors, the community plan increases the housing capacity of the community slightly due to an increase in the number of acres zoned for residential use and a decrease in acreage zoned for industrial use. Under proposed zoning, the community has the capacity for approximately 6,655 dwelling units, 150 more units than that provided under current zoning. It is estimated that 14,641 persons could be accommodated by this housing, approximately 330 more persons than under current zoning. The associated housing density of new residential growth would equate to 4.14 dwelling units per net acre.
A breakdown of vacant and underdeveloped lands under current zoning and the community plan follows:

### Table D-5: Inventory of Vacant and Underdeveloped Lands Available for Residential Use

<table>
<thead>
<tr>
<th>Zoning</th>
<th>Vacant (Gross Acres)</th>
<th>Vacant (Net Acres)</th>
<th>Underdeveloped (Gross Acres)</th>
<th>Underdeveloped (Net Acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Existing Conditions</td>
<td></td>
<td>Proposed Under Community Plan</td>
<td></td>
</tr>
<tr>
<td>MSF</td>
<td>957.7</td>
<td>408.9</td>
<td>2,374.4</td>
<td>1,254.0</td>
</tr>
<tr>
<td>HRD</td>
<td>63.2</td>
<td>11.1</td>
<td>94.6</td>
<td>41.8</td>
</tr>
<tr>
<td>MUD</td>
<td>10.8</td>
<td>2.4</td>
<td>13.8</td>
<td>8.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Net acreage reflects land available for development after deductions have been made for wetlands and other critical areas, roads, non-residential uses such as churches and schools, capital facilities, and real estate market factors. Vacant parcels less than 1/2 acre in size are also excluded.

Accordingly, the community plan further increases the residential capacity of the area slightly, and continues to provide for average residential densities in excess of four dwelling units per net acre, satisfying the population and urban density requirements of the Growth Management Act.

As noted above, the community plan increases overall dwelling unit capacity in the community by 702 dwelling units and increases buildout density to 4.60 units per acre. This enables approximately 1,334 more people to be accommodated within the community at full buildout. The majority of this population (83%) would be accommodated in single-family homes at low to moderate densities within the RR and MSF zones. The remaining population would be accommodated at high densities within the ROC, MUD, and MHR zones.
**LAND USE POLICIES**

**GOALS**

In the Frederickson Community the principle goal of the plan is to foster a predominantly residential community that balances environmentally sensitive areas, high traffic corridors, desired open space, and job creation while maintaining a quality living environment. The predominant housing type within the community will be moderate density single-family housing. Limited areas of multifamily housing will be provided along major traffic corridors near commercially zoned lands. Low density housing will be located along Clover Creek to minimize development impacts to this high value natural system. A commercial center will develop at the intersection of 176th Street East and Canyon Road. This center will help to provide a greater sense of identity to the community through quality site planning and building design. This center will meet the daily needs of the growing workforce employed within the Employment Center. Continued growth and development within the Frederickson Employment Center will be actively encouraged by ensuring that necessary infrastructure is available and by promoting an efficient and predictable regulatory environment.

**GENERAL**

**GOAL FR LU-1** Promote the continued development of the Frederickson Employment Center by emphasizing a regulatory environment that is supportive of the establishment of new businesses and the expansion of existing businesses.

**FR LU-1.1** Promote a system of land use control that meets future growth needs in a predictable and efficient manner.

**FR LU-1.1.1** Provide sufficient residential and commercial land capacity within the community to meet the needs of the community for the next 20 years.

**FR LU-1.1.2** Ensure that the residential densities and land area provided for each of the various zone classifications within the community enable a residential density of at least 4 dwelling units per net acre to be achieved as the community is developed.

**FR LU-1.1.3** Regularly monitor and evaluate growth trends within the community to determine if planned densities are being achieved. In the event monitoring indicates that planned densities are not being achieved, Pierce County shall develop recommendations to address the situation and shall present such recommendations for consideration during the next community plan update.

**GOAL FR LU-2** Support the continued existence of the Rural Separator north of Frederickson.

**FR LU-2.1** Recognize the benefits the Employment Center and the overall Frederickson community derive from the presence of the Rural Separator.
In the event any changes to allowed uses, density, or zoning within the Mid-County area are contemplated, Pierce County should analyze the impacts of such changes on future traffic volumes and operating conditions of Canyon Road and 176th Street East.

The Rural Separator provides a desirable buffer between the Urban Growth Areas for Pierce County and the cities of Tacoma, Fife, and Puyallup. The presence of this buffer helps to create more defined urban areas, improved community identity, and valuable open space benefits. The important public benefits the Rural Separator provides, as discussed above, should be considered and analyzed as a component of any proposal to study or modify the Rural Separator.

Provide strict guidance for rezones to ensure community plan goals and objectives are properly implemented.

The proposed zone must be an allowed zone under the existing land use designation.

Changes in land use designation are not permitted through the rezone process.

Ensure commercial and industrial rezone applications are consistent with the goals, objectives, and standards set forth in the Frederickson Community Plan.

Commercial and industrial rezones shall be allowed only when the following criteria are met:

A Planned Development District (PDD) application shall accompany all rezone applications;

An analysis of market vacancy has demonstrated there is a need for the commercial or industrial use type within the Frederickson Community Plan area. The analysis must consider the availability of vacant commercial or industrial buildings and land 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

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.

Ensure that changes in land use designations, zoning, and development standards within the community do not adversely affect the viability of the Employment Center.

Utilize the industrial land location criteria set forth in the Pierce County Comprehensive Plan when evaluating Employment Center zoned lands for possible rezoning.
FR LU-4.1.1 Evaluate the benefits of any proposed change in land use designations, zoning, or development standards within or adjacent to the Employment Center against the impacts to businesses within the center.

GOAL FR LU-5 Provide an orderly transition from the Employment Center to residentially zoned properties and environmentally sensitive areas.

FR LU-5.1 Review the zoning atlas and recommend changes to create logical boundaries and transitions from the Employment Center to residentially zoned properties and environmentally sensitive areas.

FR LU-5.1.1 Use ownership patterns, roadways, topography, lot size, and environmental features to establish logical boundaries to the Employment Center.

FR LU-5.1.2 Zone areas within the Employment Center designation along Clover Creek as Community Employment (CE).

FR LU-5.1.3 Limit development within the CE zone to light industrial and office uses only. Mineral extraction, salvage yards, and similar heavy industrial uses should be prohibited.

FR LU-5.2 Establish a transition area between the Employment Center and residential zones.

FR LU-5.2.1 Limit heights and uses within the transition area or provide some other means of promoting greater compatibility with residentially zoned parcels.

FR LU-5.2.2 All developments on the periphery of the industrial area shall be designed, screened, or bermed to mitigate undesirable impacts upon surrounding residential areas.

GOAL FR LU-6 Create a well-defined commercial and civic service area within the Employment Center that will meet the daily goods and service needs of the employees of the center and local residents.

FR LU-6.1 Designate identified properties around the intersection of 176th Street East and Canyon Road East as Employment Service.

FR LU-6.1.1 The Employment Service zone shall be considered a light industrial zone and shall be permitted only under the Employment Center land use designation.

FR LU-6.1.2 The boundaries and size of the area zoned as Employment Service shall be based upon the employment capacity of the Employment Center, land ownership patterns, and natural and built environment features.

FR LU-6.1.3 The Employment Service area shall not exceed 95 acres in size.

FR LU-6.1.4 Limiting the size of the Employment Service area is necessary to avoid the risk of traffic congestion associated with retail development in the Central Place. Therefore, rezones or other subsequent expansions of the Employment Service zone at Canyon Road and 176th Street are prohibited.

FR LU-6.1.5 The Employment Service area shall permit a range of light industrial, office, retail, service, utility, and civic uses.
FR LU-6.1.6  Residential uses shall be prohibited within the Employment Service zone.

FR LU-6.1.7  For purposes of Chapter 8.76 of the Pierce County Code, the Employment Service zone should be assigned a Class C Environmental Designation for Noise Abatement.

FR LU-6.1.8  High quality site and building design shall be required within the Employment Service zone.

FR LU-6.1.8.1  Design standards shall seek to create a well-defined sense of place, ensure compatibility with adjacent uses, provide ample landscaping, facilitate pedestrian movement, and limit the number of vehicular access points onto Canyon Road East and 176th Street East.

COMMERCIAL

GOAL FR LU-7  Provide well-designed, appropriately scaled retail and service development at limited locations in the community.

FR LU-7.1  Retail and service development within the plan area should be scaled to meet neighborhood and community needs. Anchor tenants between 75,000 and 170,000 square feet may be authorized in the Central Place subject to Council approval of a Project Specific Development Agreement. Individual buildings or tenants shall not exceed 170,000 square feet in the Employment Service zone.

FR LU-7.2  Strive for the development of well-designed, well-placed neighborhood and community-scale commercial development within the plan area.

FR LU-7.2.1  Retail and service uses should primarily meet the needs of the Frederickson community.

FR LU-7.2.1.1  The type and intensity of retail uses within the Employment Center shall be consistent with the Frederickson Community Plan. Anchor tenants between 75,000 and 170,000 square feet may be authorized in the Central Place subject to Council approval of a Project Specific Development Agreement pursuant to RCW 36.70B.170 and Pierce County Code 18A.100. Individual buildings or tenants shall not exceed 170,000 square feet in the Employment Service zone.

FR LU-7.2.1.2  A Project Specific Development Agreement submitted for Council consideration shall include a detailed site plan with identification of specific uses and activities. The level of detail shall be such that the County can determine the appropriate level of mitigation related to, but not limited to, transportation, stormwater and critical areas.
Before Council approval of a Development Agreement authorizing retail buildings larger than 75,000 square feet, project proponents shall be required to demonstrate to the satisfaction of the County Engineer that traffic impacts will be mitigated resulting in no adverse impacts on freight movement within the 176th Street E corridor and Canyon Road E corridor. The burden of mitigating cumulative traffic impacts shall not fall on future industrial development within the Frederickson Manufacturing/Industrial Center.

Commercially zoned areas should be compact in size and should be located at prominent intersections within the community.

Require all commercial developments to meet architectural and site design standards.

Landscaping of commercial sites should be required, particularly along public roads and within parking areas.

Control the location, scale, and range of commercial uses within the community in a manner as appropriate to accomplish the objectives of the community plan.

Allow for the continued existence of a limited mixed use commercial area at the intersection of Military Road East and Canyon Road East. This area should not exceed 15 acres in size.

Limit additional commercial development along 176th Street east and west of the planned commercial center at 176th Street East and Canyon Road.

Encourage the communities of Summit View and North Clover Creek Collins to carefully control and limit commercial development along Canyon Road to maximize the efficiency of this roadway as a major north-south arterial and to prevent the development of a continuous commercial strip into the Frederickson community.

Implement compatibility requirements to minimize the impact of commercial activities on adjacent residential uses.

Require intensive screening and buffering of commercial uses adjacent to residential areas.

Residential density should vary based upon characteristics of the built and natural environment.

Areas of the community with no significant environmental constraints or compatibility issues should be zoned as Moderate Density Single-Family (MSF) and should be developed generally at densities of 2 to 6 dwelling units per acre.
Properties along the Clover Creek corridor should be zoned Residential Resource (RR) reflecting the more environmentally sensitive nature of these lands.

These properties should be developed generally at densities of 1 to 3 dwelling units per acre.

Properties in the upper drainage basin of Clover Creek should be zoned Single-Family (SF) reflecting the environmental characteristics of these lands and proximity to Clover Creek.

These properties should develop generally at a density of 4 dwelling units per acre.

Limited areas for high density single- and multifamily development should be designated near the intersections of 78th Avenue/176th Street East and 40th Avenue/176th Street East, reflecting proximity to major transportation routes and commercial centers.

These areas should be zoned as Moderate-High Density Residential (MHR) or Residential/Office-Civic (ROC).

Density in these areas should range generally from 12 to 18 dwelling units per acre.

Lots of record within the Employment Center (EC) having an area of 2 acres or less created for the purpose of single-family residential use and recorded prior to January 1, 1995 should be allowed to accommodate one single-family unit per parcel.

Accessory dwelling units should not be permitted.

Design standards should be applied to reduce compatibility issues with existing or future industrial uses within the Employment Center.

Existing or future industrial uses should not be construed as a public nuisance to residential uses.

Efforts should be taken to ensure consistency/compatibility with residually zoned lands immediately adjacent to the community plan area.

The SF zone should primarily be developed with detached single-family housing and compatible civic uses. Multifamily housing should be prohibited.

GOAL FR LU-9
Develop special overlay standards to protect special interest areas from incompatible uses.

FR LU-9.1
Utilize airport overlays within the plan area to protect the public’s health, safety, and welfare and to address incompatible uses with airport operations.
FR LU-9.2 Establish an Airport Overlay-Small Airport designation in the vicinity of Shady Acres Airport.

FR LU-9.3 Apply Airport Overlay-Small Airport regulations to the portion of the plan area identified as Airport Overlay-Small Airport in the vicinity of Shady Acres Airport.

**IMPLEMENTING ACTIONS**

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Frederickson Advisory Commission (FAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), and Tacoma-Pierce County Health Department (TPCHD).

**SHORT TERM ACTIONS**

1. Amend Title 18A-Zoning according to Land Use policies. (PALS, CPB)
   - Create a light industrial and office use zone (Community Employment).
   - Create a well-defined commercial and civic service zone (Employment Service) within the Employment Center designation to meet the daily goods and service needs of the Frederickson residents and businesses rather than regional needs.
   - Provide for a range of housing types and densities.

2. Ensure the viability of the Employment Center (EC) through: (PALS, CPB)
   - Land use designations, zoning, and development regulations;
   - Maintaining the land area devoted to EC uses;
   - Providing a transition between EC land and residential or environmentally sensitive areas;
   - Creating standards to promote compatibility with surrounding uses; and
   - Limiting the acreage of the Employment Service area.

3. Provide retail and service areas in limited locations in the community. Retail and service areas shall: (PALS, CPB)
   - Be appropriately scaled to meet community needs rather than regional needs;
   - Meet architectural and site design standards;
   - Minimize driveway access onto major roads;
   - Be controlled by the location, scale, and range of commercial uses allowed;
   - Be limited to identified location areas in the community; and
   - Use standards to promote compatibility with surrounding uses.

4. Provide for a range of housing types and densities within the community. (PALS, CPB)
• Areas with no significant environmental constraints should be zoned Moderate Density Single Family. Densities should be 2 to 6 units per acre.
• Areas within the Clover Creek corridor should be zoned Residential Resource to reflect the environmentally sensitive nature of these lands. Densities should be 1 to 3 units per acre.
• Certain intersections in proximity to major transportation routes and commercial centers should be zoned Moderate-High Density Residential or Residential Office Civic. Densities should range from 12-18 units per acre.

5. Amend Title 18A to clarify that changes in land use designation are not allowed through a rezone application and to require that rezone applications include a PDD, an analysis of market vacancy and a demonstration of need for the rezone. In the case of a rezone in the Employment Center designation, the industrial land location criteria set forth in the Pierce County Comprehensive Plan shall be used. (PALS)

**Mid-Term Actions**

1. Update Chapter 8.76 of the Pierce County Code to be consistent with the designations identified in the Comprehensive Plan and the Frederickson Community Plan. (TPCHD)
2. Develop and implement incentive based regulations by incorporating a minimum, base, and maximum density for each zone. Developments exceeding base density shall have to meet additional criteria to exceed the base density. (PALS, CPB)
3. Develop a regulatory framework to allow higher densities in compensation for a developer’s voluntary investment in public infrastructure and services. (PALS)

**Long Term Actions**

1. Complete a monitoring report to evaluate growth trends to determine if planned densities are being achieved and urban levels of facilities and services are provided. (PALS)
2. Complete a monitoring report to evaluate the effectiveness of regulations and incentives. (PALS)
*Note: The legend shows only the land use designations within the Frederickson Community Plan Area. The areas outside this plan area are masked within the map display.
Historic Land Use Designations

- Employment Center (EC)
- Activity Center (AC)
- Community Center (CC)
- Mixed Use District (MUD)
- High Density Residential District (HDRD)
- Moderate Density Single Family (MDSF)
- Master Planned Community (MPC)
- Rural Military Land (RML)
- Rural Activity Center (RAC)
- Rural Neighborhood Center (RNC)
- Rural Separation (RSp)
- Rural 1 (RS1)
- Reserve 10 (Res 10)
- Agriculture (A)
- Mineral Resource Overlay
- Comprehensive Urban Growth Boundary

Adopted: 3/2012 - Ord. #2011-0452 - Effective: 12/2012

Frederickson Plan Boundary

Department of Planning and Land Services
Plot Date: August 12, 2003

Frederickson Community Plan
Historic Zoning

- Employment Center (EC)
- Community Employment (CE)
- Activity Center (AC)
- Community Core (CC)
- Mixed Use District (MUDA)
- Commercial Mixed Use District (CMUD)
- Residential/Office Core (ROC)
- High Density Residential District (HDR)
- Moderate-High Density Residential (MHR)
- Moderate Density Single-Family (MSF)
- Single Family (SF)
- Residential Resource (RR)
- Master Planned Community (MPC)
- Rural Military Land (RML)
- Rural Activity Center (RAC)
- Rural Neighborhood Center (RNC)
- Rural Industrial (RI)
- Resource (RS)
- Agriculture (Ag)
- Mineral Resource Overlay


Frederickson Plan Boundary

Fort Lewis

Pierce County, Washington

Department of Planning and Land Services
Plot Date: August 12, 2003

Frederickson Community Plan
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.

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 emphasize community are those that invite human presence and allow for interaction of 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 policies in the 1994 Pierce County Comprehensive Plan and is stressed through public input gathered through the Frederickson and other community planning efforts.

The Community Character and Design Element is an integral part of the entire growth management planning process for Frederickson. 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 Frederickson.

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 Development, Natural Environment, and Facilities and Services elements of the community plan.

**Description of Current Conditions**

Historically, Frederickson has been defined by its rural and agricultural characteristics. As recently as the late 1950s and early 1960s, only a few hundred homes existed in the community. Up until this time, the community was characterized by its low density, agricultural uses, prairies, and forests. Much of this character has been lost, however, in the face of rapid growth.

Over the past three decades, the number of homes in the community has swelled to nearly 5,000. Population has increased from less than 1,000 people in the early 1960s to more than 14,000 people today. During this time considerable industrial growth has also occurred in the community. Retail and service development within Frederickson, however, is very limited and there is no defined commercial/civic core within the community. Residents typically travel to adjacent communities to meet their shopping needs.

Today, the most defining characteristic people associate with Frederickson is the Employment Center and the Boeing Company’s manufacturing plant located there. This association is very appropriate given that almost 40% of the community is devoted to industrial uses. Aside from the industrial area, Frederickson is essentially a bedroom community, mostly comprised of newer subdivisions built within the past 30 years.

While much change has occurred in the community in recent years, opportunity still remains to significantly shape the future character of Frederickson. Canyon Road East and 176th Street East are still relatively undeveloped and are not dominated by continuous commercial strips. Significant pockets of open space and vacant land remain, and substantial tree cover is still present.

**Description of Desired Conditions**

The citizens of Frederickson want to better define the community and help to ensure that it remains a desirable place to live as it continues to grow in the future. The 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.

**Central Place**

Frederickson needs a centralized commercial and civic core that can help to better define the community as a place. The community plan would create such a core at the four corners of the intersection of 176th Street East and Canyon Road East, near the geographic center of Frederickson. This core will provide a mix of community scale commercial and civic uses business interconnected with plazas and pedestrian walkways. Potential uses include grocery stores, banks and other professional services, barber shops and other personal services, and government offices. The core is intended to provide opportunity for community members to interact with one another and to be a well-designed area that residents and visitors can easily identify as being with Frederickson. Buildings will be of quality architectural design and sites will incorporate ample landscaping, plazas, signage, and other features that will be used to create an aesthetically pleasing atmosphere and provide a sense of the community.

**Design**

The Frederickson Community Plan integrates the natural and built environments 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. Building and site design will emphasize safety through effective use of lighting, site design, and landscaping. Within the core commercial area, amenities such as courtyards or plazas, well-defined pedestrian pathways, benches, and lighting will be integrated into site design to attract pedestrian uses. 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.
**Gateways**

Canyon Road East and 176th Street East are the major routes into the community. Creating attractive entrances to the community along these roadways is needed to better identify Frederickson as a place. Standards included within the plan require specific design features at these important gateways.

Additionally, the plan emphasizes landscaping along Canyon Road and 176th Street East. These roadways are the most visible and traveled areas of the community and as such are significant to the community’s character. The plan emphasizes abundant tree plantings, wide landscaping buffers, and similar treatments along these roadways.

**Signs**

The community plan sets new standards for signs as a means of enhancing the streetscape of Canyon Road and 176th Street East. 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 will be limited.

**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, if the site is void of trees, to be replaced with trees similar to the surrounding neighborhood. Trees are also addressed through landscape standards.

**Pedestrian Linkages**

To promote mobility within neighborhoods and throughout the community, a strong emphasis is placed on ensuring pedestrian sidewalks are constructed. Commercial business 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.
GOALS

Promote community cohesion and a high quality visual environment by establishing requirements related to architectural, site, and landscape design.

COMMUNITY ENTRIES AND STREETSCAPES

GOAL FR D-1 Provide design concepts and policies that will create attractive, easily identifiable community entrances and streetscapes within the Frederickson community.

FR D-1.1 Create identifiable boundaries, entries, gateways, and other visual cues so that residents, workers, and visitors know they are entering the community.

FR D-1.2 Provide distinctive designs at the edges, entrances, and other key locations within the community.

FR D-1.3 Use a variety of measures to create distinctive entrances, e.g., landscaping, tree planting, graphics, signage, lighting, monuments, pavement treatment, and public art.

FR D-1.4 Recognized entries consisting of tree plantings, signage, or public art shall be established at the following locations to create a gateway effect into the community:

FR D-1.4.1 Canyon Road East at 160th Street East;
FR D-1.4.2 Military Road East at Waller Road;
FR D-1.4.3 176th Street East at Canyon Road East;
FR D-1.4.4 176th Street East in the vicinity of 22nd Avenue East;
FR D-1.4.5 176th Street East at 78th Avenue East;
FR D-1.4.6 176th Street East in the vicinity of 87th Avenue Court East;
FR D-1.4.7 Future Canyon Road East extension at 208th Street East;
FR D-1.4.8 192nd Street East at 22nd Avenue East;
FR D-1.4.9 Waller Road East at Brookdale Road East; and
FR D-1.4.10 208th Street East at 22nd Avenue East.

FR D-1.5 Pierce County shall support and assist the community in developing and maintaining entrances. Support and assistance may be in the form of grant writing, developing a landscaping plan, working with the business community, and other methods to solicit interest in the development of the entrances.
GOAL FR D-2 Enhance neighborhood quality and promote a strong sense of community by utilizing design standards to promote streetscapes.

FR D-2.1 Develop a standard streetscape design for Canyon Road East and 176th Street East.

FR D-2.1.1 Landscaped medians, landscaped buffer areas, lighted crosswalks, textured or decorative crosswalk surfaces, sidewalks, and sidewalk connections to adjacent developments should be incorporated into the design and construction of road improvement projects affecting Canyon Road East and 176th Street East.

FR D-2.1.2 Where feasible and practical, pedestrian refuges should also be provided.

FR D-2.2 Promote the planting of street trees to enhance community character.

FR D-2.2.1 Require the planting of street trees and other vegetation along all arterial roadways within the community.

FR D-2.2.2 Pierce County shall update standards and guidelines for street tree species selection, installation, and maintenance.

FR D-2.2.3 Pierce County, in conjunction with business organizations, community groups, and property owners, shall develop street tree management programs. Such programs shall focus on maintenance and enforcement.

FR D-2.3 Promote the use of native vegetation as an integral part of streetscapes.

COMMERCIAL AND INDUSTRIAL CHARACTER

GOAL FR D-3 Develop commercial and industrial requirements dealing with site design, building design, landscape design, and sign design and placement.

FR D-3.1 Emphasize the importance of street corners through building location, pedestrian access, special site features, or landscape features.

FR D-3.2 Develop detailed streetscape plans addressing streets, crosswalks, sidewalks, signage, landscaping, street furniture, utilities, public spaces, etc.

FR D-3.3 Use durable, high quality materials in site furnishings and features for ease of maintenance.

FR D-3.4 Use fencing and landscaping to conceal outside storage and sales areas with high quality materials.

FR D-3.5 Integrate water quality treatment techniques such as biofiltration swales and ponds with overall site design, where appropriate.

FR D-3.6 Encourage pedestrian movement between commercial properties and neighborhoods by providing gates, ramps, and steps where natural or man-made barriers exist.

GOAL FR D-4 Architectural and site design of non-residential, commercial developments should reflect desired community character.
FR D-4.1 Discourage nondescript architecture that has few design features, lacks cohesiveness, or is scaled to be appreciated at automobile speeds.

FR D-4.2 Within a given commercial or civic development, require consistent architectural themes and colors for buildings, street furniture, and amenities.

FR D-4.3 Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and parking areas.

FR D-4.4 Enhance building entries with a combination of weather protection, landscaping, pedestrian amenities, or distinctive architectural features.

FR D-4.5 Locate or screen roof-mounted mechanical equipment to minimize visibility from public streets, building approaches, and adjacent properties.

FR D-4.6 Locate or screen utility meters, electrical conduit, and other utility equipment to minimize visibility from the street.

GOAL FR D-5 Site and building design requirements within the Employment Center zone should focus primarily on ensuring appropriate transitions to non-industrial areas and public roadways.

FR D-5.1 Limit site and building design requirements within the Employment Center zone to landscaping, setback, height, and lighting control.

FR D-5.2 Industrial uses should provide substantial landscaped areas when adjacent to residually zoned areas and public roadways.

FR D-5.3 A system of varied building setbacks and heights should be implemented for industrial uses based upon the intensity of the use, site characteristics, and adjacent land uses.

GOAL FR D-6 Through policy, design, and land use regulations, create an urban core or central place that is a focal point for the Frederickson community.

FR D-6.1 Promote the development of a centralized, coordinated, high-quality commercial center that can meet many of the goods and service needs of residents, employers, and employees while also serving as a civic and social center for the community.

FR D-6.1.1 Designate the Employment Service zoned properties at the four corners of the intersection of 176th Street East and Canyon Road East Plan as the Frederickson Central Place.

FR D-6.2 Adopt design standards for the Frederickson Central Place that facilitate the development of a high quality, pedestrian-friendly built environment that can serve as a focal point for the community.
FR D-6.2.1  Site design shall require the coordination of site layout, landscaping, setbacks, pedestrian access points, vehicular entrances, and other site elements to unify all four corners of the Frederickson Central Place.

FR D-6.2.2  Significant landscaping shall be used to reduce the scale of parking lots, define pedestrian routes and common areas, screen and buffer adjacent uses, and create an attractive streetscape along the perimeter of the Frederickson Central Place.

FR D-6.2.3  The Frederickson Central Place should have a strong pedestrian and transit orientation that is reflected in site development and design standards which separate automobile and pedestrian circulation through the use of raised walkways, change in pathway material texture, use of landscaping, covered walkways, and parking lots broken into segments.

FR D-6.2.4  Pedestrian amenities, such as plazas, courtyards, covered walkways, outdoor art, seating, lighting, and trash receptacles should be incorporated into the overall design.

FR D-6.2.5  Site design should create distinct street edges along Canyon Road East and 176th Street East and should accentuate the intersection of these two roads through building placement or a special landscaping or pedestrian feature.

FR D-6.2.6  Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and the surrounding neighborhood.

FR D-6.2.7  Building architecture and materials shall be of high quality in order to emphasize the role of the Frederickson Central Place in the community.

FR D-6.2.8  Street-facing building facades shall employ a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of building materials and landscaping to increase visual interest and visually break up large building mass.

FR D-6.2.9  Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and parking areas.

**RESIDENTIAL USES**

GOAL FR D-7  Promote the development of well-designed urban residential areas.

FR D-7.1  Develop specific design guidelines for single-family and multifamily residential development dealing with site planning and building placement.

FR D-7.2  Provide incentives for innovative site designs and clustering of single-family residential uses and high density multifamily uses.
FR D-7.2.1 Promote the visual quality of neighborhood streetscapes so that they become a valued element of the character of the community and enhance neighborhood quality.

FR D-7.2.2 Encourage use of curvilinear streets and narrower street profiles within residential neighborhoods.

FR D-7.2.3 Provide opportunity for porches and decks within front yard setbacks.

FR D-7.3 Permit single-family detached dwelling units to encroach into front yard setbacks the same distance the garage entrance is recessed behind the front yard setback line. The front yard setback shall not be less than 15 feet.

FR D-7.4 Encourage underground stormwater retention systems by providing development incentives.

FR D-7.5 Provide incentives for innovative architectural design of two-family (duplex), attached single-family, and multifamily residential development.

FR D-7.6 Encourage two-family developments that provide alley access to the vehicle enclosure.

FR D-7.7 Avoid locating parking areas for multifamily developments between the buildings and the street.

GOAL FR D-8 Encourage and provide incentives for providing open space and retaining existing native vegetation on sites proposed for urban development.

FR D-8.1 Provide a procedure for removing dangerous or diseased trees that require mitigation including replacement of any removed trees.

FR D-8.1.1 Sites that are devoid or deficient in vegetation shall be required to introduce supplemental landscaping with plantings that are native to the Pacific Northwest and are based on the historic indigenous plant species for the underlying soils.

FR D-8.1.2 These supplemental plantings shall equal the minimum amount required for retention.

FR D-8.2 Reduce the amount of density or intensity allowed within a proposed development for lack of permanently designated usable open space.

Urban Open Space

GOAL FR D-9 Property improved with buildings, parking areas, and other impervious cover shall include areas of natural and landscaped vegetative cover to protect the aesthetic qualities of the area, to protect aquifers and aquifer recharge areas, provide urban wildlife habitat, and to prevent runoff to adjoining properties, streams, and other critical areas.
FR D-9.1 Provide a range of open space dedication requirements based upon the density or intensity of the proposed use.

FR D-9.2 Require a permanent dedication of open space as a condition of approval for a site plan or division of land. The following activities should be allowed within designated open space areas and are listed in order of priority.

- FR D-9.2.1 Preservation of natural vegetation including fish and wildlife habitat.
- FR D-9.2.2 Natural resource protection including steep slopes, streams, and wetlands.
- FR D-9.2.3 Buffers between incompatible land uses.
- FR D-9.2.4 Passive recreation (pervious and impervious trails).
- FR D-9.2.5 Active recreation (parks).
- FR D-9.2.6 On-site utilities (drainfields, stormwater retention facilities).
- FR D-9.2.7 Pedestrian and bicycle trails shall be permitted uses within designated open space tracts.

FR D-9.3 Require the open space area to be clearly marked and identified as a protected area through the use of methods such as fencing (when appropriate) and signage.

### Landscape Design

**GOAL FR D-10** Use creative landscaping to calm traffic, attractively screen service areas, minimize the impact of parking lots, and revitalize the natural environment.

- **FR D-10.1** 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.

- **FR D-10.2** Newly planted landscaped strips shall contain trees that are at least 8’ tall and 2” in diameter. Trees must be a minimum of 35’ at maturity, except where conflicts occur with utility or corridors.

- **FR D-10.3** Trees that serve to assist in noise reduction for commercial or industrial properties shall consist primarily of evergreen and coniferous species.

- **FR D-10.4** Landscape Canyon Road East with trees, plants in the median, and lush green areas along its edges. New plantings should be at least 12’ in height and 3” diameter and capable of a minimum height of 35’ at maturity.

- **FR D-10.5** Encourage the use of bioretention swales in parking lot landscaped areas to break up the expanse of asphalt and assist in stormwater treatment and infiltration.

- **FR D-10.6** Parking lot landscaping shall be significant and dispersed throughout the lot in order to provide shade, pedestrian refuge, and visual relief.
Parking lot vegetation should consist of a variety of trees and vegetation. New trees should be at least 8’ in height and 2” diameter and capable of a minimum height of 35’ at maturity, except where conflicts with utility corridors would occur.

Where commercial or industrial land uses abut residential uses, a landscaped buffer shall be provided to reduce noise and glare impacts.

Vegetation that is native to the Pacific Northwest and that is drought tolerant is preferred for landscaping.

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

**SIGN DESIGN**

**GOAL FR D-11** Establish and implement uniform and balanced requirements for new signs and an amortization schedule for the removal of signs made nonconforming with the adoption of regulations implementing this plan.

**FR D-11.1** Incentives should be provided to bring existing signs into conformance with new codes. Incentives should include tax credits or dismissal of permit fees for replacing the sign prior to the assigned sunset date.

**FR D-11.2** Billboards should have an amortization period consistent with the Internal Revenue Service depreciation schedule.

**FR D-11.3** Aggressively seek nuisance abatement to eliminate problems that inhibit the goals of the districts and the community. Pierce County shall identify dilapidated, abandoned, and illegal signs for future abatement action.

**FR D-11.4** Ensure that temporary signs are promptly removed after the culmination of the event described or symbolized on the sign.

**GOAL FR D-12** Ensure that all signs undergo design review to ensure that the design and placement of signs is consistent with the Frederickson Design Standards and Guidelines.

**FR D-12.1** Ensure that signage is integrated with the overall architectural framework and structural elements of the building, reinforcing the shape and proportion of the façade through such techniques as detailing, use of colors and materials, and placement.

**FR D-12.2** Prohibit the use of flashing or rotating signs, video signs, roof signs, railing signs, inflatable signs, and signs attached to private light standards.

**FR D-12.3** Prohibit the use of lights and surfaces that result in glare onto adjacent properties.

**FR D-12.4** Limit the use of pole signs.
FR D-12.5  Allow monument and wall signs.
FR D-12.6  Require consolidation of signage within commercial development to reduce visual clutter along streets and the freeway.
FR D-12.7  Prepare standards that limit overall signage to a proportion of the length of the building façade.
FR D-12.8  Prohibit canvas canopy signs and canopy signs that are backlit.

GOAL FR D-13  Minimize the use of off-premise signs within Frederickson.
FR D-13.1  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.
FR D-13.2  Prohibit new billboards within Frederickson.
FR D-13.3  Existing billboards should be eliminated over time through use of an amortization period.

GOAL FR D-14  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.
FR D-14.1  Allow banners for community activities and events.
FR D-14.2  Banners should be of a style, size, and color that complement the surrounding environment and standard on which they are affixed. Consideration should be given to whether or not the structures from which the banners are being suspended can support the weight and the force of the wind upon the banners.
FR D-14.3  Commercial center banners must be primarily promoting the commercial center where they are displayed. Specific advertising of businesses or merchandise is prohibited.
FR D-14.4  Temporary signs that are placed within a permanent structure, such as on private light standards, shall be prohibited.
FR D-14.5  Prohibit temporary signs that are affixed to a utility pole unless expressly reviewed and approved by the utility provider.

LIGHTING DESIGN

GOAL FR D-15  Consistently apply and enforce lighting regulations.
FR D-15.1  Provide lighting that is integrated with the overall architectural concept in scale, detailing, use of color and materials, and placement.
FR D-15.2  Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and surrounding neighborhood.
FR D-15.3  Require lighting to be reviewed during design review in all new developments.
GOAL FR D-16 Ensure that lighting in communities contributes to vehicle and pedestrian safety.
FR D-16.1 Provide adequate lighting levels in all pedestrian areas including building entries, along walkways, parking areas, transit, and other public areas.
FR D-16.2 School bus stops should be lit and safe. The school district should plan the stops and developments should contribute to construction and safety.

GOAL FR D-17 Encourage energy efficient lighting solutions.
FR D-17.1 Encourage all non-essential exterior commercial and residential lighting be turned off after business hours and/or when not in use.
FR D-17.2 Encourage the use of lights on a timer.
FR D-17.3 Encourage the use of motion-activated lighting for security purposes.

GOAL FR D-18 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.

GOAL FR D-19 Parking lot lighting shall not exceed Illuminating Engineering Society of North America recommended lumens.

IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Frederickson Advisory Commission (FAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

1. Amend Title 18A-Zoning (PALS, FAC)
   • Establish minimum setbacks, height and gross floor area limitations and maximum impervious surface standards for all zone classifications; and
   • Create a new zone classification - Employment Service, to be applied to properties at the four corners of the intersection of 176th Street East and Canyon Road East as Employment Service.
2. Amend Title 18J-Design Standards and Guidelines (PALS, FAC)
   • Develop a standard streetscape design for Canyon Road East and 176th Street East;
   • Develop provisions for street trees, other vegetation, or landscaped areas along all arterial roadways;
• Update standards and guidelines for street tree species selection, installation, and maintenance;
• Establish urban design standards and guidelines for:
  • Commercial and industrial uses dealing with site design, building design and placement, landscaping, lighting, and circulation.
  • Two-family, attached single-family, and multifamily residential development dealing with site planning, building placement, and building scale.
• Establish a range of open space dedication requirements based upon the density or intensity of the proposed use;
• Require landscaping buffers to separate dissimilar or incompatible uses.
3. Amend Title 18B-Signs (PALS, FAC)
4. Control the size, type, design, and location of signs;
   • Implement uniform and balanced requirements for new signs and an amortization schedule for the removal of signs made nonconforming with the new regulations;
   • Apply design standards and guidelines to the design and placement of signs within the community;
   • Allow temporary signs that are controlled by the use, size, and duration of the sign.

**Mid-Term Actions**

1. Work toward the creation of community entrances and streetscapes at identified locations through the use of design concepts and standards. (PALS, FAC)
2. Develop a street tree management program. (PALS, FAC)
Chapter 4: Natural Environment Element

INTRODUCTION

The Natural Environment element addresses the protection and conservation of the natural resources in the Frederickson community such as water, air, vegetation, fish, and wildlife. The residents of the Frederickson community are concerned about the loss and continual degradation of natural resources that have occurred over the past couple of decades.

Of great importance to the community is the long-term protection of Clover Creek. This creek is one of the most significant natural features in the community and provides essential habitat to a variety of fish and wildlife species, including salmon. Clover Creek is also one of the largest stream systems in urban Pierce County and is designated as a Shoreline of the State. In addition to its high environmental value, the creek also provides a link to the community’s past as it was essential to the early settlement of the Frederickson area. Much of Frederickson’s early identity was drawn from the creek and the creek continues to be a community symbol today. Continued urban development in the community poses a significant threat to the health of the creek. Ensuring Clover Creek is adequately protected as the community grows is a key component of the community plan.

Another area of concern to the community is the preservation of tree cover. 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 Frederickson have repeatedly expressed concern about the continuing loss of tree cover within the community. It is estimated that more than 50% of the tree cover in the community has been lost over the past 30 years as a result of land clearing and development activities. During this same time period, heavily forested areas in the community (areas with more than 70% tree canopy cover) have been decreased by more than 75%, while areas having little or no canopy cover have increased by more than 60%. Reducing future tree loss in the community is another key component of the Frederickson Community Plan.
Conservation of open space is also a high priority of the community. Open areas have been lost at a rapid pace as new development has occurred in the community. It is estimated that since 1980 alone, more than 2,000 acres of land within the community has been platted and developed with commercial and residential uses. The community plan identifies the remaining highest valued open space areas and encourages public and private acquisition of these areas for long-term preservation. Significant emphasis is given to conservation of open space along Clover Creek. In addition to acquisition, the community plan also seeks to maintain open space in other areas of the community through the use of developer dedication, transfer of development rights, and other methods.

Lastly, the community plan also recognizes and seeks to protect the quality of several other important environmental attributes including ground and surface water quality, air quality, and light and noise levels. Policies and implementing regulations set forth in the community plan contain variety of strategies addressing these areas.

**DESCRIPTION OF CURRENT CONDITIONS**

The natural environment refers to those elements of the environment which tend to occur naturally and are generally not created by man. Examples include soil, topography, and geology.

**EARTH RESOURCES**


**SOILS**

According to the Pierce County Soil Survey, sixteen soil types occur within the plan area. Of these sixteen, three are most dominant: Everett gravelly sandy loam; Kapowsin gravelly loam;
and Spanaway gravelly sandy loam. Approximately 89% (6,703 acres) of the plan area falls into these three soil types.

Spanaway and Everett gravelly sandy loams are well drained and experience little surface water runoff. The high permeability of these soils has made them desirable for development as stormwater runoff is easily controlled and on-site septic systems are viable. Consequently, large areas of these soil types have been developed with single-family homes utilizing on-site septic systems. Kapowsin gravelly loam is less well drained and experiences a shallow perched water table during the rainy season. The seasonal shallow water table makes stormwater control more difficult. On-site septic systems generally do not function well in this soil type. As a consequence, development in these areas has been limited primarily to single-family homes on large lots.

The remaining 829 acres of the plan area contains 13 different soil types exhibiting a range of characteristics. The approximate acreage and characteristics of these soil types is as follows:

- **230 acres** are classified as hydric (three percent of the plan area) and are very poorly drained. These hydric soils include Bellingham silty clay loam, DuPont muck, Tanwax muck, and Tisch silt. Hydric soils are often characterized by the presence of wetlands and other water features and often experience flooding problems. The largest area of hydric soils is located along Clover Creek.
- **180 acres** are classified as Everett stony loamy sand. This soil type is very stony and is highly permeable. Surface water infiltration is rapid with little or no surface water runoff occurring. The largest pocket of this soil type in the plan area is approximately 150 acres in size.
- **115 acres** are classified as Alderwood gravelly sandy loam. This soil type is moderately well drained. A perched water table may occur for short periods during the spring and winter rainy seasons. The soil generally is not well suited to on-site septic system usage due to the seasonal perched water table.
- **The remaining 300 or so acres** contains Indianola loamy sandy, Kitsap silt loam, Ragnar sandy loam, Siana loam, Neilton gravelly loamy sand, fill areas, and gravel pits. These soil types occur in pockets of 30 acres or less in size scattered throughout the plan area.

TOPOGRAPHY

The majority of the plan area consists of relatively flat uplands with slopes of 6% or less. Scattered throughout the plan area are long, narrow, moderately steep slopes that break abruptly along the edges of the upland areas. In general, these slopes have grades of 15% to 30%. However, there are a few areas where slopes exceed 30%. This pattern of topographic breaks along the edges of large, relatively flat upland areas is most prevalent in the northern portion of the plan area which drains to Clover Creek. Areas with slopes of 15% or greater total approximately 485 acres or 6.6% of the total plan area. Areas having slopes of 15% or greater are considered potential landslide and erosion hazards areas. Development in these areas is controlled by Pierce County’s Critical Area Regulations. These regulations generally require that
these slopes remain in an undisturbed condition and that development be setback a certain distance from the slope areas.

**Seismic Hazard Areas**

Seismic hazard areas are areas 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. There are two areas of potential seismic hazard mapped within the community. These areas are located in the eastern portion of the plan area. Approximately 400 to 500 acres of seismic hazard area are centered on the intersection of 78th Avenue and 184th Street East. An additional 100 or so acres are located along the eastern boundary of the plan area between 160th Street East and 170th Street East.

New land use activities within seismic hazard areas are subject to more stringent engineering requirements, including the submittal of geotechnical 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 geotechnical reporting requirements.

**Volcanic Hazard Areas**

There are no volcanic hazard areas located within the community.

**Water Resources**

*Sources: Flood Insurance Rate Maps, FEMA; National Wetlands Inventory; Pierce Co. Wetlands Inventory; WDFW Streamnet; and, Groundwater Pollution Potential (DRASTIC) maps, 1998*

**Surface Waters**

Hydrology mapping by the Washington State Department of Natural Resources indicates that there is one stream (Clover Creek), three small ponds/lakes, and several small, unnamed drainage channels within the community plan area. Clover Creek is classified as a Type 1 stream along most of its length and is listed as a Shoreline of Statewide Significance. The creek is mapped as being salmon bearing, but is not listed on the Draft Chinook Status map as containing Chinook salmon. Coho salmon presence is noted, however, by the Washington State Department of Fish and Wildlife. The three lakes/ponds include Stony Lake, which is approximately 13.2 acres in size, and two unnamed lakes/ponds of 1.1 and .58 acres each.
The headwaters of Clover Creek originate in the community plan area and are formed by a series of springs at the base of steep slopes, east of Canyon Road. The headwaters are located on large parcels owned by Tacoma City Water and the Tacoma Sportsman Club. These parcels are largely forested with second-growth timber and contain multiple springs and wetlands, which form the headwaters.

**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 29 flood hazard areas (100-year floodplains) within the boundaries of the community plan area. The 29 areas have a combined acreage of 535 acres. A substantial portion of this acreage is located along Clover Creek. In addition to the 100-year floodplain areas, there are an additional 17 areas mapped by FEMA as being prone to flooding on a less frequent basis. These less frequently flood areas are referred to as 500-year floodplains. A total of 129 acres is mapped as being within these 500-year floodplains. Pierce County regulates 500-year floodplains in the same manner as 100-year floodplains. Approximately 9% of the plan area is mapped as either 100 or 500-year floodplain.

In addition to the mapping completed by FEMA, Pierce County is currently conducting an inventory of flood prone areas as a component of a watershed basin planning effort for Clover Creek. This inventory is not yet complete, but may reveal additional flood prone areas within the community not mapped by FEMA.

**Wetlands**

Wetlands are areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted to life in saturated soil conditions. Examples of wetlands include swamps, marshes, bogs, and similar areas. Wetlands are of significant biological and physical value and are required to be 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 98 wetlands. These wetlands have a combined area of 645 acres. Approximately 8.5% of the plan area is classified as wetland. It should be noted that the CWI and NWI maps are not entirely complete and that there may be small wetland areas throughout the community that are not noted in these inventories.

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
plat 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. If an average buffer size of 75 feet (average of buffer width for Category II and III wetlands) is applied to the wetlands in the plan area, the acreage affected by wetlands increases from 645 acres (total wetland acreage) to 1068 acres (total wetland acreage with 75-foot buffers). When buffers are considered, approximately 14% of the plan area is affected by wetlands.

**GROUNDWATER**

The Frederickson community is located in the regional recharge area for the Clover/Chambers Creek aquifer system. Depth to groundwater is 30 or more feet. The geology of the majority of plan area is such that infiltration of rainfall is rapid. This high degree of permeability makes the groundwater in the area very susceptible and vulnerable to contamination.

The recharge area for the Clover/Chambers Creek aquifer system is designated as an Aquifer Recharge Area by Pierce County. All of Frederickson lies within the Aquifer Recharge Area. Within this area, Pierce County has established regulations intended to prevent or minimize potential impacts to groundwater resulting from new land use activities.

**FISH AND WILDLIFE HABITAT**

(Source: WDFW PHS Digital Database)

**PRIORITY HABITAT AND SPECIES**

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 WDFW’s Priority Habitat and Species Database. This database indicates that there are 25 such areas within Frederickson. Of these 25 areas, 20 are associated with wetlands or streams, three are areas of seasonal waterfowl concentration, and two are large areas of relatively undisturbed natural vegetation.

Pierce County protection of these areas is limited to wetlands, streams, and those areas that provide habitat for state or federally listed threatened, endangered, candidate, monitored, or sensitive species. Accordingly, 20 of the 25 areas are protected to some degree through the establishment of protective buffers for associated streams or wetlands. The remaining five areas are not documented as providing habitat for protected species and as a consequence are currently not protected by Pierce County’s critical area regulations.
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 Tideflats, south of Puyallup, 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 air borne pollutants in Washington State.

Air quality standards are established by the Environmental Protection Agency (EPA) and Washington State. Failure to meet the established standards results in an area being designated as a “nonattainment area” by the EPA. When an area is designated as nonattainment, 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 the 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 continuing improvement.

DESCRIPTION OF DESIRED CONDITIONS

The Frederickson community, like many suburban communities, assigns high value to the trees, streams, and other natural areas within its boundaries. These areas contribute to the quality of life experienced by the community’s residents and are important aspects of the community’s identity. Like many communities in Pierce County, residents of Frederickson have seen much degradation of the natural environment over the past 30 years as growth has occurred. This pattern of degradation is expected to continue and is inevitable as the population of the area continues to grow. The community realizes that action must be taken now in order to ensure that those elements of the natural environment most important to the community are preserved for present and future generations.

CLOVER CREEK, HEADWATERS, AND ASSOCIATED WETLANDS AND FLOODPLAINS

Clover Creek and its associated wetlands and floodplains are identified as being of high ecological importance, providing habitat for a wide variety fish, wildlife, and plant species. Most notably, the headwaters area of Clover Creek is presently intact and functioning well. Preserving the integrity of Clover Creek and its headwaters area and restoring the natural functions and values of this stream system is one of the highest priorities of the community plan. Much of the area along Clover Creek is currently undeveloped, including the headwaters area. Where development has occurred it is generally of low density and large lot size reflective of the environmental limitations of this area. The community plan recognizes this trend and recognizes these constraints through new zone classifications that will limit the
density and intensity of development to better coincide with the development capacity and capability along the creek. The community plan contains policies calling for additional study of the headwaters area to better identify and protect the freshwater springs located there which are so vital to the creeks continued ecological and hydrological integrity.

**TREE COVER**

Citizens of Frederickson place a high value on remaining forests and areas of significant vegetation. New development will not occur without retaining trees on the property or, at a minimum, replacing them with like kind. In recognition of 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. 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 and reduce air pollution through the uptake of contaminants.

**OPEN SPACE**

An important step toward integrating the built and natural environments is recognizing the role of open space corridors. The open space corridors in Frederickson coincide with wetlands, flood hazards, slopes, and streams. Emphasis is given to preservation of lands along Clover Creek. The community plan strives to preserve these resources through policies, regulations, and long-term educational outreach. Open space corridors in Frederickson are also inclusive of Priority Habitat and Species as listed on Washington Department of Fish and Wildlife maps. The community plan prioritizes the acquisition of open space in environmentally constrained areas. The County’s Conservation Future Program is recognized as a key 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.

**GROUND AND SURFACE WATER QUALITY**

The community supports continued regulatory efforts by local government aimed at protecting ground and surface water quality. These regulations have been developed based upon review of the best available information and are frequently updated to reflect changes in environmental conditions and further research. The community desires that these regulations be properly enforced. The community also supports the use of low impact development techniques to minimize impacts to ground and surface water quality associated with new development.
GOALS

Protecting the health of the natural environment and providing adequate parks and other public and private open space areas are of high importance and interest to the community. These features must be present to achieve the high quality living environment envisioned in the plan. At a minimum, the plan will strive to ensure:

- The area’s natural resources, natural beauty, and livability will be maintained and preserved by ensuring that when development occurs, changes to vegetation, topography, and surface water runoff characteristics will be minimized;
- Surface and ground water quality will be protected by controlling the intensity and density of land uses within sensitive areas and by enforcing existing regulations aimed at protecting streams, wetlands, and aquifer recharge areas;
- Areas of critical importance to fish and wildlife will be adequately protected; and
- Tree cover will be maintained in the community through tree preservation, replacement, and restoration.

CLOVER CREEK AND ASSOCIATED RESOURCES

GOAL FR ENV-1 Maintain the natural functions and values of Clover Creek and its associated wetlands and floodplains to the greatest extent possible as the community continues to urbanize.

FR ENV-1.1 Manage land use in the vicinity of Clover Creek and associated wetlands and floodplains so as to maintain, and where appropriate, restore the natural hydrologic and habitat values of this system.

FR ENV-1.2 Adopt development standards and zoning restrictions that strive to maintain sufficient habitat adjacent to Clover Creek and other riparian areas to meet the needs of terrestrial species, including sufficient travel corridor widths and sufficient areas for cover, foraging, and other habitat requirements.

FR ENV-1.2.1 Apply resource based zoning to lands that contain or are adjacent to designated riparian corridors and other significant habitat areas. The goal of this zoning is to ensure the conservation of the habitat functions and values these areas provide. At a minimum, these performance standards should address intensity of land use (density, impervious surfaces, etc.), open space and vegetation retention, surface water management, and lighting and noise control.
FR ENV-1.2.2 Develop a system of incentives and credits to encourage greater protection of designated riparian corridors and other significant habitat areas. This system could provide for on and off-site density transfers, variances to bulk requirements (e.g., building setbacks, lot sizes, roadway widths, etc.), and property tax incentives.

FR ENV-1.3 Allow limited activities within riparian area buffers only when such activities are compatible with the overall functions of the buffer and when such activities do not diminish the functional value of the buffer.

FR ENV-1.3.1 Buffers should include any associated flood hazard areas and wetlands, as well as adjacent slopes having grades of 30% or greater.

FR ENV-1.3.2 Require the location of all designated riparian area buffers be clearly and permanently marked as a native growth protection/stream buffer area on any project site prior to initiation of site work.

FR ENV-1.3.3 Require all designated riparian area buffers be reserved as open space and identified as native growth protection/stream buffer area on the face of the plat and/or as a deed restriction on the property. Native growth protection easements for buffers should be established and recorded as part of the approval process.

GOAL FR ENV-2 Identify and remove barriers to fish passage in Clover Creek.

FR ENV-2.1 Prioritize correction of any fish blockages in the next Capital Improvement Program update.

FR ENV-2.2 Reconstruct infrastructure that acts as a barrier to fish passage as part of any public road or utility projects associated with the blockage.

FR ENV-2.3 Reduce culverts and encourage bridges, when needed, when constructing or reconstructing water passages under roads.

GOAL FR ENV-3 Identify and inventory the spring-fed headwaters of Clover Creek.

FR ENV-3.1 Coordinate freshwater spring inventory activities with the Clover Creek Basin Plan.

FR ENV-3.2 Delineate freshwater springs within the headwater vicinity.

FR ENV-3.3 Consider spring locations when determining development standards and land uses.

FR ENV-3.4 Pursue grants and other alternative funding options to acquire monies that would be used to hire a consultant to conduct the inventory.

FR ENV-3.5 Ensure that the freshwater springs, which form the headwaters of Clover Creek, are preserved and adequately buffered from development activity.

SURFACE AND GROUNDWATER RESOURCES

GOAL FR ENV-4 Protect and conserve groundwater supplies contained within the Chamber-Clover Creek aquifer.
FR ENV-4.1 Institute minimum tree/natural vegetation retention requirements that provide areas for infiltration of surface water and groundwater recharge to occur. Such requirements should be complimentary to retention requirements for other elements of the natural environment.

FR ENV-4.2 Establish impervious surface limitations within the community.

FR ENV-4.3 Install signage around the perimeter of wellhead protection areas and/or the most sensitive aquifer recharge areas.

FR ENV-4.4 Pursue funding opportunities to map spill locations on state routes for areas that have a potential to enter the one-year time of travel zone and/or storm drainage systems.

FR ENV-4.5 Work with the Pierce County Emergency Management Department to identify appropriate methods for handling spill response in high-risk areas.

FR ENV-4.6 Maintain the natural hydrologic conditions within the community to the greatest extent possible.

GOAL FR ENV-5 Promote the use of low impact development techniques in the community.

FR ENV-5.1 Support development standards that allow low impact development techniques for controlling stormwater such as:

FR ENV-5.1.1 Maximize retention of native vegetation and tree cover to intercept, evaporate, and transpire precipitation.

FR ENV-5.1.2 Assess the site’s soils, current and native vegetation cover, wetland areas, streams, ponds, and other critical areas. Establish buffers and delineate protected areas.

FR ENV-5.1.3 Preserve permeable, native soils and restore disturbed soils with compost and other amendments to infiltrate and store stormwater.

FR ENV-5.1.4 Retain and incorporate topographic site features that promote infiltration and storage of stormwater.

FR ENV-5.1.5 Direct the location of buildings and roads away from critical areas and soils that can effectively infiltrate stormwater.

FR ENV-5.1.6 Minimize building footprints, and road widths and lengths to reduce impervious surfaces. Eliminate effective impervious surfaces.

FR ENV-5.1.7 Utilize permeable surfaces (e.g., pervious pavement, pavers, and gravel systems) where possible to promote stormwater infiltration.

FR ENV-5.1.8 Utilize small, decentralized bio-retention areas with appropriate vegetation to infiltrate, store and transpire precipitation.

FR ENV-5.1.9 Reduce the reliance on traditional conveyance and pond technologies to manage stormwater quality and quantity.

FR ENV-5.1.10 Manage stormwater as close to its origin as possible.
GOAL FR ENV-6 Develop a Transfer of Development Rights and Purchase of Development Rights program for wetland area density transfers.

FR ENV-6.1 Development right transfers shall only be permitted when both the sending and receiving site are located within the Frederickson Community Plan area boundaries. Development rights from other communities shall not be transferred to Frederickson.

**TREE COVER AND VEGETATION RESOURCES**

GOAL FR ENV-7 Emphasize the conservation and restoration of tree canopy cover and wooded areas, in order to ensure the protection and preservation of the important and necessary environmental functions and processes provided by these resources and the high value placed upon these resources by the community.

FR ENV-7.1 Promote the long-term conservation of trees, wooded areas, and native vegetation within the community.

FR ENV-7.2 Establish minimum development standards for the conservation and restoration of wooded areas and tree canopy cover within the community.

FR ENV-7.2.1 Establish minimum tree conservation requirements by land use designation and use within the community plan area.

FR ENV-7.2.2 Encourage the retention of existing trees whenever possible, but permit the use of replacement trees whenever site design, tree health, or tree or stand structure does not favor retention.

FR ENV-7.2.3 Sites that contain too few trees to meet the minimum tree conservation standards shall be required to plant supplemental trees as necessary to achieve the standards.

FR ENV-7.2.4 Trees selected for planting must be compatible with the natural and built features of the site. Emphasis should be given to the use of native tree species, whenever feasible.

FR ENV-7.2.5 Monitor construction activities to ensure developer compliance with vegetation retention and replacement requirements. In the event violations of these requirements occur, withhold occupancy permits, final plat approval, and other needed final approvals until such time as the violations are rectified.

FR ENV-7.3 Pierce County should assume a leadership role in the conservation and restoration of trees and tree cover within the County.

FR ENV-7.3.1 Pierce County should adopt design standards for public buildings, roadways, and other public infrastructure that promotes the conservation and restoration of trees and tree cover within the urban growth area.
OPEN SPACE

GOAL FR ENV-8 Foster the acquisition and conservation of open space within the plan area through the use of a variety of strategies.

FR ENV-8.1 Pierce County should utilize park impact fees that are collected within the Frederickson Community Plan area to purchase open space land within the community plan area.

FR ENV-8.2 Pierce County should encourage participation within the Conservation Futures and Current Use Assessment programs by conducting informational workshops on the programs within the plan area.

GOAL FR ENV-9 Public open space acquisition efforts within the plan area should give a higher priority to those parcels located within a designated open space area as depicted on the official Open Space Corridors Map.

FR ENV-9.1 The highest priorities for open space acquisition should be given to those parcels that contain the following characteristics in the order listed:

FR ENV-9.1.1 Contain Clover Creek or its associated wetlands and floodplains.

FR ENV-9.1.2 Contain high priority resources, i.e., critical salmon habitat, fish and wildlife habitat areas, streams, wetlands, and wooded areas or contain other sensitive resources such flood hazard areas, and landslide and erosion hazard areas.

FR ENV-9.1.3 Provide important links between existing open space, park and recreation, and school sites.

FR ENV-9.1.4 Offer significant views of Mount Rainier; or

FR ENV-9.1.5 Exceed five acres in size.

FR ENV-9.2 Properties identified on the County’s officially adopted Open Space Corridors map should be given higher priority for acquisition than non-identified properties.

GOAL FR ENV-10 Protect and maintain publicly-owned and/or purchased open space sites in perpetuity.

FR ENV-10.1 Place conservation easements or covenants on existing and acquired publicly-owned open space sites that restrict future uses to passive open space recreation activities.

FR ENV-10.1.1 Conservation easements should be worded to maintain open space use and function of a parcel in perpetuity.

FR ENV-10.2 The sale of publicly-owned open space areas within the Frederickson Community Plan area is discouraged.
In the event that such sales occur, any proceeds from the sales shall be used to purchase an equivalent or greater amount of land for passive open space recreation use and/or land which provides an equivalent or greater ecological function and value within the Frederickson Community Plan area.

GOAL FR ENV-11 Promote privately owned greenbelts and passive recreational areas as a supplement to the public open space system within the community.

FR ENV-11.1 Establish standards for the private dedication of greenbelts and passive recreational areas within new development.

FR ENV-11.2 The dedication of greenbelts and passive recreational areas should be proportional to the scale and impact of a development proposal.

FR ENV-11.3 Dedication requirements should be determined based upon a review of the Pierce County Parks and Recreation plan and other available documents including published state and national guidelines and standards.

FR ENV-11.4 Utilize greenbelts as buffers between uses and visual relief from the built environment.

FR ENV-11.5 Utilize greenbelts and passive recreational areas for pathways and integrate this system into the nonmotorized transportation network.

FR ENV-11.6 Greenbelt and passive recreational areas should integrate or bridge critical areas, such as wetlands and fish and wildlife habitat areas, or designated open space areas when possible.

IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Frederickson Advisory Commission (FAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works (PW), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

1. Designate and zone areas that contain or are adjacent to designated riparian corridors and other significant habitat areas with resource based zones. (CPB, PALS)
2. Apply standards to zones that address intensity of land uses, open space, tree, and vegetation retention, surface water management, and lighting and noise control. (PALS)
3. Allow activities within riparian area buffers that are compatible with the overall function of the buffer and do not diminish the functional value of the buffer. (PALS)
4. Modify the open space corridor to include additional properties as specified in the plan policies. (CPB, PALS)

**Mid-Term Actions**

1. Develop a system of incentives and credits to encourage greater protection of designated riparian corridors and other significant habitat areas such as on and off-site density transfers and variances to bulk requirements. (PALS)
2. Remove or correct barriers to fish passage based on the results of the Clover Creek Basin Plan, prioritize these projects in the Capital Improvement Program update, and construct or reconstruct infrastructure to improve fish passage. (PW)
3. Install signage around the perimeter of wellhead protection areas and/or the most sensitive aquifer recharge areas. (TPCHD)
4. Identify appropriate methods for handling spill response in high-risk areas with Pierce County Emergency Management Department. (FAC, PALS)
5. Implement recommendations of the Clover Creek Basin Plan where applicable within the plan area. (PALS, PW)
6. Require property disclosure requirements for real estate transfers that serve to notify new property owners that a parcel contains a wetland. (PALS)
7. Develop a Transfer of Development Rights and Purchase of Development Rights program for wetland area density transfers and designated open space acquisition. Development rights shall be transferred within the respective community. (PALS, FAC)
8. Conduct public workshops on the County’s Current Use Assessment Program, Public Benefit Rating System (tax reduction) that encourage property owners to designate wetlands as open space. (Assessor-Treasurer)
9. Develop design standards for public buildings, roadways, and other public infrastructure that promote conservation and restoration of trees and tree cover within the urban growth area. (PALS)
10. Pursue grants and other alternative funding options to acquire monies that would be used to hire a consultant to conduct a freshwater spring inventory within the Clover Creek headwaters vicinity.
11. Pursue the development of passive use trails that make connections throughout the Open Space Corridor.

**Long Term Actions**

1. Pursue grants and other alternative funding options to acquire monies that would be used to hire a consultant to conduct a wetland inventory and coordinate this inventory with the Buildable Lands Project. (FAC, PALS)
2. Enhance partnerships with the Pierce Conservation District and Washington State University-Cooperative Extension to provide public education and outreach for preserving wetlands within the plan area. (FAC, PALS)
3. Analyze the annual cost and staffing requirements associated with sponsoring an urban forestry program that promotes the conservation and restoration of trees and tree cover within unincorporated Pierce County. (PALS, FAC)

4. Utilize various strategies to acquire open space within the plan area. Plan policies shall be applied to prioritize open space acquisition and manage the acquired parcels for the community’s long term interest in open space conservation. (FAC, PALS, Parks)
Landslide & Erosion Hazards
- 15% to 30% Slope
- 30% to 45% Slope
- Greater than 45%

Flood Hazards
- 100 Year Flood Zone
- 500 Year Flood Zone

Note:
The entire Frederickson Plan Area is included within an Aquifer Recharge Area. There are no Volcanic Hazard Areas within or near the Plan boundary.

Digital data provided by Washington Dept. of Natural Resources.

*Pierce County Ordinance 90-432 recognizes B Zones as 100 Year Flood Zones

Note: This map is for overview purposes only. For administering the National Flood Insurance Program, please use the original FIRM map series.

Frederickson Plan Boundary

Department of Planning and Land Services
Plot Date: August 12, 2003

Frederickson Community Plan
Priority Wildlife Habitats

Priority Wildlife Habitat

Coho Salmon Presence

Note: All streams shown must be buffered by a 35 foot habitat protection buffer consisting of undisturbed natural vegetation. (Pierce County Title 18E.08.020)

Source: Washington Department of Fish & Wildlife Priority Habitats and Species Digital Database.

Coho Information Source:
Wa. State Dept. of Fish & Wildlife (WDFW) 1:100,000 Streamnet and the Streamnet Update coordinated by WDFW in March, 1999. This data should be regarded as an interim knowledge base.

Frederickson Plan Boundary

Department of Planning and Land Services
Plot Date: August 12, 2003

Frederickson Community Plan
Chapter 5: Economic Element

INTRODUCTION

Frederickson is unique among communities in Pierce County in that such a large portion of the community is devoted to industrial use, with nearly 40% of the community being designated for this type of activity. The Economic Element of the community plan focuses largely upon this aspect of the community emphasizing the Frederickson Employment Center and its important role in the overall economy of Pierce County. The Frederickson Employment Center is the largest designated industrial area in unincorporated Pierce County and is an essential component of the County’s goal of developing a jobs based economy. The community takes pride in their role in the regional economy and through the Community Plan seeks to promote the continued viability of the Employment Center.

DESCRIPTION OF CURRENT CONDITIONS

The Frederickson community contains nearly two-thirds of all the industrial zoned land in unincorporated Pierce County and has many attributes attractive to potential industrial users. Some of these attributes include an abundance of large undeveloped parcels of land that can accommodate a wide-range of industrial users, rail access, direct access to major transportation corridors, minimal environmental constraints, excellent soils, and availability of adequate sewer, water, and power utilities. Currently, approximately 50% of the total acreage within the Employment Center is vacant (1,357 acres). An additional 37% (1,005 acres) of the Employment Center is considered underdeveloped. Nearly 80% of this vacant and underdeveloped land is held in parcels that are 10 acres or larger in size.

Growth within the Employment Center has been substantial over the past decade with the arrival of The Boeing Company, Toray Composites, and dozens of other small and medium-sized businesses. While much development has occurred within the Employment Center in recent years, significant growth capacity still exists. The Pierce County Buildable Lands report released in September 2002, estimates that the Employment Center currently has the capacity to accommodate approximately 22,000 more jobs than currently exist.

Despite the presence of the Employment Center, Frederickson is still a bedroom community with most area residents commuting to job locations elsewhere. Residents reported in the most recent federal census that average commute time to work was approximately 37 minutes with residents traveling to Tacoma, Puyallup, Auburn, military bases, and other employment locations in the region.
Industry and Employment in and around the Frederickson Community

(Note: The following information is drawn from a variety of sources and examines the area covered in zip codes 98375, 98387, and 98446. Taken together, the boundaries of these zip codes are larger than the Frederickson Community Plan area as data is not available at a lesser scale. Accordingly, this data represents general characteristics and trends in and around the community. See Appendix A for a map of the area examined.)

Employment Sectors

Employment located in and around the Frederickson area is heavily concentrated in the Retail Trade, Construction and Services sectors, with over 49% of all employment in those two sectors. By comparing the area’s level of employment in a sector to a benchmark, such as that sector’s concentration in the county or the state, concentrations that may indicate a comparative locational advantage for the area can be found. The location quotients in Table D-6 show employment concentrations in the area in comparison to Washington State and Pierce County. A location quotient greater than one indicates a high-concentration sector, a location quotient less than one indicates low concentration. Put another way, areas with a high location quotient and high employment concentration in a sector may have a locational advantage for that sector. Relative to the State and Pierce County, the area has an extremely high concentration of employment in Construction. Retail Trade is also somewhat higher than the State and County. Relative to Pierce County, the area also has higher concentrations of employment in Agriculture, Forestry and Fishing, and Manufacturing. The area has substantially lower concentrations than the State and Pierce County in Wholesale Trade and Transportation, Communications and Public Utilities, and somewhat lower than the state and County in Services and Finance, Insurance and Real Estate.

Table D-6: Employment Sectors

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<th>Industry</th>
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<th>1999 Avg Monthly Employed</th>
<th>% of Employed</th>
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Source: Washington State Employment Security Department; Pierce County Department of Community Services
Area Workforce

Workforce participation and employment in the area is similar to the rest of Pierce County for all statuses of employment, as shown in Table D-7.

The area workforce is similar in educational attainment to the Pierce County workforce as a whole, with some exceptions. As shown in Table D-8, the area has similar concentrations of people with and 8th-grade or lower education through associate degree, but a smaller proportion of people with 4-year or advanced degrees.

**Table D-7: Workforce**

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<thead>
<tr>
<th></th>
<th>Frederickson Count</th>
<th>Frederickson %</th>
<th>Pierce County Count</th>
<th>Pierce County %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Armed Forces</td>
<td>435</td>
<td>3.5%</td>
<td>23,980</td>
<td>5.4%</td>
</tr>
<tr>
<td>Civilian Employed</td>
<td>7,465</td>
<td>60.8%</td>
<td>251,727</td>
<td>57.1%</td>
</tr>
<tr>
<td>Not Employed</td>
<td>453</td>
<td>3.7%</td>
<td>17,323</td>
<td>3.9%</td>
</tr>
<tr>
<td>Not in Workforce</td>
<td>3,921</td>
<td>31.9%</td>
<td>148,103</td>
<td>33.6%</td>
</tr>
</tbody>
</table>

Source: 1990 census

**Table D-8: Education**

<table>
<thead>
<tr>
<th></th>
<th>Frederickson Count</th>
<th>Frederickson %</th>
<th>Pierce County Count</th>
<th>Pierce County %</th>
<th>Relative Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>8th or less</td>
<td>440</td>
<td>4.2</td>
<td>17,392</td>
<td>4.8</td>
<td>0.88</td>
</tr>
<tr>
<td>9-12, No diploma</td>
<td>1,409</td>
<td>13.5</td>
<td>43,138</td>
<td>11.9</td>
<td>1.13</td>
</tr>
<tr>
<td>High School</td>
<td>3,910</td>
<td>37.5</td>
<td>119,636</td>
<td>33.1</td>
<td>1.13</td>
</tr>
<tr>
<td>Some College</td>
<td>2,631</td>
<td>25.2</td>
<td>89,448</td>
<td>24.8</td>
<td>1.02</td>
</tr>
<tr>
<td>Associate’s Degree</td>
<td>803</td>
<td>7.7</td>
<td>28,267</td>
<td>7.8</td>
<td>0.98</td>
</tr>
<tr>
<td>Bachelor’s Degree</td>
<td>957</td>
<td>9.2</td>
<td>43,472</td>
<td>12.0</td>
<td>0.76</td>
</tr>
<tr>
<td>Graduate Degree</td>
<td>280</td>
<td>2.7</td>
<td>19,684</td>
<td>5.5</td>
<td>0.49</td>
</tr>
</tbody>
</table>

Source: U.S. Census, 1990

**Table D-9: Occupations**

<table>
<thead>
<tr>
<th></th>
<th>Frederickson Count</th>
<th>Frederickson %</th>
<th>Pierce County Count</th>
<th>Pierce County %</th>
<th>Relative Occupation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exec., Admin., Managerial</td>
<td>774</td>
<td>10.4%</td>
<td>28,029</td>
<td>11.1%</td>
<td>0.93</td>
</tr>
<tr>
<td>Prof. Specialty</td>
<td>599</td>
<td>8.0%</td>
<td>33,606</td>
<td>13.3%</td>
<td>0.60</td>
</tr>
<tr>
<td>Technicians</td>
<td>343</td>
<td>4.6%</td>
<td>9,777</td>
<td>3.9%</td>
<td>1.18</td>
</tr>
<tr>
<td>Sales</td>
<td>921</td>
<td>12.3%</td>
<td>29,272</td>
<td>11.6%</td>
<td>1.06</td>
</tr>
<tr>
<td>Admin. Support</td>
<td>1,087</td>
<td>14.6%</td>
<td>39,902</td>
<td>15.8%</td>
<td>0.92</td>
</tr>
</tbody>
</table>
Table D-9 shows that the area workforce is roughly similar Pierce County as a whole in terms of occupation, with the exceptions that there is a higher concentration of workers in Private Household Services, Transportation, and Precision Production and Repair, and a lower concentration in Professional Specialty.

### Area Employers

The number of businesses reporting tax information from the area increased steadily through the 1990s. While the number of businesses increased, there was some lag time before gross business income showed a corresponding increase. Average gross income per firm showed strong growth from 1995 through 1997, but has since leveled off at the higher rate (Figure D-1).

![Figure D-1: Firm Data](image)

Size of firm data show that 47% of firms in the area have 1-4 employees, and another 25% report no employees (Table D-10). Those 72% of firms represent approximately 12% of the area’s employment and provide about 7% of the area’s wages. Two firms employ 250 people or
more and account for 35.5% of the employment and 33.2% of the wages paid by area employers. Firms that employ between 5 and 249 people make up 28% of all firms and provide 53% of the area’s employment and 60% of the wages.

**Table D-10: Firms by Number of Employees**

<table>
<thead>
<tr>
<th>Size of Firm</th>
<th>Firms</th>
<th>Count</th>
<th>Percent</th>
<th>Employees</th>
<th>Count</th>
<th>Percent</th>
<th>Wages</th>
<th>Count</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 Employees</td>
<td></td>
<td>234</td>
<td>24.8%</td>
<td>234</td>
<td>2.7%</td>
<td></td>
<td>191,532</td>
<td>0.4%</td>
<td></td>
</tr>
<tr>
<td>1-4 Employees</td>
<td></td>
<td>445</td>
<td>47.1%</td>
<td>808</td>
<td>9.2%</td>
<td></td>
<td>3,273,503</td>
<td>6.8%</td>
<td></td>
</tr>
<tr>
<td>5-9 Employees</td>
<td></td>
<td>124</td>
<td>13.1%</td>
<td>808</td>
<td>9.2%</td>
<td></td>
<td>4,264,780</td>
<td>8.8%</td>
<td></td>
</tr>
<tr>
<td>10-19 Employees</td>
<td></td>
<td>87</td>
<td>9.2%</td>
<td>1,150</td>
<td>13.1%</td>
<td></td>
<td>7,036,969</td>
<td>14.5%</td>
<td></td>
</tr>
<tr>
<td>20-49 Employees</td>
<td></td>
<td>35</td>
<td>3.7%</td>
<td>1,111</td>
<td>12.7%</td>
<td></td>
<td>5,965,763</td>
<td>12.3%</td>
<td></td>
</tr>
<tr>
<td>50-99 Employees</td>
<td></td>
<td>12</td>
<td>1.3%</td>
<td>811</td>
<td>9.3%</td>
<td></td>
<td>5,575,986</td>
<td>11.5%</td>
<td></td>
</tr>
<tr>
<td>100-249 Employees</td>
<td></td>
<td>5</td>
<td>0.5%</td>
<td>731</td>
<td>8.3%</td>
<td></td>
<td>6,024,256</td>
<td>12.4%</td>
<td></td>
</tr>
<tr>
<td>250+ Employees</td>
<td></td>
<td>2</td>
<td>0.2%</td>
<td>3,106</td>
<td>35.5%</td>
<td></td>
<td>13,100,840</td>
<td>33.2%</td>
<td></td>
</tr>
</tbody>
</table>


**Land and Improvement Values Within Frederickson**

Based upon Pierce County Assessor's information, land and improvements within Frederickson are currently valued at approximately $1.4 billion and represent about 15% of the total land and improvement value within Pierce County's unincorporated urban area. On a per acre basis, the combined land and improvement values within Frederickson are somewhat higher than the combined average values of the overall urban unincorporated area. Values are somewhat evenly split between the industrial and residential lands within the community. On a per capita basis, values within Frederickson are much higher than the overall unincorporated urban area reflective of Frederickson's lower population density and high concentration of industrial lands.

**Table D-11: Comparison of Land and Improvement Values**

<table>
<thead>
<tr>
<th></th>
<th>Total Land and Improvement Value</th>
<th>Average Value per Acre of Land</th>
<th>Average Value per Capita</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frederickson</td>
<td>$1,410,068,416</td>
<td>$176,193</td>
<td>$97,428</td>
</tr>
<tr>
<td>Unincorporated Urban Pierce County (including Frederickson)</td>
<td>$9,548,284,216</td>
<td>$172,834</td>
<td>$63,754</td>
</tr>
</tbody>
</table>

Estimate utilizes a population of 149,768 for urban area and 14,473 for Frederickson. Unincorporated urban area is 55,246 acres. Frederickson area is 8,003 acres.
**DESCRIPTION OF DESIRED CONDITIONS**

**EMPLOYMENT CENTER**

The Frederickson Employment Center is envisioned as being a major source of future employment in Pierce County. In order to realize this vision and ensure that new uses have a beneficial impact on the community, care must be taken in the development of the Employment Center and surrounding properties. The siting, design, and approval of new uses must take into consideration employment density, aesthetics, impacts to surrounding properties, future transportation projects, and other factors. Industrial users will be more willing to locate in the Employment Center with future Canyon Road improvements, construction of the Cross-Base Highway, and extended freight rail services. Additionally, the public must be willing to support the infrastructure improvements necessary to make the Frederickson Employment Center an attractive place for industry to locate.

**COMMERCIAL CORE**

A viable and well-designed commercial core is desired in the community in order to better define Frederickson as a place and to provide for the goods and service needs of the community in an efficient manner. Attractive, commercial areas create a positive image for the surrounding residential neighborhood and stimulate investment, which in turn provide economic growth for the area and its residents and an increased tax base for local government.

**BUSINESS ASSISTANCE AND MARKETING**

Local businesses struggle with a variety of issues such as marketing and promoting strategies, managing employees, capital for operations, upgrades, and expansions, and long-term business goals. This plan is intended to illustrate methods or strategies for helping local businesses within the communities plan area stay in business while still enhancing community values.

**PUBLIC/PRIVATE PARTNERSHIPS**

The community desire of a balanced economic environment often requires commitment by both the public and private sectors. Public involvement can include providing the necessary infrastructure, facilities, services, and financial incentives that promote commercial and industrial development. Private investment can construct and maintain existing commercial and industrial uses in a way that enhances the area’s viability. The community also desires to highlight creative methods of public and private interaction that serve to increase the potential for commercial and industrial development within the plan area.
EMPLOYMENT OPPORTUNITIES

The economic prosperity of the local citizenry is an important goal of both the Growth Management Act and the local planning documents which are adopted to address economic development. This element should foster strategies which address the need to assure that unemployed, underemployed, and disadvantaged persons within the communities plan area have access to the local job market.

EDUCATION RESOURCES

The community recognizes that economic prosperity of the local citizenry is directly linked to successful educational programs. This element should foster strategies which address the need to assure that school districts continue to work with the local citizenry to develop goals and strategies that result in higher test scores, higher graduation rates, work study programs, and higher placement into institutions of higher education.

ECONOMIC DEVELOPMENT POLICIES

GOALS

The following statements comprise the goal for economic development in the Frederickson community:

- Encourage economic investments which will result in a variety of family wage job opportunities and help to create a well balanced economic base;
- Economic activities are encouraged, but not to the detriment of either the natural environment or residential neighborhoods as identified in this plan. Minimum design requirements, including but not limited to, aesthetics, noise, and odor control, will be achieved;
- The type and scale of economic development proposed for specific locations in the community shall be compatible with nearby residential neighborhoods and other land uses. New uses will be designed and located in manner that minimizes impacts on surrounding properties and the community; and,

Ensure that allowed uses adjacent to the Employment Center will be controlled so as to minimize compatibility problems in the future.

EMPLOYMENT CENTER

GOAL FR EC-1  Develop a planned action ordinance for the Frederickson Employment Center.
FR EC-1.1  Define and implement an appropriately sized planned action area within the Employment Center.
Use existing State Environmental Policy Act (SEPA) documents, buildable land wetland and steep slope information, screenline and traffic count information, and other information to develop a baseline environmental analysis for the planned action area.

Enable uses identified within the baseline environmental analysis to utilize an abbreviated review process to satisfy SEPA requirements.

Seek to issue development permits within the Employment Center within 60 days of the submittal of a complete application.

Give priority to proposals within the Employment Center in the development review process.

Establish an ombudsman/permitting team for the Employment Center.

Monitor permit issuance timelines within the Employment Center and take corrective actions as necessary to achieve permit issuance goals.

Identify and correct infrastructure deficiencies that impede development of the center.

Establish a task force to identify gaps in water, sewer, transportation and other infrastructure within the Employment Center.

Work with the appropriate service provider to address infrastructure deficiencies.

Encourage businesses within the Employment Center to consider the use of freight rail service as an alternative to truck transport.

Monitor areas designated for commercial and industrial development, redevelopment, and revitalization to determine if the actual level of development provides an adequate amount of land for economic growth and vitality within the community plan area.

Pierce County shall track annual development of commercial and industrial uses within the community plan area to determine if it is consistent with the levels of anticipated growth.

Monitor a variety of economic indicators to determine if policies contained within this plan are meeting the objectives for economic growth and vitality.

Pierce County shall prepare a report related to annual economic indicators every five years or in conjunction with a community plan update, whichever comes first.

Economic indicators shall include but are not limited to the following: taxes in the area, new construction permits, business licenses, increase/decrease in the standard of living, wage levels, business stability/turnover (if declining or high turnover, what kind, how many and why), kinds of businesses the community attracts and why, and police activity (crime level increasing/decreasing, graduation rates/drop out rates).
**COMMERCIAL CORE**

**GOAL FR EC-6** Develop strategies to encourage the development of a high quality commercial and civic core within the community.

**GOAL FR EC-7** Promote the development of a commercial and civic core at the intersection of 176th Street East and Canyon Road East that is scaled to meet the needs of the local community and employers and employees within the Employment Center.

**GOAL FR EC-8** Desired commercial uses within the commercial core include grocery stores, financial services, personal services, restaurants, day care centers, recreation and entertainment, and government offices.

**GOAL FR EC-9** Encourage federal, state, or local government services to locate within the commercial core in order to provide an anchor for other businesses

**BUSINESS ASSISTANCE AND MARKETING**

**GOAL FR EC-10** Seek the support of business organizations and associations to provide marketing and promotion assistance to businesses within the communities plan areas targeted for commercial and industrial development.

**FR EC-10.1** Request that the Economic Development Division of Pierce County and other appropriate organizations prepare a market assessment for the Frederickson area to help determine the market strengths and weakness of the area.

**FR EC-10.2** Market assessments shall provide an update of the commercial and industrial market through analyzing the area’s past and recent performance in the various sectors; documenting existing conditions, emerging trends, opportunities, and constraints (i.e., the depth of the market); and identifying a portfolio of key properties and development opportunities.

**FR EC-10.3** The market assessment shall help rank and prioritize the potential target areas for the receipt of public improvements.

**FR EC-10.4** Utilize existing or form new local business associations to help develop common promotion (advertising, joint merchandising, and special events) and future business development (leasing, business recruitment, and market research) within selected commercial target areas.

**GOAL FR EC-11** Provide educational opportunities to businesses within the communities plan area on community values.

**FR EC-11.1** Pierce County shall through development of policies and implementing actions in the Land Use and Community Character and Design Elements promote amenities within the commercial areas that address safety, adequate lighting and parking, and cleanliness.
FR EC-11.2 Pierce County shall maintain current commercial and industrial site survey information such as available and projected public services, surrounding land uses, transportation capabilities, critical areas, and other relevant economic information.

**PUBLIC/PRIVATE PARTNERSHIPS**

**GOAL FR EC-12** Pierce County shall participate in special public/private ventures within the community plan area when such ventures provide public benefits, support commercial or industrial development or commercial revitalization policies, and are appropriate to the long-range goals of the County.

FR EC-12.1 Pierce County shall act in partnership with the private sector to fund infrastructure as part of the community plan to encourage redevelopment to convert outdated and underutilized land and buildings to high-valued or appropriate land uses.

FR EC-12.2 Pierce County shall budget for public infrastructure to encourage commercial and industrial development, with the priority towards those areas with substantial private development.

**GOAL FR EC-13** Ensure access to jobs within the communities plan area by coordinating public transportation between residential areas and commercial and employment center sites.

FR EC-13.1 Encourage Pierce Transit to route bus service between and through residential neighborhoods and commercial and employment center sites and in those corridors such as Canyon Road East and 176th Street East where service is currently not provided.

FR EC-13.2 Encourage employers to promote rideshare and public transportation subsidies for employees who utilize public transportation.

**IMPLEMENTING ACTIONS**

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Frederickson Advisory Commission (FAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), and Tacoma-Pierce County Health Department (TPCHD).
**SHORT TERM ACTIONS**

1. Adopt design guidelines and standards and development regulations which mitigate negative impacts between commercial/industrial areas and residential neighborhoods and sensitive features in the natural environment. (PALS, CPB)

2. Promote the development of a commercial and civic core at the intersection of 176th Street East and Canyon Road East that is scaled to meet the needs of the local community and employers and employees with the Employment Center. Desired uses include grocery stores, financial services, personal services, restaurants, day-care centers, recreation and entertainment, and government offices. (PALS, CPB)

**MID-TERM ACTIONS**

1. Develop a planned action ordinance for the Frederickson Employment Center (PALS, ED)

2. Seek to issue development permits within the Employment Center within 60 days of the application submittal. (PALS)

3. Establish an ombudsman/permitting team for users of the Employment Center. (PALS, ED)

4. Establish a task force to identify gaps in water, sewer, and other infrastructure and work with appropriate service providers to address infrastructure deficiencies within the Employment Center. (PALS, ED, FAC)

5. Track annual development of commercial and industrial uses to determine if it is consistent with the levels of anticipated growth. (PALS)

6. Act in partnership with the private sector to fund infrastructure to encourage new commercial and industrial development and encourage redevelopment to convert outdated and underutilized land and buildings to high-valued or appropriate land uses.

**LONG TERM ACTIONS**

1. Prepare a report related to annual economic indicators every five years or in conjunction with a community plan update, whichever comes first. (ED)

2. Assist businesses in the community by: (ED)
   - Requesting that the Economic Development Division create a market assessment to help determine the viability of potential target areas. The assessment will help prioritize the potential target areas for receipt of public improvements;
   - Forming new local business associations to help develop common promotion and future business development;
   - Targeting and promoting educational opportunities on how to operate a small business. Topics should include, at a minimum, marketing and promotion strategies, developing business plans and reports, management skills, and new technology;
   - Supporting the Economic Development Division in promoting available information and providing technical assistance and loans for business expansion and job creation.
3. Provide educational opportunities on job training and employment opportunities by:
   (ED)
   • Developing education programs for job opportunities available within the plan area;
   • Promoting job search and skills training opportunities provided by local community
     and technical colleges through education of employers and potential employees;
   • Encouraging Pierce Transit to route bus service between and through residential
     neighborhoods and commercial and employment center sites and in those corridors
     such as Canyon Road East and 176th Street East;
   • Encourage employers to promote rideshare and public transportation subsidies for
     employees who utilize public transportation.
Chapter 6: Facilities and Services Element

INTRODUCTION

The Facilities and Services element of the Frederickson Community Plan provides policy direction to decision makers in Pierce County regarding the development regulations and financial investments associated with parks and trails, stormwater facilities, sewer utilities, public schools, and transportation projects.

Urban services include, but are not limited to transportation infrastructure (such as roads, sidewalks, street trees, street lighting), parks, sanitary sewage disposal, and stormwater and surface water management systems. Facilities are generally considered the physical structures in which a service is provided. One of the principal goals of the Growth Management Act (GMA) is for cities to provide compact urban growth areas (UGAs) that accommodate the majority of growth and development in a community so that the necessary urban facilities and services are provided and delivered efficiently and cost effectively. Urban level facilities and services are only permitted within UGAs. Certain public facilities and services must be provided at a specific level of service (LOS), concurrently with development. This requirement is intended to ensure that development will not occur without the necessary infrastructure. Developers and property owners are typically required to construct the necessary infrastructure or provide a fee to compensate for their fair share of facilities and services (as associated with a proposed building or development permit) that are necessary to maintain an established LOS (as defined by Pierce County). This LOS standard for public facilities is identified in the Capital Facilities Element of the Comprehensive Plan.

Pierce County Transportation Planning

History of Transportation Planning in Frederickson

In 1992, the Pierce County Transportation Plan (PCTP) was adopted by the Pierce County Council. The PCTP was the first county-wide transportation plan establishing policies and prioritizing transportation improvements for the following twenty years and beyond. The PCTP was the result of a four-year work program involving many citizen volunteers representing different geographic areas of Pierce County and various residential, commercial, industrial and recreational groups interested in the transportation system. The PCTP was organized into five main topic areas: Transit, Nonmotorized Transportation, Roads, Other Motorized

Pierce County Comprehensive Plan | Frederickson Community Plan D-93
Transportation and Implementation Strategies and Actions. The PCTP served as the starting point for developing a list of transportation policies and project recommendations for the Frederickson Community Plan.

In 1994, the Pierce County Comprehensive Plan was adopted to comply with the Washington Growth Management Act. The Comprehensive Plan’s Transportation Element was predominantly based upon the recommendations included in the PCTP. The Comprehensive Plan summarized a new system for coordinating the planning, funding, programming and construction of transportation improvements with future land development. This concept, known as transportation concurrency, is implemented in Pierce County through the Traffic Impact Review Policy (adopted in 1998) and Transportation Improvement Program (adopted annually).

The South Canyon Corridor Plan Committee worked with Pierce County staff in 1995 to develop and adopt the South Canyon Corridor Plan (SCCP). The SCCP describes the committee's recommendations for transportation improvements in the Canyon Road Corridor from SR 512 to 224th Street E. The plan provides the framework for the design of roadway and transportation improvements, as well as guidance for future development of the South Canyon Corridor. The Canyon Road improvement recommendations that have resulted from the SCCP are included in the Frederickson Community Plan.

In 1997, the County adopted its first Nonmotorized Transportation Plan (NMTP). An extensive public involvement campaign was used to identify and prioritize pedestrian and bicycle projects, and to create nonmotorized policies for the entire county. Since 1997, both the PCTP and the NMTP have been updated and combined into one Transportation Element contained in the Pierce County Comprehensive Plan. This chapter of the Pierce County Comprehensive Plan (Chapter 19A.80) was used as the starting point to develop the Frederickson Community Plan.

**COORDINATION WITH THE PIERCE COUNTY COMPREHENSIVE PLAN-TRANSPORTATION ELEMENT**

The transportation policies and project list contained in the Frederickson Community Plan work in coordination with the Transportation Element of the Pierce County Comprehensive Plan (Chapter 19A.80). The transportation guidance found in the Frederickson Community Plan supplements the guidance provided in Chapter 19A.80.

Transportation improvements that are financially programmed within the next six years can be found in the County’s most recent copy of the Transportation Improvement Program (TIP). The TIP is updated annually and provides a snapshot of the transportation improvements programmed for the following six years. The Frederickson Community Plan and Chapter 19A.80 play a major role in determining which transportation improvements will be included in the TIP.
The timing of projects and the phasing of various parts of projects are largely based on the anticipated funds available for each project. Unfortunately, the factors determining funding and priority can and do change from year to year.

The Pierce County Transportation Plan (Chapter 19A.80.100) includes policies detailing the process used to prioritize transportation improvement projects. The policies list criteria such as safety/accidents; congestion/level of service; incomplete transit, roadway, bicycle, pedestrian, and ferry systems; traffic impacting neighborhoods; and other criteria. The intent of the policies is to use a standardized, well-documented priority process to establish clear priorities for transportation expenditures in the County. The Pierce County Transportation Plan states that the first priority is to maintain or upgrade existing facilities to serve existing residents and business at acceptable levels of service. The second priority is to upgrade or build new transportation facilities to encourage and support growth and economic development in the more urban areas of the County. The third priority is to upgrade or build new transportation facilities in the more rural areas of the County.

Another important development in Pierce County’s Transportation Planning is the collection of transportation impact fees. Pierce County is currently developing a transportation impact fee program to provide for the equitable financing of growth related transportation improvements. This program will provide Pierce County with a systematic way to equitably distribute the “fair share” contribution for transportation improvements from developers of new projects. The impact fee program will be applied to new developments throughout Pierce County including Frederickson.

### Description of Current Conditions

The following sections provide an analysis of the existing infrastructure and services in the community plan area. This information provides the basis for analyzing the levels of service (LOS) for infrastructure in the community and for developing policies which articulate the community’s desires. The LOS described in these sections may show that some facilities or services exceed Pierce County’s adopted levels of service for public facilities or that there is a deficiency in certain circumstances.

### Public Parks

The Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of park and recreation facilities in the County. These policies cover a range of issues including the responsibility for providing parks, technical assistance, and location criteria for new regional parks. Section 19A.20.090 of the Comprehensive Plan states that primary reliance is upon cities and towns and special purpose districts to provide local park facilities and service appropriate to serve local needs. The location criteria for park and
recreation areas state that new parks must be located on public roads. If a park is located in an urban area then urban services need to be available. Open space recreation parks should be located on land offering significant environmental features.

The Frederickson community does not have any Pierce County park land or facilities within the plan area. The only public recreation facilities located in the plan area are associated with three public schools. The community is served by the following Pierce County Regional Facilities: Sprinker Recreation Center and Spanaway Lake in Spanaway and Frontier Park in Graham all of which are within five miles of the plan boundary. Table D-12 and Table D-13, Recreation Land Inventory and Facility Inventory describe the park land and recreation facilities that serve the Frederickson community. Brewer’s Sports Complex (30 acres) and Tacoma Sportsman’s Club (80 acres) are two private recreation facilities located within the plan area which are not considered in determining level of service.

### Table D-12: Recreational Park Land Inventory

<table>
<thead>
<tr>
<th>Park Name*</th>
<th>Location</th>
<th>Acres</th>
<th>Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bresemann Forest at Spanaway Park</td>
<td>Spanaway</td>
<td>65.0</td>
<td>Resource Conservancy</td>
</tr>
<tr>
<td>Frontier Park</td>
<td>Graham</td>
<td>60.0</td>
<td>Resource Activity</td>
</tr>
<tr>
<td>Gonyea Playfield</td>
<td>Parkland</td>
<td>14.0</td>
<td>Resource Activity</td>
</tr>
<tr>
<td>Spanaway Park</td>
<td>Spanaway</td>
<td>70.0</td>
<td>Resource Activity</td>
</tr>
<tr>
<td>Spanaway Golf Course</td>
<td>Spanaway</td>
<td>160.0</td>
<td>Special Use</td>
</tr>
<tr>
<td>Sprinker Recreation Center</td>
<td>Spanaway</td>
<td>35.0</td>
<td>Resource Activity</td>
</tr>
</tbody>
</table>

* All parks listed in this table are within five miles of the Frederickson Community Plan boundaries and are considered to be providing services to the Frederickson Community.

### Table D-13: Recreational Facility Inventory

<table>
<thead>
<tr>
<th>Type of Facilities*</th>
<th>Currently Available (Units)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courts, Fields and Play Areas</td>
<td>40</td>
</tr>
<tr>
<td>Multipurpose Trails - Miles</td>
<td>2.5</td>
</tr>
<tr>
<td>Picnic and Camping Areas</td>
<td>286</td>
</tr>
<tr>
<td>Access to Water Parking spaces</td>
<td>275</td>
</tr>
<tr>
<td>Access to Water Square Feet of Area</td>
<td>12,700</td>
</tr>
<tr>
<td>Boat Launch Ramps</td>
<td>1</td>
</tr>
</tbody>
</table>

* All facility types listed in this table are within five miles of the Frederickson Community Plan boundaries and are considered to be providing services to the Frederickson Community.

The Pierce County Comprehensive Park, Recreation, and Open Space Plan (referred to as the Parks Plan) provides general direction and guidance for both facilities and programs. The Parks Plan does not contain project specific plans for the County’s park properties. Although, the Parks and Recreation Department is a regional provider, the department assists communities with identifying their individual park and recreation needs. Table D-14 describes the park land and facility inventory that currently exists within the Frederickson Community Plan area and projects the future need for expected population growth.
Table D-14: Recreational Land and Facility Inventory and Needs Analysis

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>2001 Inventory *</th>
<th>Pierce County Standard per 1,000 Population</th>
<th>Number of New Facilities needed by 2017**</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land – Resource Conservancy (acres)</td>
<td>0</td>
<td>2.1664</td>
<td>39.13</td>
</tr>
<tr>
<td>Land – Resource Activity (acres)</td>
<td>0</td>
<td>2.651</td>
<td>47.88</td>
</tr>
<tr>
<td>Land – Linear Trails (acres)</td>
<td>0</td>
<td>0.07646</td>
<td>1.38</td>
</tr>
<tr>
<td>Land – Special Use Facility (acres)</td>
<td>0</td>
<td>0.8999</td>
<td>16.25</td>
</tr>
<tr>
<td>Facilities – Courts, Fields and Play Areas (units)</td>
<td>0</td>
<td>0.1524</td>
<td>2.75</td>
</tr>
<tr>
<td>Facilities – Multipurpose Trails (miles)</td>
<td>0</td>
<td>0.0990</td>
<td>1.78</td>
</tr>
<tr>
<td>Facilities – Picnic and Camping Areas (units)</td>
<td>0</td>
<td>1.0328</td>
<td>18.65</td>
</tr>
</tbody>
</table>

* Note, there is no park-land or park facilities in the Frederickson Community plan area. However, the community is served by the following Pierce County Regional Facilities: Sprinker Recreation Center, Frontier Park and Spanaway Lake, all of which are within five miles of the plan boundary.

** Number of new facilities needed by 2017 is derived by multiplying the estimated 2017 population for the Frederickson Community (18,062) expressed as persons-per-1,000 (18.062) by the county LOS standard for the facility type.

TRANSPORTATION

ROADS AND HIGHWAYS

The transportation system in Frederickson reflects the area’s rural past. The road system is primarily made up of two lane roads that are aligned north-south and east-west. However, the grid system is incomplete and there are only four primary routes into and out of the community plan area: Canyon Rd E, 176th St E, Waller Rd E, and 160 St E/Brookdale Rd E. According to preliminary analysis completed in anticipation of creating the Pierce County Traffic Impact Fee Program, six roads are identified as having capacity deficiencies in Pierce County. Two of the six roads are located in the Frederickson Community Planning Area: 176th St E and 78th Ave E. The Frederickson Community Planning Board recommended improvements to these two roads and others based on current and future needs to reduce the growth in congestion.

The lack of nonmotorized facilities such as sidewalks, paved shoulders and trails within the Frederickson Community Plan area has become an important issue to many in the community as the residential population continues to grow. Many of the plan’s transportation recommendations include nonmotorized facilities to increase transportation and recreational opportunities for community residents.

Additional road and highway issues addressed during the planning process include: controlling access to arterials, minimizing impacts to the environment and wildlife, improving safety,
building new facilities at the time they are needed, preserving right-of-way, and providing connections between developments.

**RAIL SERVICES**

The Tacoma Rail Mountain Division owns the railroad lines traveling through the Frederickson Community Planning area. The length of rail line running through the Frederickson Community Plan area is approximately 6.5 miles. This is part of 132 miles of track in the Mountain Division. Growth in freight volumes and customers has increased since Tacoma took over the rail lines four years ago. Currently freight is carried between Frederickson, Thurston County, Lewis County and the Port of Tacoma for interchange with the Burlington Northern-Santa Fe and Union Pacific railroads for service to all parts of the U.S., Canada and Mexico. Freight service to Frederickson is on a five day a week schedule with occasional service on Saturdays and Sundays. Improvements are being made on track and right-of-way to run freight from Morton and Mineral by the end of 2002. This additional freight will pass through Frederickson.

Passengers may be carried on the rail lines in the future. One possibility is to run a passenger train from Frederickson to connect to the Sound Transit regional rail in downtown Tacoma. An excursion opportunity is a train between Freighthouse Square in Tacoma and the proposed Inn at Park Junction located near Elbe/National. The “Train to the Mountain” is in the planning stages and will require substantial upgrade of track and right-of-way to allow operations at greater than 20 mph.

**AIRPORT**

The Shady Acres Airstrip is the only aviation facility within the Frederickson Community Plan area. The privately owned airstrip is located just west of 46th Avenue East between 200th Street East and 208th Street East. The airstrip is open to the public and is the base for approximately 42 aircraft. The airstrip averages 118 operations per week which is 90% transient general aviation and 10% local general aviation.

**PUBLIC TRANSIT**

Pierce Transit’s existing routes do not travel within the Frederickson Community Plan area. The nearest bus routes are:

- #1 - Carries passengers on 6th Avenue and Pacific Avenue (SR 7).
• #402 - Carries passengers across South 224th, on Meridian (SR 161) and between the Roy Y Park and Ride, Graham, Puyallup, Enchanted Parkway and Federal Way.
• #410 - Carries passengers on 112th Street East between Parkland and Puyallup.

In February 2002, local voters approved an increase in the local sales tax levy to support Pierce Transit. The additional tax revenue will replace funding that was lost when the state Motor Vehicle Excise Tax was eliminated. The approved local sales tax levy will allow Pierce Transit to provide increasing levels of local bus service, SHUTTLE transportation for people with disabilities, vanpool services, and additional Park & Ride lots, at a rate that will keep pace with Pierce County population growth.

PUBLIC SCHOOLS

The plan area is served by Bethel School District No. 403. The District includes 15 elementary schools, 4 junior high, 2 high schools, and 1 alternative high school with a total capacity of 12,281 students. Capacity is based on 2002 school district service standards of 80 square feet per student at the elementary schools, 110 square feet per student at the junior high schools, and 120 square feet per student at the high schools. Enrollment in 2002 was 15,997 students.

Naches Trail Elementary, Pioneer Valley Elementary, and Clover Creek Elementary are the only Bethel School District facilities located within the plan area boundaries. A fourth elementary school, Elementary School No. 16, will be located north of 176th Street East and west of 74th Avenue East.

Bethel School District’s Capital Facilities Plan for 2002-2003, provides for the construction of an additional junior high with a capacity for 750 students, and an additional high school with a capacity for 1,250 students. This will increase total capacity of the district to 14,281 by the year 2005. Additional new facilities will not address potential future growth of the school district which is projected to grow to 16,897 by 2005. This will leave the district with a net shortfall of 2,616 students in 2005. The district will need to approach the voters for an additional elementary school and junior high school in 2005 to address the future growth.

SANITARY SEWER

The Frederickson community is serviced by approximately 24 miles of sewer lines. The majority of these lines are gravity (96%) with the remainder being force mains.
Pierce County Sewer 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. Existing developments may continue use of on-site sewer systems unless there is failure of the system and public sanitary sewers are within 300 feet or the existing structure is expanded.

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

In the late 1990s Pierce County adopted regulations that require new subdivisions which do not connect to the sewer system to construct dry-line sewer infrastructure in addition to an interim septic system - the premise being that when sewer lines are extended past the project in the future, the interim septic systems will be disconnected and the dry-line infrastructure will be connected to the sewer system. The costs of constructing an interim septic system and dry-line infrastructure, maintenance, and the engineering challenges have encouraged developers to connect projects to the sewer system, with limited exceptions.

STORMWATER SEWER SERVICE

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 and rate at which the water drains off the land. If not properly addressed, this post development increase in stormwater volume and rate can result in flooding, water quality and habitat degradation, and soil erosion.

Within the Frederickson plan area there is very little in the way of man-made constructed drainage systems due to the porous nature of the underlying Spanaway soils. These soils do not generate significant surface water runoff and therefore, does not facilitate the natural formation of drainage channels. Most of the development that has occurred in the plan area has been at such a density that construction of large piped conveyance systems along roadways has not been necessary because runoff has infiltrated along the shoulders of the road or in roadside ditches. Only when development has become more intense (i.e. construction of a major arterial or the creation of subdivisions with more than one or two dwelling units per acre) has the need for collecting and conveying the excess runoff to a storm drainage pond or to small scale drywell within the roadway been necessary.
There are some pocket locations within the plan area comprised of till soil types that do not allow runoff to infiltrate into the ground and precipitation in these areas is quickly converted to runoff. These areas are in the Southwest corner of the plan area, south of 192nd St. E. and west of 42nd Ave. E. and also south of Clover Creek between Canyon Road and the 8400 block and north of approximately 182nd St. E. These areas are relatively undeveloped, but have formed the natural drainage courses characterized with culverts at road crossings and steep ravines where the drainage courses traverse steep slopes.

 Portions of the Frederickson community are 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 conveyance is through evaporation and infiltration. This type of topography is susceptible to increased levels of flooding due to the increased rate of runoff created from development within the closed depression becoming greater than the evaporation and infiltration rate. As a preventative measure, current stormwater regulations require development within the closed-depression areas to maintain stormwater flow peaks and volumes at the same level prior to the development and manage any excess volumes on-site.

Pierce County has developed some regional stormwater facilities within the Frederickson plan area. These facilities are typically situated at a pothole location within the closed depression basin and are designed to maximize the infiltration rate of the pothole while providing protection from development occurring within the pothole. Two of these facilities, Sandpit Pond and the Brookdale Pit, are on the border of the northern portion of the plan area and receive most of their runoff from northern areas outside of the plan area. Another regional facility located in the southwest corner of the plan is an unnamed facility located just east of 22nd Ave. E. and south of 192nd St. E. The following table describes these facilities in more detail.

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Location</th>
<th>Purpose and Contributing Area.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brookdale Pit</td>
<td>South of Brookdale Road at 46th Ave. E</td>
<td>Retention Pond. Receives runoff from a seasonal stream known as the 3rd tributary of Clover Creek. Drains areas around Canyon Road south of 128th St. E.</td>
</tr>
<tr>
<td>Sandpit Pond</td>
<td>NW corner of 156th and 78th Ave. E</td>
<td>Retention Pond. Receives runoff from a seasonal stream known as the 7th tributary of Clover Creek and reduces flooding around 160th St. E. Drains areas to the north and east of plan area, south of 144th St. E. and west of 86th Ave. E.</td>
</tr>
<tr>
<td>192nd &amp; 22nd</td>
<td>East of 22nd Ave. E. and south of 192nd St. E</td>
<td>Retention Pond. Receives runoff from a pocket of till soils in the southeast corner of the plan.</td>
</tr>
</tbody>
</table>

The regional ponds identified above are in addition to the smaller publicly owned retention/detention ponds and a large amount of drywells associated with individual
developments. These publicly owned stormwater facilities have been inventoried and are currently documented on the County’s GIS system for routine maintenance. Privately owned facilities within the plan area, which are associated with private road developments and gated communities, are not well inventoried. Private parties such as homeowners associations are responsible for maintaining those facilities. Sporadic checks have documented poor maintenance of these private facilities despite maintenance agreements required at the time of plat approval. This is probably due to loose-knit organizations of homeowners associations and lack of funding to perform the necessary maintenance. Pierce County has not had the resources necessary to track and pursue enforcement of the maintenance agreements.

**Basin Planning**

To assist in future decision making associated with stormwater issues, a series of basin plans are being prepared by Pierce County to address all aspects of surface water management. The Clover Creek Basin Plan encompasses the entire Frederickson Community Plan area and has currently been approved by the Pierce County Planning Commission. More public hearings are expected before the County Council with an anticipated adoption in February/March of 2003. Implementation of the plan’s 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**

Frederickson residents and businesses receive their potable water (or drinking water) from one of several types of public water systems operating under different ownership arrangements (i.e., municipal, mutual or investor-owned) or from “individual wells.” The majority of residents receive their drinking water from a Group A water system; a public water system serving more than 15 connections. While approximately 10 Group A water systems operate in the Frederickson community, the majority of the community plan area is served by one of the following: Spanaway Mutual, the City of Tacoma, Firgrove Mutual or the Southwood/Sound water system. In addition to Group A water systems, a percentage of Frederickson residents obtain their drinking water from a Group B system; a public water system serving between 2 and 15 connections. Finally, a lesser amount of Frederickson residents obtain their drinking water from a private source or individual well.

The Washington State Department of Health (DOH) has regulatory responsibility over Group A public water systems while the Tacoma-Pierce County Health Department (TPCHD) in conjunction with DOH has primary regulatory responsibility over Group B systems. TPCHD is responsible for the permitting of individual wells. Water systems meeting certain conditions (i.e. size) are required by DOH to prepare water system plans every six years. Such plans are
required to be consistent with growth and zoning conditions contained in the relevant jurisdiction’s comprehensive plan and must demonstrate how the system is to provide water service to the projected growth. All users of surface water and users of more than 5,000 gallons of groundwater per day (or irrigation of more than ½ acre of land) are required to obtain a water right from the Washington State Department of Ecology.

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 (through 2020) and long-term (through 2050 and beyond) water demand in the region. While many of the region’s water 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. Such recognition is reflected in several new regional planning efforts, such as the Central Puget Sound Water Initiative and ESHB 2514 watershed management 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, Spanaway Mutual and the Southwood/Sound water system, each serving a portion of the Frederickson community, are reaching capacity in terms of their water rights. Spanaway Mutual is currently updating its water system plan which must include a water right evaluation and a source of supply analysis. It is anticipated that through the development of its water system plan, Spanaway Mutual will address its plans for the future supply of water to its existing and projected customers.

A water system plan for the Southwood/Sound system was recently approved by DOH (September 13, 2002). As the water system plan was under review, the system’s designated water service area was revised to more closely reflect an area to which the system can provide water service for expected growth. The majority of this area, now considered to be “undesignated” in terms of public water service, is located outside the urban growth boundary; however, a portion of the Frederickson Employment Center was removed from the Southwood/Sound water service area and is, therefore, considered to be undesignated. The City of Tacoma provides water service to the majority of the Frederickson Employment Center. It is anticipated that the City of Tacoma will expand its designated service area to incorporate the recently relinquished Southwood/Sound service area. In order to further address its water deficit, the Southwood/Sound water system has recently formalized a wholesale water request to the City of Tacoma. The Tacoma Public Utility Board is currently reviewing that request.

Another smaller water system providing water service in the Frederickson community, Bethel Water Company, also recently revised its service area leaving an additional portion of the Frederickson Community planning area undesignated in terms of public water service. The Firgrove Mutual water system recently addressed its projected water resource deficit by entering into a wholesale water arrangement with the City of Tacoma.
DESCRIPTION OF DESIRED CONDITIONS

The urban growth area is intended to accommodate the majority of new growth and development in the community plan area. It is important therefore, that the majority of public expenditures for urban facilities and service should also be directed to UGA. Urban levels of service should be required as a component of all new development in the UGA. Pierce County should ensure that new development supports the costs associated with public facility and service expansions that are made necessary by each development project. The UGA should not exceed a size that can be serviced by the urban facilities and services that exist or can be provided within a 20-year planning horizon. Prior to expanding the UGA, it must be demonstrated that adequate public facilities and services can be provided for each public facility and service.

Due to the high rate of growth in the Frederickson area, residents have experienced deficiencies in public facilities, services, and infrastructure. Ensuring that adequate schools, parks, roads, sewer and water systems are present in the community is a major goal of this plan. The Frederickson Community Planning Board has anticipated the expected growth and accounted for the current deficiencies when forming plan policy recommendations.

PUBLIC PARKS

The objectives, policies, and standards focus on the acquisition and development of property for public parks. Strategies identify possible funding mechanisms and public agency partnerships. Additional policies address deficiencies in park land and facilities and identify methods of creating, funding, and operating neighborhood and community scale parks. Properties and methods identified attempt to remedy the deficiency in level of service within the plan area and attempt to achieve a level of service that meets the needs and desires of the Frederickson community.

Map D-14: Park Acquisition Properties identifies nine new sites as possible parks including many properties located within or adjacent to the Open Space Corridor. The CPB has recommended the following sites as potential park and recreation facilities:

- Naches Trail Elementary (152nd St E & Waller Rd)
- Pierce County property at 27th Ave E
- Pierce County property at Brookdale Rd E
- Tacoma City Water parcels at 164th St E & Canyon Rd
• Tacoma Sportsmen’s Club (16409 Canyon Rd E)
• Brewer’s Sports Complex (6715 176th St E)
• Port of Tacoma parcel (Lake Frederickson) at 192nd St E
• Viewpoint properties in the vicinity of 30th Ave E & 208th St E (Section 24, Township 18, Range 03)
• Oxbow properties in the vicinity of 204th St E and 208th St E
• Pioneer Valley Elementary (7315 Eustis Hunt Rd E)

The potential acquisition sites that are identified are not listed in order of priority.

TRANSPORTATION

The objectives, policies, and standards help describe Frederickson’s transportation future. The transportation project list and map guides the identification, financing, design, and construction of transportation facilities in the Frederickson Community Plan area. The community plan’s transportation element needs to be used in conjunction with the Transportation Element of the Pierce County Comprehensive Plan. Many of the projects and policies contained in the Frederickson Transportation component have evolved from the Pierce County Comprehensive Plan and South Canyon Corridor Plan.

An evaluation of the roads in the Frederickson area was completed to help create the project list. The evaluation looked at Frederickson traffic in 2025. Assuming all of the projects in the Pierce County Comprehensive Plan Transportation Element were built, the model showed that most of the roads would function adequately except for Canyon Road East and 78th Avenue East in the p.m. peak travel hour. The forecast assumed that Canyon Road East was improved to 7 lanes as far south as 176th Street East and improved to 5 lanes from 176th Street East south to SR 7. The forecast assumed no improvements were made to 78th Avenue East.

Additional components of the transportation system examined during the planning process included safety, maintenance, neighborhood and environmental impacts, access to arterials and project funding. The transportation projects and policies are intended to slow the growth in traffic congestion, improve transportation flow for residents, business interests, and industrial needs, decrease the number of collisions, increase route options for pedestrians and bicyclists, and improve transit service. The community would like to have the nonmotorized and transit systems improved in their area to provide transportation options for people who are unable to drive, for fitness and recreation, and to reduce the growth in the number of cars traveling within the Frederickson community. The committee recognized the importance of the nonmotorized and transit systems in providing mobility for people of all ages, physical abilities, and socioeconomic standing.

FINANCING

Transportation projects were prioritized using several factors: 1) priorities determined by previous citizen planning committees, 2) traffic forecasts, 3) perceived needs for the future, 4) environmental and neighborhood impacts, and 5) financial resources. In 2002, over 60% of
the County’s Road Fund was generated from property taxes. Another 25% came from fuel taxes and vehicle license fees. The remaining 15% was generated from other government agencies, forest taxes and miscellaneous revenues. The total of the 2002 Pierce County Road Fund was nearly $54 million.

Over 30% of the Road Fund is spent on road maintenance. Twenty-one percent of the Road Fund is transferred to the County’s Construction Fund and 16% percent of the Road Fund goes to management and administration. The remaining 23% percent is spent on equipment purchases, engineering, planning, ferry operations, insurance, and other services.

The Construction Fund is the source of money for new construction or major reconstruction. As noted above, 21% of the Road Fund was transferred to the Construction Fund in 2002. In addition, the Construction Fund receives money from previous years’ appropriations, developer contributions, and successful state and federal grant applications. In 2002, the previous year’s carryover was $17 million and the total Pierce County Construction Fund was just over $54 million.

According to the 2000 update to the Pierce County Comprehensive Plan—Transportation Element, it is estimated that planned transportation improvements will cost a little over one billion dollars over the next 20 years. However, only 369 million dollars in revenues is expected. The needs and revenues estimated in the Pierce County Comprehensive Plan—Transportation Element are countywide.

Figure D-2 below compares the total estimated cost of the Frederickson Community Plan transportation projects to the Pierce County Comprehensive Plan—Transportation Element estimated revenues. The total estimated cost figure of $148 million is for projects in the Frederickson Community Plan area. The $148 million cost estimate includes many important regional transportation projects such as widening and improving Canyon Road East and 176th Street East. These two projects along with many other proposed projects serve citizens living outside the Frederickson Community Plan area as well as Frederickson residents. The estimated cost to construct 176th Street East and Canyon Road East within the Frederickson Community Plan area is approximately $36 million or nearly 25% of the total Frederickson estimated cost of $148 million. The total estimated transportation revenue for all of Pierce County over the next 20 years is $369 million. Building all of the projects listed in the Frederickson Community Plan over the next 20 years would require approximately 40% of the County’s construction budget. However, there are only 56 miles of county-maintained road (a little under four percent) within the Frederickson Community Plan area. Figure D-2 shows a familiar pattern of transportation funding shortfalls being played out in other areas of Pierce County, Washington State and the Nation. The cost of identified transportation needs far outweigh the revenues available to meet those needs.
PUBLIC SCHOOLS

This plan recognizes that the Bethel School District is the responsible entity to address school district issues. Policies encourage increased coordination between the County and the district to develop strategies that 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

As sewer utilities are placed throughout the community to serve the denser population, the community recognizes the need for coordination during the construction phase to eliminate disruption and long delays in the transportation system. In efforts to maintain reasonable housing costs, the community encourages new methods and practices of sewer installation.

STORMWATER SEWER SERVICE

This plan focuses primarily on the management of surface water in efforts to reduce the amount of runoff caused from new development. Policies support the Clover Creek Basin Plan’s recommendations which include discouraging development in areas prone to flooding. The community
desires public and private stormwater facilities that are incorporated into the natural landscape and are properly maintained.

**Potable Water**

Pierce County and water purveyors should coordinate their activities to ensure that an adequate and reliable domestic water supply is available to support projected population growth. The availability of an adequate potable water supply should be verified prior to the approval of new land divisions. If water purveyors are incurring problems of supplying water for new land divisions, then they should explore connections with other water systems that have adequate water supplies.

**Parks and Recreation Policies**

**Goals**

Improve park and recreational opportunities by developing new regional park facilities and improving existing facilities; providing support to community efforts to establish a system of publicly owned and maintained community and neighborhood parks; and by pursuing cooperative agreements with the Bethel School District to improve public recreational opportunities at public school sites.

Provide and maintain a level of service for regional parks in the community that meets or exceeds the countywide standard. Promote various efforts and methods for park and recreation organizations to acquire and develop facilities to be used as community and neighborhood parks. Enter into cooperative agreements between Pierce County and the Bethel School District to improve and maintain public recreational opportunities at public school sites.

**Regional Parks**

**Goal FR PR-1** Achieve and sustain an acceptable level of service for regional park facilities.

**FR PR-1.1** Monitor and maintain the level of service for regional park facilities.

**FR PR-1.1.1** The level of service for regional parks shall be evaluated annually.

**FR PR-1.2** Level of service deficiencies in regional park facilities should be corrected through capital improvements such as constructing new facilities and/or expanding existing facilities. Non-capital remedies, such as lowering the desired level of service, are not preferred and should be avoided.

**FR PR-1.3** The Frederickson community should be identified as a high priority location for a new regional park based upon the following:

**FR PR-1.3.1** The Frederickson community currently contains no public park and recreation facilities within its boundaries;
FR PR-1.3.2 The Frederickson community is serviced by several major arterial roadways and is close to the urban population centers of Pierce County. A regional park facility within Frederickson would be readily accessible to the citizens of Pierce County;

FR PR-1.3.3 Sewer facilities and other necessary utilities are available; and,

FR PR-1.3.4 A regional park facility accessible to the employees of the Frederickson Employment Center could improve the desirability of the area for current and future businesses.

FR PR-1.4 New regional parks within the Frederickson Community Plan area should be designed and located to serve the needs of community residents as well as providing countywide benefits. New regional parks should meet the following criteria.

FR PR-1.4.1 Park sites should be located in a manner to take advantage of the physical amenities in the plan area. Priorities include Clover Creek, wetlands, forested areas, steep slopes, and historical and scenic areas.

FR PR-1.4.2 Regional parks should generally be 40 acres or more in size; however, these parks may be developed on smaller parcels based upon land availability, facility type, community need, site characteristics and other factors.

FR PR-1.5 The following are high priority sites for regional park land acquisition within the Frederickson Community Plan area. The sites are not listed in any order of preference or importance.

FR PR-1.5.1 Triple-play properties and adjacent wetlands (formerly Brewers, 30 acres);

FR PR-1.5.2 County-owned property located at the intersection of 173rd and Waller (36 acres);

FR PR-1.5.3 Properties located within or adjacent to the Clover Creek open space corridor;

FR PR-1.5.4 Other properties as identified on the Park Acquisition Recommendations Map for Frederickson.

FR PR-1.6 The Frederickson representative on the Pierce County Parks Citizens Advisory Board should be provided with all necessary information to help inform civic, community groups, and local governmental agencies about the plans and operations of the County regarding regional park location and development.

FR PR-1.7 Development of facilities at a regional park should not occur prior to completion of the necessary site plan.

FR PR-1.8 Where appropriate, develop park facilities that generate funds.

FR PR-1.8.1 Incorporate revenue collection into the design of new parks.

FR PR-1.8.2 Consider charging user fees at sites that provide recreational opportunities at an appropriate rate that will help support the maintenance and operation of these facilities.
NEIGHBORHOOD AND COMMUNITY PARKS

GOAL FR PR-2 Pierce County shall support the creation of a Park Service Area or District to help fund and develop community and neighborhood scale parks throughout the plan area.

FR PR-2.1 Identify local organizations interested in the improvement of park and recreational opportunities within the community and provide the initial technical and financial assistance necessary to form a Park Service Area or District.

FR PR-2.1.1 The Pierce County Parks and Recreation should conduct a series of education workshops regarding the formation, financing, and management of park service areas and districts.

FR PR-2.1.2 Identify a sponsor(s) willing to lead in efforts to form the park service area or district.

FR PR-2.1.3 Upon generating sufficient public interest in the formation of a park service area or district, Pierce County shall bring the issue to a vote of the citizens at the following general election.

FR PR-2.1.4 Pierce County Parks Department shall provide the park and recreation providers technical expertise in site planning and facility needs assessments.

FR PR-2.1.5 Pierce County Parks Department shall provide assistance in the preparation of grants for property acquisition, operation, and maintenance.

GOAL FR PR-3 Pierce County should require an impact fee, land dedication, or fee-in-lieu of dedication for community and neighborhood scale parks based upon the LOS standards set forth in Tables 11 and 12.

FR PR-3.1 Pierce County should require all new residential subdivisions and multifamily residential developments to pay an impact fee, dedicate land, or pay a fee-in-lieu of land dedication for the development of community and neighborhood parks. The structure of each of these options shall be correlated to the LOS standards set forth in Table D-16 and Table D-17.

FR PR-3.2 Pierce County should delay the implementation of the impact fee and fee-in-lieu of dedication program until such time as a Park Service Area or District is formed. In the interim, Pierce County should only require land dedication. Such land dedication shall be focused on the provision of small-scale parks within new residential development.

FR PR-3.3 Pierce County shall develop regulations controlling the location, use, and improvement of land dedicated for community and neighborhood park purposes. Such regulations shall, at a minimum, prescribe minimum park dedication amounts, access, amenities, location, and maintenance.

GOAL FR PR-4 Establish LOS standards for community and neighborhood level park and recreation facilities.

FR PR-4.1 Utilize the following LOS standards for community level parks within the plan area:
### Table D-16: Frederickson Community Park Facilities Level of Service Standards

<table>
<thead>
<tr>
<th>Facility</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community Park Land</td>
<td>3.5 acres per 1,000 population</td>
</tr>
<tr>
<td>Fields for softball and youth baseball, and soccer, football, or pickup games</td>
<td>0.23 fields per 1,000 population</td>
</tr>
<tr>
<td>Multi-use outdoor paved courts (tennis, basketball)</td>
<td>0.4 courts per 1,000 population</td>
</tr>
<tr>
<td>Tennis court</td>
<td>0.3 courts per 1,000 population</td>
</tr>
<tr>
<td>Children's play area</td>
<td>0.35 play area per 1,000 population</td>
</tr>
<tr>
<td>Picnic area</td>
<td>0.5 area per 1,000 population</td>
</tr>
<tr>
<td>Trails or pathways (minor)</td>
<td>0.2 miles per 1,000 population</td>
</tr>
<tr>
<td>Restrooms</td>
<td>0.23 facilities per 1,000 population</td>
</tr>
<tr>
<td>Parking</td>
<td>0.23 spaces per 1,000 population</td>
</tr>
</tbody>
</table>

**FR PR-4.2** Utilize the following LOS standards for neighborhood level parks within the plan area:

### Table D-17: Frederickson Neighborhood Park Facilities Level of Service Standards

<table>
<thead>
<tr>
<th>Facility</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Park – Land</td>
<td>3.0 acres per 1,000 population</td>
</tr>
<tr>
<td>Multi-use paved games court (1/2 court)</td>
<td>0.3 courts per 1,000 population</td>
</tr>
<tr>
<td>Children's play area</td>
<td>0.2 play area per 1,000 population</td>
</tr>
</tbody>
</table>

**GOAL FR PR-5** New community and neighborhood parks within the plan area should be designed and located to serve the needs of all segments of the community.

**FR PR-5.1** New park sites should be located in a manner to take advantage of the physical amenities within the plan area.

**FR PR-5.1.1** Priorities include Clover Creek, wetlands, forested areas, steep slopes, historical areas and scenic areas.

**FR PR-5.2** The size of a community park is typically 15 to 25 acres.

**FR PR-5.2.1** Access to a community park should be from an arterial street if traffic volumes are anticipated to be high and parking shall be dependent upon the facilities provided.

**FR PR-5.2.2** Restroom facilities should be provided at a community park.

**FR PR-5.3** Ideally, a neighborhood park should be 5 to 10 acres in size.

**FR PR-5.3.1** However, these parks may be considerably smaller when located within a private development.

**FR PR-5.3.2** Neighborhood parks should be separated from one another in a relatively even manner throughout the plan area.
FR PR-5.3.3 Typically a 1- to 2-mile separation is desirable.
FR PR-5.3.4 Neighborhood parks should be reasonably central to the neighborhood they are intended to serve.
FR PR-5.3.5 Access to a neighborhood park should be via a local residential street.
FR PR-5.3.6 Walking and bicycle access routes should avoid physical barriers such as major arterial roads or stream crossings whenever possible.
FR PR-5.3.7 Parking or restroom facilities are typically not provided at a neighborhood park.
FR PR-5.4 Neighborhood parks should be developed adjacent to school sites whenever possible in order to promote facility sharing.
FR PR-5.4.1 Facilities on the neighborhood park site should supplement uses that the school does not provide such as trails, open space, picnic areas, playground equipment, and multi-purpose paved courts.

TRANSPORTATION POLICIES

GOALS

- Adequate public infrastructure and services including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with actual need;
- Neighborhoods will be more livable with new developments being designed in a manner which supports interaction of residents and pedestrian mobility, and existing neighborhoods protected from incompatible or more intense uses; and
- Nonmotorized transportation facilities including sidewalks, pathways, and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile.

A quality transportation system is vital to the Frederickson community. Unfortunately, past growth in the community and surrounding areas coupled with limited public expenditures for roads and other transportation improvements have resulted in increasing levels of traffic congestion in the community and a progressive degradation in the quality of the transportation system. The current transportation system is becoming inadequate and is no longer able to fully meet the needs of area residents, business, and industry. Improvements to the transportation system are necessary to address current and future needs. Recent efforts by government, business and industry leaders, residents and others hold the promise of accomplishing some of the needed improvements. Examples of these efforts include the development of the South Canyon Corridor Plan and the reopening of freight rail service in the area. The community must build upon and supplement these efforts to achieve the transportation system it desires. At a minimum, the plan will strive to ensure:
• The transportation system within Frederickson and adjacent communities is designed and improved in a manner that seeks to balance the needs of residents, business, and industry;
• The South Canyon Road Corridor Plan is implemented and considered for future improvements along and adjacent to Canyon Road East;
• Recommended transportation improvements are implemented;
• Rail service to the Frederickson community is encouraged and improved;
• Arterial road access to, from, and within the community is improved by controlling access in a manner which improves safety and reduces congestion;
• Pedestrian and bicycle mobility is improved in the community, where appropriate;
• Transit service is encouraged;

An equitable system of financing transportation system improvements is developed. This system should include an impact fee system that ensures new development pays its fair share of the cost of transportation improvements necessitated by such development. All new development, regardless of size, will be subject to the system in order to avoid unmitigated cumulative impacts.

**ACCESS CONTROL**

**GOAL FR T-1** Ensure road safety and traffic flows by controlling access points on selected roadways.  
**FR T-1.1** Encourage the consolidation of access to Canyon Road East, 176th Street East and other major and secondary arterials in order to reduce interference with traffic flow on the arterials, and reduce conflicts between nonmotorized modes of travel and motor vehicles.

**CONNECTIVITY**

**GOAL FR T-2** In order to connect the community, encourage community involvement in the preparation of a road network throughout Frederickson.  
**FR T-2.1** Through roads and nonmotorized facilities shall be provided when feasible in order to complete the grid system within the community.

**GOAL FR T-3** Encourage development along Canyon Road East and 176th Street East that considers pedestrian use and the retrofitting of existing land and commercial uses.  
**FR T-3.1** Require existing commercial development along Canyon Road East and 176th Street East to provide pedestrian and automobile access to adjacent property when improvements are made to the existing business.

**GOAL FR T-4** Develop regulations that require new subdivisions to be designed in a manner that maximizes opportunities for connectivity.
**FR T-4.1**  Through-roads or road stub outs shall be provided when feasible in order to increase connectivity for the community.

**FR T-4.2**  Allow internal sidewalk requirements to be reduced to one side of road if 30 or fewer lots within the development access roadway.

**FR T-4.3**  The County shall actively explore opportunities to connect existing subdivisions and neighborhoods with surrounding subdivisions and the larger community.

**FR T-4.4**  Ensure connections are provided between neighborhoods and to commercial centers for local traffic.

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**ENVIRONMENTAL DESIGN**

**GOAL FR T-5**  Allow nonmotorized connections, including trails, through wetland buffers and other sensitive areas where roads cannot occur.

**FR T-5.1**  Pierce County should explore the need and options for providing a safe wildlife crossing and pedestrian crossing of Canyon Road in the Clover Creek Corridor when Canyon Road is improved between 160 St. E. and 176 St. E.

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**NONMOTORIZED TRANSPORTATION**

**GOAL FR T-6**  Encourage provisions for nonmotorized facilities, including sidewalks and trails, where it is appropriate to provide safe and convenient access between properties and pedestrian oriented facilities.

**FR T-6.1**  Pierce County should work cooperatively with the school districts to develop a program to identify and fund the construction of needed sidewalks to provide access to existing and proposed schools.

**GOAL FR T-7**  Local nonmotorized networks should provide reasonable direct routes to properties within the area by minimizing dead end cul-de-sacs and providing direct connections to adjacent developments.

**FR T-7.1**  Discourage the vacation of right-of-way when the right-of-way could complete the grid system within the community.

**FR T-7.2**  Work with the County Public Works department to allow on-street parking on its roadways.

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**RAIL SERVICE**

**GOAL FR T-8**  Support and encourage rail service as an important element of the transportation system in the plan area.

**FR T-8.1**  Preserve Frederickson Rail Lines to provide transportation and economic benefits to Pierce County.

**FR T-8.2**  Improve passenger and freight rail service.
**GOAL FR T-9**  
Encourage Pierce Transit to evaluate and prioritize service on the following routes:

**High Priority**

**FR T-9.1**  
176th Street East between Pacific Avenue (SR 7) and Meridian (SR 161); Park and Ride Lot at 176 Street E/Tacoma Rail;

**FR T-9.2**  
Canyon Road East to its new terminus; Park and Ride Lot/Train Station in the vicinity of Canyon Road E/176 Street E;

**Other**

**FR T-9.3**  
22nd Avenue East;

**FR T-9.4**  
38th Avenue/Military Road/36th Avenue/176th Street East (Brookdale Road East to 224th Street East): See projects F3, F4, F5 and F6 shown in Appendix B (New arterial proposal);

**FR T-9.5**  
70th Avenue East (New arterial proposal);

**FR T-9.6**  
86th Avenue East (New arterial proposal);

**FR T-9.7**  
152 Street East;

**FR T-9.8**  
192 Street East;

**FR T-9.9**  
200th Street East (38th Avenue East to Canyon Road East);

**FR T-9.10**  
208 Street East;

**FR T-9.11**  
Brookdale Road East/160 Street East;

**FR T-9.12**  
Military Road East; and

**FR T-9.13**  
Waller Road East.

**UTILITIES POLICIES**

**GOALS**

- The existing conditions of public facilities, services, and infrastructure within the community will be evaluated. Where deficiencies exist, such that the adopted level of service standards are not being achieved, measures will be taken to correct the deficiency or to prevent the deficiency from becoming more severe;

- The need for public facilities, services, and infrastructure will be anticipated and planned for in advance, where possible. Growth and development within the community will be managed to the extent feasible to ensure that these facilities, services, and infrastructure can be provided as efficiently as possible;
- The cost of providing additional public facilities, services, and infrastructure needed to serve development will be paid by the development; and,
- Annual monitoring of the condition of public facilities, services, and infrastructure in the community will be performed and corrective action will be taken as necessary.

### General

**GOAL FR U-1** The community intends to balance future residential and industrial growth with adequate infrastructure needed to maintain a desired quality of life.

### Sanitary Sewer

**GOAL FR U-2** Schedule construction activities to avoid sensitive time periods in the lifecycle of fish and wildlife, such as spawning, nesting, and migration.

**GOAL FR U-3** Whenever possible, construction will be scheduled to minimize disruption of access to area residences and businesses.

### Stormwater Service

**GOAL FR U-4** Minimize development related impacts to existing hydrologic conditions and functions and strive to correct current deficiencies resulting from past development practices.

**FR U-4.1** Identify the areas within and adjacent to the community that are highly sensitive to changes in hydrologic conditions and functions. Within these highly sensitive areas, establish standards that provide for near zero change in hydraulic and hydrologic function on a property (i.e., no net increase in the peak flow or volume of runoff or erosion leaving a site) post development.

**FR U-4.2** Reduce the amount of allowable impervious surface that can be placed on a site.

**FR U-4.2.1** Change existing parking standards to reduce the total amount of effective impervious surface.

**GOAL FR U-5** Support the Clover Creek Basin planning effort.

**FR U-5.1** Utilize the results of the Clover Creek Basin planning effort to help identify needed modifications to land use designation and development regulations to protect water quality, riparian habitat and alleviate flooding problems within the community.

**FR U-5.2** Request that the basin planning process model changes to hydrologic conditions resulting from development under current land use designations and under the changes to land use designations proposed by the community plan. Consider the basin modeling results when making decisions regarding the allowable range and intensity of land uses within the community.
FR U-5.3 Coordinate the identification of appropriate areas for potential rezoning with the watershed basin planning processes.

FR U-5.4 Evaluate the current Pierce County Surface Water Management fee credit program in light of any changes in performance standards resulting from the community plan or basin plan efforts.

**Potable Water**

**GOAL FR U-6** Revise water service boundaries in cases where the designated water service provider cannot provide timely or reasonable service.

**Implementing Actions**

**Short Term Actions**

1. Encourage urban densities to reduce the per-unit cost of public facilities and services. (PALS)
2. Adopt standards for the placement and design of stormwater facilities. (PALS, PW)
3. Utilize basin planning hydrologic condition modeling when making decisions regarding the allowable range and intensity of land uses. (CPB, PALS)

Parks

4. Annually evaluate the level of service for regional parks in the plan area and correct deficiencies through capital improvements. (Parks)

Transportation

5. Encourage the consolidation of access and provisions for pedestrian access to Canyon Road East, 176th Street East and other major and secondary arterials, including implementation of the access plan for the Frederickson Central Place set forth in Appendix C. (PALS, PW)
6. Amend the Pierce County Transportation Plan and projects and 6-year Transportation Improvement Plan to reflect the projects and priorities of the Frederickson Community Plan as set forth in Appendix B. (PW)
7. Revise development standards to require developments to provide safe, convenient, and efficient connections between adjacent existing or future residential and commercial developments. (PW, PALS)
8. Create a process for notifying land use advisory commissions of proposed right-of-way vacations and establish options for the County to preserve and acquire right-of-way within identified transportation corridors. (PW, PALS)

**Mid-Term Actions**

1. Coordinate with the Bethel School District to identify and prioritize designated school walking routes in need of safety improvements. (PW)
2. Evaluate the short platting and subdivision ordinances to ensure the availability of potable water is taken into account during all phases of the permitting process. (PALS, PW)
3. Amend the Coordinated Water System Plan (CWSP) to revise water service boundaries where the designated water service provider cannot provide timely or reasonable service. (PW)

Parks
4. Amend the Pierce County Parks and Recreation Plan to: (Parks)
   - Identify Frederickson as a high priority location for new regional parks;
   - Include criteria established in this plan element for the design location, and acquisition of parks and/or parklands within the plan area.

5. Support efforts to establish mechanisms that support the development of neighborhood and community scale parks by conducting a series of education workshops regarding the formation, financing, and management of parks service areas and districts and require impact fees, land dedication, or fee-in-lieu of dedication. (Parks)

6. Utilize the level of service standards and the design and location standards when establishing neighborhood or community scale parks. (Parks)

7. Partner with the Bethel School District to facilitate joint County-District recreational opportunities within the community. (Parks)

Transportation
8. Create a process for increased bonus densities when right-of-way is donated, access is shared, or other public improvements, including road improvements and sewer extensions, are made. (PALS)

9. Develop and implement a viable transportation impact fee program for funding transportation improvements and meeting concurrency requirements. (PW)

10. Develop “model” site plans that demonstrate techniques to retrofit existing commercial development with pedestrian uses. (PALS, PW)

11. Continue to minimize environmental impacts in the design and construction of transportation projects. (PALS, PW)

12. Lobby the State Legislature to enable Counties the ability to allow on-street parking on its roadways. (PW)

LONG TERM ACTIONS

1. Coordinate recommendations from the Clover Creek Basin Plan with any updates to the community plan to address surface water runoff and flooding issues. (PALS, PW)

Transportation
2. Develop and implement county-wide standards for a comprehensive sidewalk system. (PW)

3. Partner with Tacoma Rail to develop nonmotorized transportation routes along the rail right-of-way. (PW)

4. Work with Pierce Transit to increase the availability and effectiveness of transit within the commercial centers, and in connecting Mixed Use Districts, Employment Centers, residential areas, and the region at large. (PW)
Frederickson Community Plan

Open Space Corridors
- Existing Open Space Corridor
- Proposed Open Space Addition
- Proposed Open Space Deletion

Pierce County, Washington

Adopted October 5, 1998, Ordinance 499-98/3
Effective June 5, 2000

Park Acquisition Recommendations
- View Point
- Potential Joint Use Park
- Potential Trail
- Potential Rail Line Trail

Frederickson Plan Boundary

Department of Planning and Land Services
Plot Date: August 12, 2003

Map D-14: Park Acquisition Properties
Chapter 7: 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 Frederickson 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 five plan elements.

This section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to achieve the plan’s vision. Actions may include the development and implementation of regulations and design standards, coordinating the provision of facilities and services with other entities, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. This framework for monitoring provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames, and specifies how the monitoring program should be documented.

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.

HOW TO MEASURE THE EFFECT OF STANDARDS

The Frederickson 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. PALS staff and the Frederickson Advisory Commission (FAC) 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. PALS staff would evaluate if regulations and design standards have been adopted and are being implemented. The PALS staff, FAC, or other County Departments would review the plan to determine if other actions have been completed and could be done to accomplish the vision of the plan.

**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 FAC, which review such applications, as well as PALS staff, would need to be included in the monitoring. PALS 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 FAC, and PALS 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 FAC and PALS staff. PALS 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 Frederickson 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 Frederickson 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 PALS 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 FAC 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.
Map D-15: Industry Employment Data Collection Area

Zip Codes Analyzed

Frederickson Plan Boundary

1: 75,000

Pierce County, Washington

Department of Planning and Land Services
Plot Date: August 12, 2003

Frederickson Community Plan
Figure D-3: Driveway Use Restrictions and Access

**Note 1:** The Major Driveway Intersections depicted on this drawing to the west, south, and east of the intersection of Canyon Road East and 176th Street East are intended to illustrate the closest points that they may lie in relation to that intersection. A development proponent may shift the location of any of those three major driveways further away from the intersection in connection with a development proposal only if the owner(s) of the property across Canyon Road East or 176th Street East (as the case may be) from the subject development consent to the proposed shift.

**Note 2:** Restricted Access Areas are shown with hatch lines and denote areas where new driveways will be limited to those designated for right in and/or right out only traffic movements. Additionally, existing driveways located within these areas may be limited to right in and right out only traffic movements when traffic volumes or improvements to Canyon Road East or 176th Street East warrant such limitations. Applications for right-turn driveways within the Restricted Access Areas will be reviewed at time of application submittal, with spacing generally not to be less than 200 feet between driveways and/or intersections. The appropriate location of all driveways within the Restricted Access Areas shall be determined by the Pierce County Public Works and Utilities Department. Temporary full access at these driveways may be allowed by the Pierce County Public Works and Utilities Department based upon a review of traffic conditions and construction of improvements to Canyon Road East and 176th Street East. If granted, this temporary full access will terminate at such time as traffic volumes warrant or at such time as Canyon Road East or 176th Street East are constructed to their ultimate planned configurations as set forth in Note 4, whichever occurs first.

**Note 3:** The requirements of this plan shall not preclude any property owner from proposing an additional Major Driveway Intersection on Canyon Road East north of 176th Street East and south of the Planned Major Driveway Intersection shown on this plan through a request to the Pierce County Public Works and Utilities Department. There is no assurance, however, that such an additional driveway will be approved.

**Note 4:** This plan illustrates Canyon Road East and 176th Street East in their ultimate planned configurations as follows:

- **Canyon Road East north of 176th Street East** - 8 lanes including 1 right turn lane, 2 through lanes, and 2 left turn lanes southbound, and 3 through lanes northbound.

- **Canyon Road East south of 176th Street East** - 7 lanes including 2 through lanes southbound, and 2 left turn lanes, 2 through lanes, and 1 through-right turn lane northbound.

- **176th Street East west of Canyon Road East** - 6 lanes including 2 through lanes westbound, and 2 left turn lanes, 1 through lane, and 1 right turn-through lane eastbound.

- **176th Street East east of Canyon Road East** - 7 lanes including 2 through lanes eastbound, and 2 left turn lanes, 2 through lanes, and 1 right turn only lane westbound.
The Gig Harbor 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 Gig Harbor Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2002-113s, Effective 12/1/2002).
- “Proposed” or “ Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Plan Area

The Gig Harbor Peninsula Community Plan area is located in northwest Pierce County, Washington. The Gig Harbor Peninsula and Fox Island encompass approximately 58 square miles of urban, suburban, and rural lands. The Gig Harbor Peninsula is the southeastern most extremity of the vastly larger Kitsap Peninsula. Puget Sound marine waters surround the Peninsula on three sides (Henderson Bay, Carr Inlet, Hale Passage, the Tacoma Narrows, and Colvos Passage). The plan area is abutting Kitsap County on the north, connected on the west to the Key Peninsula by the Purdy sand spit and bridge, and connected to the remainder of the mainland portion of Pierce County and the City of Tacoma via the Narrows Bridge. The 1996 estimated population of the plan area is 30,500 persons, including 6,350 persons within the Gig Harbor city limits. In addition to the City of Gig Harbor, several small-unincorporated communities exist throughout the plan area.

The Peninsula is essentially bisected from the southeast to the northwest by State Route 16 (SR 16). The highway is the major link between Tacoma, mainland Pierce County, and the rest of the Central Puget Sound region, Bremerton, Port Orchard, the remainder of the Kitsap Peninsula, the Olympic Peninsula, and Hood Canal. State Route 302 (SR 302) connects the plan area with the Key Peninsula area of Pierce County, the south end of the Kitsap Peninsula, Hood Canal, and the Olympic Peninsula.

The community plan provides a framework for consistent land use standards in the UGA for both Pierce County and the City of Gig Harbor. Directing new residential subdivisions as well as commercial and industrial development into areas that are served by urban services (such as sewers) provides efficient economies of scale which promote cost effective public facilities. These public facilities include sidewalks, parks, and open space that the community desires. This growth management planning concept also eliminates urban development patterns from sprawling into the rural area, allowing the rural area to retain the low density, pastoral, and forested characteristics that the community favors.

Urban Growth Area

City of Gig Harbor

The City of Gig Harbor is located in the east-central portion of the plan area adjacent to Gig Harbor Bay. The city is surrounded by its 3,417 acre Urban Growth Area (UGA). The City of Gig Harbor is the historic focus of civic and commercial activity in the plan area and is the location of moderate density residential neighborhoods. The City is oriented around Gig Harbor Bay and its commercial fishing and pleasure boat facilities.
Purduy

Purdy is located at the north end of Henderson Bay, adjacent to Burley Lagoon at the intersection of SR 16 and SR 302. Along with residential uses, several gas stations, retail businesses, Peninsula Light Company, and Peninsula High School are located in this area. The Purdy Bridge crosses the southern portion of Burley Lagoon and connects the Gig Harbor Peninsula with the Key Peninsula at the Purdy sand spit.

Canterwood

Canterwood is a planned residential, golf course community located immediately north of the city limits of Gig Harbor and east of SR 16. The Canterwood development is adjacent to the future planned development referred to as Gig Harbor North (Gig Harbor North is located entirely within the city of Gig Harbor). Canterwood is primarily developed with detached single-family residential homes with a few multifamily townhouses.

Swede Hill

Swede Hill refers to an area located west of SR 16 in the vicinity of Bujacich Drive NW. The neighborhood is dominated by moderate single-family residential neighborhoods with quite a number of single-family homes on lots that average from one to five acres in size. There are also a significant number of large vacant parcels that have historically been used for agriculture or forestry. Several commercial uses are located along Burnham Drive near SR 16. Fire District Number 5 headquarters and the Washington State Correction Center for women are located in the Swede Hill area.

Donkey Creek Corridor

Donkey Creek (also known as North Creek) flows into the northwest corner of Gig Harbor Bay in the vicinity of Harborview Drive and Burnham Drive. The Donkey Creek corridor follows Burnham Drive northwest towards SR 16 at the Swede Hill interchange. The city limits of Gig Harbor and the future development of Gig Harbor North are located northeast of the Donkey Creek corridor. Several businesses are located in the area, however because the corridor is dominated by the steep slopes and wetlands along the ravine formed by Donkey Creek, the land use pattern is dominated with single-family dwellings and large vacant parcels.

East Gig Harbor

The east shoreline of Gig Harbor Bay is referred to as East Gig Harbor. This residential neighborhood is dominated with large homes with views of the Harbor. Many of the parcels adjacent to the shoreline are one quarter acre or smaller while the upland areas contain several large lots that are undeveloped.
**WEST GIG HARBOR**

The neighborhood located outside the city limits of Gig Harbor, west of SR 16 and south of Bujacich Drive is referred to as West Gig Harbor. This area of the UGA contains the vacant property that has been designated as an Employment Center.

**REID DRIVE NEIGHBORHOOD**

The Reid Drive neighborhood is located south and east of the city limits of Gig Harbor, between the marine bluffs of the Tacoma Narrows and SR 16. The neighborhood is predominantly improved with moderate density, detached single-family neighborhoods, several of which contain the greatest density of homes in the plan area with densities near six dwelling units per net acre. The 62-unit Harbor Heights apartments are one of the few multifamily residential developments in the plan area.

**RURAL AREA**

The rural area of the Gig Harbor Peninsula includes all property located outside of the incorporated city limits of Gig Harbor and outside of the UGA surrounding the city. The rural area currently includes approximately 23,146 acres. The rural area is developed primarily with single-family dwellings at low densities with a number of moderate density single-family subdivisions. There are also a limited number of civic, commercial, and industrial uses located throughout the rural area on the Peninsula. The Tacoma Narrows Airport is located in a rural area near Point Fosdick. A significant amount of vacant and undeveloped land, pasture lands, and forestland remain in the rural area.

**CRESCENT VALLEY**

Crescent Valley is mostly undeveloped; however, some small farms and residences are located adjacent to Crescent Valley Drive and along the shoreline of Crescent Lake. The Crescent Valley area contains the lowest residential densities in the plan area. The largest undeveloped parcels in the plan area are located directly east of Crescent Valley between Crescent Valley Drive and Hallstrom Drive.

**ROSEDALE**

A small rural business center with a store, church, and community park is located near the intersection of Rosedale Street and Ray Nash Drive. Large tracts of forest and pastureland dominate the Rosedale area. Several moderate density single-family neighborhoods are found in the area and the shorelines of Lay Inlet and Sylvia Lake are improved with fairly high density single-family dwellings that have mostly been converted from summer cabins to permanent year-round homes. Raft Island is located in Henderson Bay to the west of Rosedale and is developed as a moderate density single-family neighborhood.
**RAY NASH VALLEY**

Ray Nash Valley is a small rural valley south of Rosedale between the Artondale area and Henderson Bay. Land uses in the area generally include small farms and pasturelands as well as single-family homes on 5 to 10-acre lots. Kopachuck State Park is located directly to the west of Ray Nash Valley and extends to the shoreline of Henderson Bay.

**ARTONDALE**

Artondale is generally considered the area northwest of Wollochet Bay, south of Rosedale and east of Arletta. There are several large undeveloped lots in the Artondale area ranging from 20 to approximately 100 acres. Some of these large parcels contain mature stands of timber. There are also a number of moderate density single-family neighborhoods, most notably in the vicinity of 40th Street and 70th Avenue. The Gig Harbor Golf and Country Club is located in Artondale.

**ARLETTA**

Arletta is located north of Hale Passage, directly east of Horsehead Bay. There is a community center and small grocery store at the intersection of 36th Street and Ray Nash Drive. Large lots, single-family homes, pastureland, and forestland characterize land uses at Arletta. Development along the shoreline of Horsehead Bay and Hale Passage consists of smaller lots with detached single-family homes. Similar to the development pattern in the Rosedale neighborhood, many of the waterfront cabins have been demolished or remodeled and are now used all year as permanent homes.

**CROMWELL AND WARREN**

The Cromwell and Warren neighborhoods extend along Hale Passage from Wollochet Bay to Shaw Cove. Fairly steep marine bluffs characterize the shoreline of Cromwell, while the shoreline in the vicinity of Warren Drive is considered low to medium bank waterfront. Upland from the shoreline, both Cromwell and Warren have large forested tracts and pasturelands. Along Hale Passage, many of the original waterfront cabins have been replaced by permanent homes. The bridge that connects Fox Island to the Gig Harbor Peninsula is located in Warren.

**POINT FOSDICK**

The Point Fosdick area consists of the southern end of the Gig Harbor Peninsula between Wollochet Bay and the Tacoma Narrows. The shoreline in the Point Fosdick area is primarily high bank, marine bluffs with low bank properties extending toward Wollochet Bay. The largest landholder in the area is the City of Tacoma which owns and operates the Tacoma Narrows Airport. The Tacoma Narrows Airport is classified as a general aviation airport. Several businesses, including a convenience store and a gas station, are located near the intersection of Stone Drive and Point Fosdick Drive. The area has been developed with a number of moderate density single-family neighborhoods, most notably west of the Tacoma Narrows Airport and near the Tacoma Narrows Bridge. Pierce County owns a waterfront park along the shoreline of the Tacoma Narrows.
History of the Gig Harbor Peninsula and Fox Island

Native American Settlement

Native Americans settled in and utilized the Gig Harbor Peninsula and Fox Island for thousands of years before Europeans arrived. The tribal groups that inhabited the Gig Harbor Peninsula vicinity were mainly of Puyallup, Nisqually, and Steilacoom groups. Native Americans had permanent settlements in villages along waterways and had seasonal homes in places such as Fox Island for the purposes of fishing and food gathering. Known village sites exist at the north end of present-day Gig Harbor near Donkey or Crescent Creek, Wollochet Bay and Burley Lagoon. Some Native Americans continued to live in the area selling or trading fish and woven baskets to European settlers well into the 1900s. Native Americans continue to enjoy fishing and clamming rights in their usual and accustomed fishing grounds in waters surrounding the Peninsula and Fox Island.

European/American Exploration and Settlement

In 1792, British Captain George Vancouver led the first European exploration of the Puget Sound area. In 1841, American Navy Lieutenant Charles Wilkes led the team to explore the entire Puget Sound. It is not known which member of Wilkes’ expedition gave the name of Gig Harbor to the small bay they discovered. The name pays homage to the gig, a small boat used to conduct surveys.

The first European and American settlers came to the Gig Harbor Bay area in 1867. These early settlers were involved in fishing. With the arrival of the transcontinental railroad to Tacoma in 1887, more people began to settle in the area. In the early days, homesteaders and others settled along the shoreline for easy access to boats since much of the inland areas did not have adequate roads and most transportation was through the waterways on boats. Later, inland locations came to be valued more for the purposes of cultivating farms, ranches, and orchards. The harbor area was developed with docks and wharves that served the “Mosquito Fleet,” a group of steamers that transported freight, mail, and people across the Sound to Tacoma. Logging activity preceded specialty or diversified farming that included fruit orchards in the area. Shipbuilding for commercial fishing, car ferries, and other craft became an important industry in Gig Harbor.

In the late 19th and early 20th centuries, passengers, horses, wagons, mail, supplies, logs, timber, fish, crops, and bricks were transported in boats and steamers across Puget Sound from the Peninsula to Tacoma. Steamers stopped at major pick-up locations and bays along the shoreline in the Narrows, Wollochet Bay, Hale Passage, Carr Inlet, and Henderson Bay. By the 1930s, the steamer transport declined largely due to the convenience of larger ferries and appearance of automobiles on the Peninsula starting in the 1910s.

The first Purdy Bridge across Henderson Bay was constructed in the early 1890s to enable the farmers from Mason, Kitsap, and Pierce Counties to reach the urban market in Tacoma with their produce, through Gig Harbor. The present bridge was constructed in 1938. The first
Narrows Bridge collapsed in 1940, four months after completion. The second Narrows Bridge was not completed until 1950. After the collapse of the first bridge, ferries again transported people and goods between the Peninsula and Tacoma until the second bridge was completed. With the completion of the second Narrows Bridge, the Peninsula began to evolve into a suburban residential community. This growth accelerated from the 1950s through the mid-1990s, due to the growth in the Tacoma, mainland Pierce County, and Central Puget Sound economy, and the convenient access to Interstate 5 that the bridge and the conversion of State Route 16 into a 4-lane, restricted access freeway provided. In addition, the completion of the Tacoma Industrial Airport in 1963 and the development of the Washington Corrections Center for Women at Purdy spurred further development of the area.

Today, the plan area is a mix of small town and suburban-style urban areas and wooded suburban neighborhoods interspersed with rural forest and pasturelands.

**PLAN AREA COMMUNITIES**

The following current or historic communities provide the character that currently defines the Gig Harbor Peninsula and Fox Island.

**ARLETTA**

The first post office was established in 1893 in Arletta. The first postmaster named the community Arletta by combining her daughter's name Arla with her friend’s name Lucetta (Castle). The first European-American settlement began in the late 1870s. Most early settlers farmed. Other activities in the area included logging, fishing, and trapping. When a permanent dock was constructed, a business district developed around the waterfront and included a store, fish fertilizer factory, and warehouse. By 1910 the first roads had been constructed between Warren, Arletta, and Horsehead Bay.

**ARTONDALE**

Artondale extends north and west of the head of Wollochet Bay. Settlement started here in 1877. The community served as a banking and shipping point. The community had two brickyards. Approximately 150 people lived in the community in the 1880s. The early settlers in the area established orchards and farms after clearing the forest.

**CROMWELL**

The community, along Hale Passage across from Fox Island, was originally called “Little Norway” because of many Norwegian immigrants who settled in the area starting in the 1870s. Farming and ranching were the common early activities in the area. The name of the community was changed in 1902 when local residents petitioned for direct mail delivery and John Cromwell from the federal post office recommended that the community receive such service. The first post office and school in the area were established about 1900.
FOX ISLAND

Native Americans called the island Bu-ta-u. According to the Native American legend, Bu-ta-u was the name of a daughter of a Nisqually Indian chief. The present name of the island was established during the 1841 Wilkes Expedition after an assistant surgeon on the crew named Fox. Native Americans used the island for seasonal gatherings and fishing. Tanglewood Island was used as a Native American burial ground. During the Indian uprisings of the 1850s, Fox Island was designated as a reservation for friendly Indians, and for a few years prior to resettlement to other reservations, there were some 800 Puyallups and Nisquallys living on the island.

European-American settlement began in the 1850s. A number of activities had been established on the island at various times, including fishing, gathering of dogfish and oysters, fish processing, logging, farming, and manufacturing basic items such as bricks and sleds, wheelbarrows, and baby carriages. In the 1860s, the dogfish and oyster industry was developed with Native Americans employed to fish and gather. The local farmers also grew prunes on the island and a prune dryer was employed to process harvested prunes for shipping starting in the 1890s. A flower industry was established on the island in 1904 with bulbs brought from Iowa. The Brick and Clay Works Company started on the south side of the island in the late 1880s. The company utilized the local clay deposits to manufacture pipes, bricks, and tiles and shipped the manufactured products to Tacoma on the steamer, “Susie.” The plant closed down by 1910 due to the depletion of the clay deposits. The post office, schools, stores, and churches formed the early centers of community life. Before the Fox Island Bridge opened in 1954, residents relied on ferry service for transportation.

CITY OF GIG HARBOR

Gig Harbor was named during the 1841 Wilkes expedition after a crewmember in small boat, called the captain’s gig, sighted a harbor and led other boats exploring in the area to take refuge in the harbor during a storm. When the first European-American settlers came to the harbor in 1867, there was a Native American village, with longhouse, located at the head of the harbor near a small creek. In 1867, two Slovenians, Samuel Jerisich and Peter Goldsmith, and a Portuguese man, John Farragut, rowed a skiff south from British Columbia to fish in the area. They entered Gig Harbor by accident to seek shelter at night. Samuel Jerisich liked the area and decided to stay while the other two men decided to return to British Columbia. Samuel Jerisich married a fifteen-year-old native woman from near Vancouver Island and settled in Gig Harbor. He was the first European-American settler in Gig Harbor. Soon Yugoslavians, Germans, and Scandinavians followed to settle in the harbor. A major boatyard, lumber mills, salmon fishing fleet, and farming provided the early economic base for the town. In 1886, the Indian longhouse served as the first school. Later, the Indian village became the site of C. O. Austin’s mill.

Dr. Alfred Burnham, from Albert Lea, Minnesota, filed a plat for the town site on April 28, 1888. Dr. Burnham was the town’s first doctor and opened the first general store near today’s business section in North Gig Harbor. Chicken farming prospered in the 1920s and 1930s. Early fishermen used rowboats to fish. Later, motorized boats began to lighten the labor required to
fish and enabled fishermen to go greater distance to fish in places such as Alaska starting around 1905.

The town incorporated as a fourth class city in 1946 because of the need to provide for water and sewer systems. Gig Harbor was home to a fishing fleet of more than 70 vessels in the 1970s that decreased to 30 vessels in the late 1980s.

Early fishermen, including Nick Costello, Andrew Gilich, and the Skansie Brothers, organized a fund drive in 1914 to build the first St. Nicholas Catholic Church in Gig Harbor. The Skansie Brothers founded the Skansie Shipbuilding Company in 1912. The company produced four-to-five boats per season and had 25 to 30 employees during peak periods. The company built a variety of boats including ferries and wooden fishing boats. One of four Skansie brothers operated the Washington Navigation Company, which operated ferries around the Puget Sound in the 1910s until the 1940s when the first Narrows Bridge was constructed. Mitchell Skansie and his son Bill operated the Washington Navigation Company. They operated ferries for the state between the time the first Narrows Bridge collapsed and the second Narrows Bridge was constructed.

Lumber was one of the early industries in the area. The first mill in Gig Harbor started operating in 1887 on the west side of the harbor. A shingle mill was built near the first mill at the head of the bay around the early 1890s. Another mill was constructed by C. O. Austin in 1909.

Many early settlers engaged in diversified farming. Some agricultural operations became profitable businesses including production of apples, pears, or loganberries. Holly growing became another successful agricultural venture in the area. Chicken farming was successful during the 1920s but declined by the 1930s.

**Midway**

Midway was named due to its midway location between Gig Harbor and Point Fosdick. A Midway School District No. 79 was formed in 1892. Originally it was a part of Artooldale District No. 14, but became a separate school district with fifteen children. The school became a center of community-oriented activities.

**Point Fosdick**

Point Fosdick was named during the 1841 Wilkes Expedition. It was a federal military reservation used by the local Native American tribes of Nisqually, Puyallup, Yakima, and Cowlitz in the late 1800s. A long house was constructed which later became Berg’s Landing. In the early 1890s, Charles L. Berg established a floating dock that served the “Mosquito Fleet,” a fleet of steamers that transported freight and mail. Berg’s Landing served as an automobile ferry dock until the second Narrows Bridge was built in 1950. Once forests were cleared, orchards, vegetable and berry production, and later, chicken farming became prevalent in the area.
Purdy

The area was named Purdy in the 1880s when Joseph Purdy, a grocery store owner from Tacoma, offered to provide lumber for a school if the area were named after him. Four men, including Joseph Purdy, constructed a mill in the area in 1885. The mill complex also included a post office, grocery store, and workers’ housing. Mr. Ouelette, “the Frenchman,” opened the first Oyster Company in the area around 1900 processing and canning the oysters from the land on the spit he owned. In the 1890s, a drawbridge was constructed across Henderson Bay at Purdy. In 1919, another bridge was provided. The present bridge was constructed in 1938. In the early 1900s, most settlers in the area were in diversified farming, including fruit, dairy, and poultry farming. Oysters and clams were also important products from Purdy from the early settlement period.

Raft Island

The Wilkes Expedition named the island “Allhouse Island” after Private Allhouse. Later, Raft Island was so named because from a distance the island appeared to some sailors be a floating raft. Raft Island was first settled by two men who claimed the entire island in 1889. The island was clearcut and logs were shipped out from the early settlement period of the 1880s. The second-growth timber was used for pilings, saw logs, and mine props in the 1920s. Large rafts of logs were harvested from throughout the Henderson Bay area, including the island, and were gathered to be shipped out through steamer transport. In the late 1920s, a Mr. Noble bought the entire island and used it as a hunting and recreational resort. Later, the portion of the land where Mr. Noble built a residential structure became the Catholic Church camp. Mr. Noble brought electric power to Raft Island. The bridge to Raft Island was built over the narrow, tidal channel on the south side. There are presently 190 families residing on the island. There are a private campground and three community beaches and parks.

Rosedale

Rosedale was named because of the wild roses growing in the area. In the early 1880s, the first school district and post office were established in the area. Logging and farming were the most prevalent activities engaged by early settlers. By the early 1910s, a small business district developed in the community which included two stores, two docks, a church, a public library, and schools.

Warren

The first Euro-American settlement began in the late 1870s. A permanent dock was constructed in the early 1910s. Farming formed the economic base for the community at the beginning. In the late 1920s, local settlers constructed a road that connected Warren to Arletta and Horsehead Bay.

Wollochet Bay

Some believe that the Indian name Wollochet means “cut throat.” It was connected to the Native American legend about a young man who was discouraged that he could not marry the
woman of his choice and ended his life by cutting his throat. It is also speculated that it may be connected to another Native American word which means “squirting clams” of which plenty were found on the beach in the area. The Native Americans fished and sold the fish to the European-American settlers. They also traded woven baskets for clothing and other items. Early European-American settlers engaged in logging and farming. Orchards were common among homesteaders. Many chicken farms in the area had thousands of chickens per farm. Dogfish were caught and used as fertilizer.

**PLANNING HISTORY**

**COUNTY PLANNING**

**1962 PIERCE COUNTY COMPREHENSIVE PLAN AND ZONING**

The first Pierce County Comprehensive Land Use Plan was adopted on April 2, 1962. The Pierce County Zoning Code, which implemented the Comprehensive Plan, was adopted on October 8, 1962. The 1962 Pierce County Comprehensive Plan designated the Gig Harbor Peninsula as "Suburban Residential." These rules followed very basic planning principles. 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 May 1966, a Comprehensive Plan Study was completed for the Peninsula under Section 701 of the Federal Housing Act. This study served as a platform for planning efforts on the Peninsula in the early 1970s.

**1975 GIG HARBOR PENINSULA COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS**

In June 1975, the Gig Harbor Peninsula Comprehensive Plan and Development Regulations were adopted by the Pierce County Board of Commissioners. The 1975 Gig Harbor Peninsula Comprehensive Plan included land in the Burley-Minter-Wauna area of northeastern Key Peninsula, in addition to the Gig Harbor Peninsula and Fox Island.

This was a very innovative plan and zoning program. It was based on the physical features of the Peninsula such as topography and aquifer recharge areas. Lands that contained environmental constraints such as steep slopes or wetlands were considered the most sensitive and received a designation of Natural Environment. Areas that were appropriate for residential land uses were designated the Residential Environment. Land that had very few physical impediments to development and was located near SR 16 received an Urban Environment designation. Generally, any land use was permitted in any zone classification provided the proposed development met minimum environmental standards and was compatible with adjacent uses. This zoning scheme was quite successful and remained in effect until January 1, 1995 when the new Pierce County Comprehensive Plan became effective.
**Burley Minter Drainage Basin Water Quality Plan**

In January 1988, the Burley/Minter Drainage Basin Water Quality Plan was adopted. This plan was implemented through amendments to the Gig Harbor Peninsula Development Regulations and established a sensitive watershed environment in the Burley/Minter area. Due to ongoing contamination of shellfish beds, further restrictions were required including larger lot sizes, best management practices, and buffers on streams and waterways. In November 1978, these areas were also designated as environmentally sensitive areas pursuant to the State Environmental Policy Act (SEPA).

In 1989, the Gig Harbor Peninsula Comprehensive Plan and Development Regulations were revised to create a rural-residential environment for Fox Island, which resulted in lower permitted densities of one dwelling unit per acre. In 1992, the rural-special environment was established to provide greater protection through lower densities and restricted uses to several rural valley areas. The 1992 amendments also modified the provisions for the rural environment to encourage greater preservation of natural features.

**1994 Pierce County Comprehensive Plan**

In April 1990, the Growth Management Act (GMA) was passed by the Washington State Legislature. It required Pierce County to update its existing Comprehensive Plan and Zoning Regulations, including community plans. The GMA required Pierce County to develop and adopt a comprehensive plan which would control residential, commercial, and industrial growth. Thirteen goals are listed in GMA to guide policy development in six required elements. The required elements include land use, housing, capital facilities, utilities, rural, and transportation. Pierce County also elected to include four additional elements: environment and critical areas, economic development, community plans, and essential public facilities. Each of the six GMA required elements must conform to specific standards set in the legislation. GMA required cities and counties to plan for growth based on population forecasts. Where growth is allowed, facilities and services must be planned and provided.

The Rural Element requirements in the originally adopted GMA contained very general standards. It stated that Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest, or mineral resources. The Rural Element shall permit land uses that are compatible with the rural character of such lands and provide for a variety of rural densities. Rural areas must also be planned for and include preservation of open space, agricultural opportunities, recreational opportunities, and protection of natural resources.

In April 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 June 1992, the Pierce County 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 November 1994, Pierce County adopted a new Comprehensive Plan. The 1994 Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The plan established population projections, urban growth areas, and rural areas. The 1994 Comprehensive Plan identified the portion of the plan area surrounding the City of Gig Harbor as an "urban growth area" and designated the remainder of the Peninsula and Fox Island as "rural." The 1975 Gig Harbor Peninsula Comprehensive Plan remained in effect as a component of the new Comprehensive Plan but many aspects of the 1975 Plan was not consistent with the Growth Management Act and the newly adopted County Comprehensive Plan. Consequently the 1975 plan policies were superseded by the new County-wide plan and implementing zoning regulations that became effective in July 1995.

COMMUNITY PLANNING

Pierce County Comprehensive Plan policies located in the Community Plans Element address community autonomy, community character, new community plans, consistency with the Comprehensive Plan, consistency with the Development Regulations-Zoning, transition strategies, and joint planning agreements.

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. Community plans exemplify how the objectives and policies of the Comprehensive Plan play out when applied to detailed and specific conditions. They indicate 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. Community plans help citizens decide what they want to retain and what they want to change at the local level.

Although the Growth Management Act (GMA) 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 resides in community plan areas. The Community Plans Element spells out how to coordinate consistency between community plans and the Comprehensive Plan. Community plans must be consistent with the Comprehensive Plan and the GMA. Flexibility exists only in the interpretation of how Comprehensive Plan policies apply in a given community or in areas where the Comprehensive Plan is silent on an issue or does not provide detailed guidance.

GIG HARBOR PENINSULA COMMUNITY PLANNING EFFORTS

The Pierce County Council passed Resolution R97-94 on August 12, 1997, requesting the Department of Planning and Land Services update the 1975 Gig Harbor Peninsula Comprehensive Plan. The resolution called for the Planning Department to combine the requirements of the Growth Management Act with the most successful provisions of the 1975 Gig Harbor Peninsula Comprehensive Plan. The updated community plan focuses on the Gig Harbor Peninsula and Fox Island. The Burley-Minter-Wauna area of the Key Peninsula, which
was under the jurisdiction of the 1975 Community Plan, is not within the jurisdiction of the updated plan.

Information regarding the plan update was distributed to various citizen groups in the spring of 1998 and the planning process started in August 1998. A Community Planning Board and various committees developed plan policies starting in the fall of 1998 through summer of 2000.

**SCOPE OF THE COMMUNITY PLAN**

**LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN**

In the Community Plans Element of the 1994 Pierce County Comprehensive Plan, the Gig Harbor Peninsula was identified as a community with an existing community plan that needs to be updated.

**PURPOSE AND USE OF THE COMMUNITY PLAN**

The Gig Harbor Peninsula Community Plan will give residents, property owners, business people, and Pierce County government a detailed sense of how the community wants to develop in the future and what standards could be utilized to create and maintain the look and feel identified in the community plan. The Gig Harbor Peninsula Community Plan develops a vision for the entire Peninsula and Fox Island. In some circumstances, the plan refines the Pierce County Comprehensive Plan to more closely reflect the needs, concerns, and desires of the Peninsula residents. The plan also identifies actions necessary to implement the community plan, including adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements such as sidewalks, street landscaping, street lights, water-related improvements, and park development; social programs; and economic programs.

**VISIONS, GOALS, OBJECTIVES, PRINCIPLES, AND STANDARDS**

**VISIONS**

Visioning is the process of defining the expectation of what the community could be in the future. 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 become the basis for the visions, goals, objectives, and principles of the community plan.

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, objectives, and policies (principles and standards) are used to provide measurable statements to fulfill the vision statements and are an integral part of the visioning process.

**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), and implementation actions and recommendations will be developed.

**OBJECTIVES**

Objectives are statements which specifically define goal actions.

**POLICIES (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 AND RECOMMENDATIONS**

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

The vision and all of the goals, objectives, policies and implementation actions and recommendations are developed through citizen comment and represent the will of the people translated into decision-oriented statements. When applying the policy statements, each should be afforded equal weight and consideration.

**PUBLIC INVOLVEMENT**

**GIG HARBOR PENINSULA COMMUNITY PLANNING BOARD**

The development of the Gig Harbor Peninsula Community Plan could not have been accomplished without the Gig Harbor Peninsula Community Planning Board (GHPCPB). The GHPCPB consisted of a fifteen-member group representing a variety of interests and geographic locations of the community. Representatives included: Peninsula Light Company, Pierce County Fire District #5, the Peninsula School District, the City of Gig Harbor, the Gig Harbor Peninsula Chamber of Commerce, development interests, business interests, parks and open space interests, the Key Peninsula Gig Harbor Islands (KGI) Watershed Committee, the Peninsula Neighborhood Association, the Peninsula Advisory Commission, and local residents.

The GHPCPB was charged with five main responsibilities: 1) serving as a sounding board for the community; 2) developing a vision and goals for the community plan area; 3) working with sub-committees in developing policies and implementing actions related to various topics; 4)
guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and 5) forwarding a draft updated Gig Harbor Peninsula Community Plan to the Pierce County Planning Commission and Pierce County Council.

COMMUNITY PLAN SUBCOMMITTEES

Eight subcommittees were formed to address the following topic areas: the Urban Growth Area, rural areas, parks, open space, transportation, the natural environment, economic development, and facilities and services. The role of each subcommittee was to work with staff in researching and developing detailed policies and implementation actions related to the goals adopted by the CPB and forward draft policy and implementation actions to the CPB for review and approval.

TIMELINE FOR PUBLIC INVOLVEMENT

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Activity Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summer/Fall 1998</td>
<td>Gig Harbor Peninsula Community Planning Board developed community wide vision and goals, which were completed in October 1998.</td>
</tr>
<tr>
<td>Fall 1998-Winter 1999</td>
<td>UGA Committee developed land use policies for the City of Gig Harbor Urban Growth Area, in coordination with the city. UGA Committee work was completed in March 1999. CPB review of the UGA Committee recommendation was also completed in March 1999.</td>
</tr>
<tr>
<td>Spring/Summer 1999</td>
<td>Rural Committee developed rural land use policies, including policies dealing with the Tacoma Narrows Airport. Rural Committee work was completed in July 1999. CPB review of the Rural Committee recommendation was also completed in July 1999.</td>
</tr>
<tr>
<td>September 1999</td>
<td>An open house was held on September 9, 1999, to describe the efforts of the Community Planning Board and various subcommittees in drafting urban and rural land use policies for the community plan.</td>
</tr>
<tr>
<td>Fall 1999/Winter 2000</td>
<td>Parks Committee developed parks policies and completed its work in December 1999. CPB review of the Parks Committee recommendations was completed in February 2000.</td>
</tr>
<tr>
<td>Fall 1999/Winter 2000</td>
<td>Open Space Committee developed open space policies and completed its work in February 2000. CPB review of the Open Space Committee recommendations was completed in March 2000.</td>
</tr>
<tr>
<td>Winter/Spring 2000</td>
<td>Transportation Committee developed transportation policies and completed its work in April 2000. CPB review of the Transportation Committee recommendations was completed in May 2000.</td>
</tr>
<tr>
<td>Spring/Summer 2000</td>
<td>Natural Environment Committee developed environmental policies and completed its work in June 2000. CPB review of the Natural Environment Committee recommendations was completed in July 2000.</td>
</tr>
</tbody>
</table>
Environment Committee recommendations was also completed in June 2000.

Summer/Fall 2000  Economic Development Committee developed economic policies and completed its work in August 2000. CPB review of the Economic Development Committee recommendations was completed in October 2000.


Winter 2001  The second open house was held on January 24, 2001. The purpose of this open house was to provide a copy of the draft community plan and the environmental impact statement for the Gig Harbor Peninsula Community Plan to the public.

Winter 2001  The Gig Harbor Peninsula Community Plan was presented to the Peninsula Advisory Commission (PAC) on January 24, 2001.

Winter 2001  The Pierce County Planning Commission held public hearings on the draft community plan in February and March 2001.

Spring 2001  The Pierce County Council held public hearings on the Planning Commission’s recommendation in May, June, and July 2001.


**OPEN HOUSES**

An open house was held on September 9, 1999, to describe the efforts of the Community Planning Board and various subcommittees in drafting urban and rural land use policies for the community plan.

A second open house was held on January 24, 2001. The purpose of this open house was to provide a copy of the draft community plan to the public.

**SURVEY**

In February of 1999, Pierce County Planning and Land Services (PALS) distributed a community survey for the Gig Harbor Community Plan area. The survey was developed by PALS staff and reviewed and approved by the Urban Growth Area Committee and the Pierce County Council representative for the area. The survey was intended to help PALS staff and community plan members solicit the community's views regarding the current state of the area in terms of quality of life, current and future challenges to the community and planning concerns of importance to the citizens of the area. The survey also solicited demographic information such
as household size, number of miles driven to and from work on a daily basis, and shopping habits.

The survey was mailed to all registered voters residing within the plan area who have voted in three of the last four general elections. A total of 6,233 surveys were mailed. Those receiving the survey were allowed approximately three weeks to complete and return the survey, with the deadline date for return of the surveys being March 1, 1999. A total of 483 surveys were returned which represents a return rate of 8%.

The survey requested the respondents to rate their quality of life, identify the reasons they reside in the area, identify future challenges to quality of life, and identify things which should be changed or be planned for to maintain quality of life. Respondents rated the quality of life in the community on a one to ten scale. Respondents also identified the top five reasons why they live in the community plan area (healthy environment, proximity to the urban area, low crime rate, quality schools, and rural character). The three issues of greatest concern for the respondents during the next twenty years included controlling growth and development, traffic congestion and the potential for a second Tacoma Narrows Bridge. The three things they would change to improve quality of life in the plan area were reduce the rate of growth and development, improve transportation, and reject the construction of a second Tacoma Narrows Bridge.

The survey requested the respondent to respond to six statements regarding the natural environment, and to identify the three areas of the natural environment most important to them for protection. The overwhelming majority of respondents (93%) indicated that protection of the natural environment was very important to them. An overwhelming majority also indicated that protection or improvement of water bodies is necessary (87%). Again an overwhelming majority, 89% of respondents, indicated that rural-like areas within the UGA should be protected from intense development. The same number, 89% of all respondents, indicated that preservation of natural vegetation through open space set aside, significant tree preservation, or other techniques should be sought. An overwhelming majority (86%) indicated that vegetative buffers should be required along all State and County roads. Eighty-five percent of all respondents indicated that vegetation along the shoreline of Puget Sound should be preserved. When asked to rank the components of the natural environment most important for protection the respondents indicated that trees and native vegetation, general water quality, air quality, shorelines, and wetlands were the most critical.

The survey also requested the respondents to respond to twelve statements regarding the built environment and to identify shopping habits. An overwhelming majority (82%) of respondents indicated that they were opposed to allowing duplexes within all single-family residential neighborhoods. A strong majority (68%) indicated duplexes should be allowed only in duplex neighborhoods. When asked about size of commercial structures, a strong majority of respondents (68.7%) indicated that commercial buildings should be no larger than 5,000 square feet if outside the City of Gig Harbor. A strong majority (61.4%) also indicated they were opposed to buildings of up to 35,000 square feet and an overwhelming majority (78.2%) indicated they were opposed to buildings in excess of 35,000 square feet. When asked about nonconforming businesses, an overwhelming majority (75%) indicated they were opposed to
allowing these businesses to expand when located in residential areas. An overwhelming majority (85%) indicated that pedestrian pathways and sidewalks should be provided between businesses. When asked about architectural and site design standards, an overwhelming majority indicated that both architectural (76.5%) and site design (86.7%) should be required.

Respondents were also asked several questions regarding the state and demand for recreational facilities in the community. When asked which three parks and recreation needs are most important at the present time, the most popular responses included more access to shoreline, more open space, and more outdoor recreational areas.

The survey also requested respondents to identify infrastructure improvements currently needed. The facilities and services mentioned most often included neighborhood/community parks, bike lanes, paved roadway shoulders, and sidewalks.

Finally, respondents were asked whether or not they would be willing to support higher taxes or fees to provide facility and service improvements. Responses were: "Yes" (41%), "No" (24%), and "Maybe" (35%).

### SUMMARY OF THE GIG HARBOR PENINSULA COMMUNITY PLAN

The Gig Harbor Peninsula Community Plan contains policies and implementing actions for five major subject areas or elements: Land Use, Community Character and Design, Natural Environment and Open Space Element, Economic Development, and the Facilities and Services Element.

The Land Use Element addresses issues such as coordination between Pierce County and the City of Gig Harbor, what land uses should be allowed in the various designations and the appropriate intensity of land use in various areas in the community. This element is separated into a section dealing with the Urban Growth Area surrounding the City of Gig Harbor and a second section dealing with the rural area.

The Community Character and Design Element addresses urban design, urban character, urban open space protection, rural design, and rural character. The policies contained within the Community Character and Design Element promote and enhance site plan design, architectural design, sign design, and vegetation retention.

The Natural Environment and Open Space Element include consideration of the natural resources found on the Gig Harbor Peninsula. Natural resources such as wildlife, clean water, forests, and open spaces are an integral and valued part of the community. The policies contained within the Natural Environment Element of the Gig Harbor Peninsula Community Plan promote protection of critical areas, encourage preservation of natural vegetation, and address special topics such as the marine shorelines, wetlands, and fish and wildlife habitat.

The element also identifies a system of open space corridors throughout the community. This element fosters the preservation, restoration, and enhancement of the areas that have been designated as open space. The policies in the plan refine the open space/greenbelt map, identify preferred sites for open space acquisition, encourage enhancement, preservation, and retention of these areas, and provide strategies to accomplish these goals.
The Economic Development looks at the economy of the Peninsula and considers several opportunities to provide the community with a desired balance of employment and economic return with its impact. The majority of Peninsula residents appear to be satisfied with the current economy and are generally not interested in expanding the area designated for new businesses. It seems the most desirable growth would be for more service, commercial, and professional business as a means to reduce reliance on the Narrows Bridge. The policies contained in the Gig Harbor Peninsula Community Plan promote home occupations, small entrepreneurs, resource-based business, and environmentally sound business.

The Facilities and Services Element addresses the basic facilities needed to keep the whole system functioning. Infrastructure includes capital facilities such as roads, trails, sewage disposal, parks, domestic water, stormwater control, electricity and natural gas. Services include solid waste disposal, fire protection, law enforcement, public schools, and library services. The policies within the Gig Harbor Peninsula Community Plan identify the capital improvements that are necessary to support the community plan (septic, water, rest area, sidewalks, etc.) and discuss potential sources for funding the infrastructure and services.

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

### Community Wide Goals

#### Introduction

After completing an agreed upon vision statement, the next step in the development of the community plan update was to achieve a consensus on some broad community-wide goals regarding the future of the Peninsula area.

The community recognized that the natural resources and amenities of the Peninsula were the features that make the community a desirable place in which to live, work, and play. Protection of these resources (the forests, pastures, shorelines, fish and wildlife habitat, clean air and water, and the rural character, to name a few) is paramount if the quality of life is to be maintained for both existing and future residents. Development must be required to respect these resources and amenities since poor development or over development could very easily destroy these values.

The Community Planning Board updated the community-wide goals from the 1975 Comprehensive Plan for the Gig Harbor Peninsula. These updated goals pertain to economic development, water supply and sewage disposal, market demands, recreation, transportation, urban neighborhoods, preservation of significant features and implementation, incentives fees and taxation.

The community-wide goals that follow are the basis around which the detailed goals, objectives, principles, and standards in the plan are structured. They are by design broad goals that strive for the ultimate in good development for the community residents and landowners. Idealistic as they may seem, they are nevertheless worth striving for by everyone who is
interested in seeing the Peninsula community grow and develop in a manner befitting its forested-rural-marine character.

**ECONOMIC DEVELOPMENT**

Goal: To encourage economic development which is responsive to the needs of the community and is contained within the City of Gig Harbor's Urban Growth Area or a Rural Neighborhood Center. Economic development should provide the community with a desirable balance of employment and economic return to impact, provided that new economic development shall not significantly contribute to light, noise, water, air, or land pollution.

**WATER SUPPLY AND SEWAGE DISPOSAL**

Goal: To permit in the rural areas only that land use which does not exceed a level which can be supported and sustained by existing natural resources and systems. Land use within the City of Gig Harbor's Urban Growth Area should be supported by public utility facilities.

**MARKET DEMANDS**

Goal: To accommodate market demands for more intensive use of the land only within the City of Gig Harbor's Urban Growth Area and to assure that proposed changes to a zone classification, land use designation, or Urban Growth Area boundary are based on a public or community need.

**RECREATION**

Goal: To assure that abundant and varied recreation opportunities are established and enhanced to serve as focal points for present and future population needs as an integral part of neighborhoods and the larger community.

**TRANSPORTATION**

Goal: To develop a motorized, nonmotorized and pedestrian transportation system that provides the necessary infrastructure concurrent with development that will safely and conveniently serve the needs of the community while preserving the natural characteristics of the land.

**URBAN NEIGHBORHOODS**

Goal: To develop safe neighborhoods where people can know and interact with each other, that provide for a diversity of housing forms and densities, neighborhood shopping, recreational, cultural, educational, and other public and private facilities and services, that will generally accommodate a variety of lifestyles.
**Preservation of Significant Features**

Goal: To identify, restore, and preserve sites containing features of historical, ecological, archeological, cultural, and scientific significance and promote beautification and preservation of public and private spaces, scenic vistas, marine settings, and other areas that represent community character and community values.

**Implementation**

Goal: To require effective implementation of and compliance with the community plan in both the spirit and the letter of its content. To require coordination with the City of Gig Harbor, to encourage citizen participation in both project review and the legislative process, and to provide for review/revision at least every five years.

**Incentives, Fees, and Taxation**

Goal: To encourage a system of incentives, fees and taxation which will be consistent with sound principles of environmental land use planning, further the goals of the community plan, and yield adequate resources to preserve the forested, pastoral, open space, and marine characteristics of the Peninsula.

**Vision Statement**

The Gig Harbor Peninsula Community Plan is intended to provide for the planned and orderly growth of the Gig Harbor Peninsula. In keeping with the desires of the majority of its citizens and without depriving landowners and/or residents of the reasonable use of their land, the community plan will:

- Protect and maintain the natural resources, natural environment, and ecosystems by respecting the natural processes;
- Preserve the forested, pastoral, open space and marine characteristics of the area;
- Recognize and preserve historic communities;
- Support safe, diverse neighborhoods where people can know and interact with each other; and
- Strive for well designed and well placed urban development within the Urban Growth Area while fostering a rural character outside of the Urban Growth Area.
Chapter 2: Land Use Element

Introduction - Urban

The Land Use Element is intended to articulate the direction for future growth and development within the unincorporated Gig Harbor Peninsula Community Plan area. Land use policies are distinguished as either urban (affecting land within the City of Gig Harbor’s Urban Growth Area (UGA) or rural (affecting lands located outside of the City’s UGA). These policies create the basis for land use regulations that are implemented in various development regulations as a response to specific land use concerns in the community. Community plan policies provide direction to residents, the business community, and investors and serves as a guide to County planners, Planning Commission members, the Hearing Examiner, and elected officials in their land use decision-making capacity.

The goals, objectives, principles, and standards in the plan direct urban growth and development to the UGA which surrounds the incorporated City of Gig Harbor. Directing new residential subdivisions, commercial, and industrial development into areas that are served by urban services (such as sewers) provides efficient economies of scale which promote cost effective public facilities including nonmotorized transportation, parks, and open space that the community desires. This growth management planning concept also eliminates urban development patterns from sprawling into the rural area. This allows the rural area to retain the low density, pastoral and forested characteristics that the community favors.

Urban Growth Area

Introduction

Surrounding the city limits of Gig Harbor is its Urban Growth Area. The Urban Growth Area is the unincorporated area in which the city intends to provide urban level facilities and services over the next 20 years and eventually annex into the city itself. The policy and regulatory framework discussed below provides the transition between the city’s vision of the area and the currently unincorporated residents’ vision for the area.

Description of Current Conditions - UGA

The following information provides background information on the existing land use designations and zoning classifications, land development patterns, and demographics in the plan area. This information provides the basis for analyzing the existing or planned conditions in the UGA and the development of new and revised policy and regulatory measures.

Current Comprehensive Plan Designations, Zoning Classifications, and Overlays

The land use plan designations of the Pierce County Comprehensive Plan are currently implemented by zoning classifications that mirror the plan designations in name and location.
The Urban Growth Area currently has four land use designation/zoning classifications and two overlay classifications. The four land use designations/zoning classifications are: Moderate Density Single-Family, Master Planned Community, Employment Center, and Community Center. The two overlay classifications are the Mineral Resource Overlay and the Essential Public Facility/Rural Airport Overlay. Table E-1 shows how many acres are found in each plan designation/zoning classification. Table E-2 shows how many acres are found in each of the overlay classifications. Map E-3: Historic Assessed Land Uses illustrates the locations of the plan designations, zoning classifications, and overlays.

**Table E-1: Current Plan Designations, Zoning Classifications (UGA – 2000)**

<table>
<thead>
<tr>
<th>Plan Designations/Zone Classifications</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>2,670</td>
</tr>
<tr>
<td>Master Planned Community (MPC)</td>
<td>658</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>344</td>
</tr>
<tr>
<td>Community Center (CC)</td>
<td>79</td>
</tr>
</tbody>
</table>

**Moderate Density Single-Family (MSF)**

This designation is intended to provide areas for urban single-family and two-family residential development at moderate densities of 2-6 dwelling units per acre. The MSF designation is the dominant land use designation in the City of Gig Harbor’s Urban Growth Area.

**Master Planned Community (MPC)**

This 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. MPCs integrate a mix of housing, services, and recreation and are approved through a planned unit development or planned development district process. Densities in a MPC must average between 4-10 dwelling units per acre with individual densities within the community ranging from 2-25 dwelling units per acre. MPCs must encompass a minimum of 320 acres. In the Gig Harbor UGA, the only MPC lies at the north end of the UGA. This MPC encompasses the Canterwood Golf Community which has been in existence since the late 1970s.

**Employment Center (EC)**

This designation is intended to provide for adequate industrial, manufacturing, and office jobs to serve the needs of the community. Uses in the EC range from land intensive heavy industrial (e.g., manufacturing, product assembly, fabrication, processing, and heavy trucking uses) to light manufacturing, assembly, and wholesale activities, to corporate office and office park development. The EC designation is currently located in several spots along the SR 16 highway corridor, in Purdy, west of the Burnham Drive/N. Rosedale intersection, and south of the Washington Corrections Center for Women at Purdy. Commercial uses subordinate to and supportive of employment uses are also permitted.
community center (cc)

This designation is intended to be the center for general purpose shopping activity in a community. Community centers are designed to serve the needs of multiple neighborhoods while remaining small enough to be compatible with surrounding residential areas. CCs are intended to be places for the community to gather and converse, places where people live, and places with civic elements. The CC designation is currently located at or near the Burnham Drive/N. Rosedale and Purdy interchanges of SR 16 and in Purdy proper.

Table E-2: Current Overlay Classifications (UGA – 2000)

<table>
<thead>
<tr>
<th>Overlay Classifications</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mineral Resource Overlay (MRO)</td>
<td>44</td>
</tr>
<tr>
<td>Essential Public Facility - Rural Airport Overlay (RAO)</td>
<td>18</td>
</tr>
<tr>
<td>Urban Sensitive Resource Overlay (USRO)</td>
<td>16</td>
</tr>
</tbody>
</table>

mineral resource overlay (mro)

This designation identifies those lands devoted to the extraction of minerals that have a known or potential long-term commercial significance for the extraction of minerals. The MRO designation includes only those lands with a valid Washington State Department of Natural Resources (DNR) Surface Mining Permit and a valid Pierce County Unclassified Use or Conditional Use Permit. Once the mining activity ceases on the property, only the permitted land uses of the underlying designation will be allowed. There are currently five MRO designations, for gravel mining, in the UGA. The existing MRO lands are located along the SR 16 corridor from Purdy to central Gig Harbor.

essential public facility (epf)/rural airport overlay

This designation refers to the Tacoma Narrows Airport property. The airport is considered an essential public facility. These facilities are typically difficult to site and require a specified planning process. For the Tacoma Narrows Airport, the planning process will include an advisory committee composed of the Federal Aviation Administration, the Cities of Gig Harbor and Tacoma, Pierce County, airport users and operators, community groups, business people, and interested residents. This planning process will result in the development of a master plan for the airport to be approved by Pierce County as a planned unit development (PUD). The vast majority of the Tacoma Narrows Airport lies outside the UGA, though a small portion of the northern buffer area, currently used as a golf course, lies within the UGA.

urban sensitive resource overlay (usro)

Fragmentation of the remaining open space corridors that create habitat for wildlife species native to the Gig Harbor Peninsula shall be avoided. An open space overlay will be established in the urban area to implement the open space/greenbelt map. Low impact development techniques will be required in this overlay area.
**CURRENT LAND USES**

A land use inventory was conducted for the plan area in the spring of 2000. Using the Pierce County Assessor’s data for each tax parcel, information was gathered on current uses, acreage, and ownership. Table E-3 summarizes current land uses within the UGA and Map E-3: Historic Assessed Land Uses illustrates these land uses.

The majority of property within the UGA is currently being used for single-family residential development. On an average, each home has approximately 3/4 of an acre of land with 1,274 acres providing 1,682 home sites. Vacant land is the next largest use of property in terms of the number of parcels and total acreage; 1,097 acres are currently taxed as vacant property. Fifty-seven acres within the community plan area are being utilized (according to tax records) for commercial forestry. Approximately 41 acres are currently used for a variety of agricultural production uses. Commercial development comprises 61 lots and 95 acres. Only 8 lots and 16 acres are being used for industrial purposes. The following table summarizes the existing use of land within the UGA.

**Table E-3: Summary of Existing Land Uses in the UGA**

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Number of Parcels</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family dwelling</td>
<td>1,682</td>
<td>1,274</td>
</tr>
<tr>
<td>Duplex dwelling</td>
<td>109</td>
<td>66</td>
</tr>
<tr>
<td>Multifamily dwelling</td>
<td>21</td>
<td>23</td>
</tr>
<tr>
<td>Commercial</td>
<td>61</td>
<td>95</td>
</tr>
<tr>
<td>Civic/Utilities/Public</td>
<td>86</td>
<td>360</td>
</tr>
<tr>
<td>Industrial</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>Agricultural</td>
<td>9</td>
<td>41</td>
</tr>
<tr>
<td>Forestry</td>
<td>5</td>
<td>57</td>
</tr>
<tr>
<td>Parks/Open Space</td>
<td>34</td>
<td>313</td>
</tr>
<tr>
<td>Vacant</td>
<td>594</td>
<td>1,097</td>
</tr>
<tr>
<td>Other</td>
<td>138</td>
<td>240</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,747</strong></td>
<td><strong>3,582</strong></td>
</tr>
</tbody>
</table>

Source: Pierce County Assessor/Treasurer’s Office data

**DEMOGRAPHICS OF THE URBAN GROWTH AREA**

**POPULATION ESTIMATES**

The population estimates for the Gig Harbor Peninsula Community Plan were derived from the 1998 annual population estimates by census tract generated by the Puget Sound Regional Council (PSRC) and based on the 1990 national census. Because census tracts differ slightly from plan boundaries, certain adjustments were made to exclude the Key Peninsula and the City of Gig Harbor.
Three factors assumed in estimating population are: housing units, persons per household (pphh), and housing vacancy rates. Traditionally the decennial census provides the basis for these factors. The PSRC updates the 1990 census housing unit count through annual collection of residential building permits. The 1990 census pphh and vacancy rates are adjusted through an economic regression model by PSRC.

### 20 Year Population Projections

The 2017 population projection for the Gig Harbor Peninsula is approximately 61,800. The Urban Growth Area for the City of Gig Harbor is allocated a 2017 population of 26,230. Of this total, 9,800 are allocated to areas within the 1995 municipal limits. The remaining 16,434 is allocated to areas of the UGA outside the municipal limits.


The Peninsula’s resulting annual growth rate from the 2017 population projection is slightly higher than the County’s growth rate by approximately one percent: 2.8 percent vs. 1.6 percent. A higher annual growth rate is projected to occur within the unincorporated UGA at a range between 5.9 to 7.0 percent. The City of Gig Harbor’s annual growth rate is estimated to be approximately 2.3 percent through 2017.

The 1998 population estimate for the Gig Harbor Peninsula Community Plan area is 30,500 persons. Of the 30,500 people currently residing in the plan area, approximately 15-18% reside within the unincorporated Urban Growth Area (UGA).

### Descriptions of Desired Conditions - UGA

#### Future Land Uses in the Urban Growth Area

**Overview**

The land use pattern that has been established through implementation of the 1994 Comprehensive Plan will continue as growth and development activity is directed to the UGA. The community plan offers a framework that will provide for consistent standards and a coordinated land use pattern in this area. Directing new residential subdivisions as well as commercial and industrial development into areas that are served by urban services will provide cost effective public facilities and infrastructure. The most noticeable land use change will be an increase in commercial and employment development in Purdy and Swede Hill as development is encouraged in these neighborhoods. Development in areas that are identified as open space will be required to meet low impact development standards. Site and architectural design will be a necessary component of many new projects. Incentives such as bonus densities, reduced setbacks, and a reduction in minimum lot size will be offered for development that reduces impervious surfaces, protects open space, preserves trees, etc.
| RESIDENTIAL |
New residential density in the UGA will average 4 dwelling units per acre. This density will allow a moderate residential development pattern in the urban area. Flexibility in subdivision design will be provided through a series of development incentives. Natural buffer areas adjacent to natural features, vegetated screening along SR 16, sidewalks, street trees, street lighting, and neighborhood parks are examples of residential development standards that will provide the character in the UGA that the community desires.

| COMMERCIAL |
Commercial development is not expected to become a significant land use feature outside of the city limits of Gig Harbor, however, commercial development will be encouraged in the Purdy area and at Swede Hill. The property adjacent to the shoreline in Purdy will be a commercial center oriented towards Henderson Bay where a future boardwalk is envisioned. Businesses that cater to pedestrians are encouraged along the Purdy waterfront area. Swede Hill will be a general business district that encourages wholesale sales, rental and repair services, and other business services that tend to be automobile-oriented. New commercial development in these areas is expected to provide open space and other design amenities that the community desires. Commercial design standards will be a component of new developments.

| EMPLOYMENT |
Several new employment areas have been designated through the community plan. These new EC designations recognize the existing land use patterns in two locations of the UGA. In Purdy, the Peninsula Light Company property, the Pierce County Road Shop, and the Peninsula School District properties are recognized as public institutions. South of Swede Hill, the Peninsula Park and Recreation District owns land extending to the Washington Corrections Center for Women at Purdy that has been designated EC as well. The majority of land that is designated for new economic development in the UGA is located south of the women's prison, however, very little development has occurred in this area because of environmental constraints. Economic development in the Gig Harbor Peninsula is not a priority for the community and as a result is a minor component of the community plan.

| PROPOSED LAND USE DESIGNATIONS |
The community plan proposes six land use designations to achieve the community's goals in Gig Harbor's UGA: Moderate Density Single-Family, Master Planned Community, Neighborhood Center, Community Center, Employment Center, and Mixed Use. Table E-4 shows how many acres are found in each plan designation. The proposed designations are intended to be consistent with the City of Gig Harbor's land use plan for the UGA. Map E-1: Land Use Designations illustrates the proposed designations for the UGA.

Land use designations provide the boundaries for generally defined land use activities such as commercial or residential use. The zoning classifications that implement the designations...
provide the specific detail as to the type or scale of activity that is permitted. Several zoning classifications may implement one land use designation. For example, within the Employment Center designation, several zoning classifications (such as Community Employment Center and Public Institutional) may be established to encourage different types of employment uses (e.g., high technology vs. public utility services) in various neighborhoods. The policies in the community plan describe the location criteria, permitted uses, and the level of development intensity that is permitted in each of the implementing zone classifications.

<table>
<thead>
<tr>
<th>Table E-4: Community Plan - Urban Land Use Designations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Designation</strong></td>
</tr>
<tr>
<td>Activity Center (AC)</td>
</tr>
<tr>
<td>Community Center (CC)</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
</tr>
<tr>
<td>Master Planned Community (MPC)</td>
</tr>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
</tr>
<tr>
<td>Mixed Use Districts (MUD)</td>
</tr>
<tr>
<td>Park &amp; Recreation (PR)</td>
</tr>
</tbody>
</table>

**Moderate Density Single-Family (MSF)**

This designation is intended to provide areas for urban single-family and two-family residential development, at moderate densities averaging four dwelling units per acre. The MSF designation is the dominant land use designation in the City of Gig Harbor’s Urban Growth Area. The MSF designation is implemented with two single-family zone classifications.

**Mixed Use District (MUD)**

The Mixed Use District (MUD) designation is intended to provide areas of mixed commercial retail, service, office, and residential uses. Commercial activity caters to a customer base beyond the surrounding neighborhoods or community. The MUD designation will be implemented through a Mixed Use District (MUD) zone classification.

**Master Planned Community (MPC)**

This 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. The Canterwood Golf Community, which has been in existence since the late 1970s, is the only existing MPC in the community plan area. The community plan recognizes the Canterwood MPC and proposes no changes to this designation.

**Neighborhood Center (NC)**

This designation is intended to provide small-scale office, civic, and retail uses in the urban growth area. Residential development shall not be permitted. Neighborhood Centers should
Neighborhood Centers should provide significant screening from adjacent residential area and rural zone classifications. The NC designation will be implemented through a Neighborhood Center (NC) zone classification.

**Community Center (CC)**

This designation is intended to be the center for shopping and business activity in the UGA. The CC designations will be located in the Purdy and Swede Hill areas. They will be compact centers and will permit a variety of commercial uses such as business services, personal services, rental and repair services, professional offices, commercial sales, and contractor yards. The CC designation will be implemented through Waterfront Commercial (WC) and Community Center (CC) zone classifications.

**Employment Center (EC)**

This designation is intended to provide for adequate industrial, manufacturing, and office jobs to serve the needs of the community. The EC designation is intended to provide land for clean industrial, high technology, light assembly, professional office, and similar uses which create employment opportunities in the community. The EC designation proposed in the Community Plan will be implemented through Community Employment Center (CEC) and Public Institutional (PI) zone classifications.

**Urban Sensitive Resource Overlay (USRO)**

Fragmentation of the remaining open space corridors that create habitat for wildlife species native to the Gig Harbor Peninsula shall be avoided. An open space overlay will be established in the urban area to implement the open space/greenbelt map. Low impact development techniques will be required in this overlay area.

**Introduction – Rural**

The portion of the plan area outside of the Gig Harbor city limits and its UGA, including Fox Island and Raft Island, is designated as a rural area of Pierce County. The rural area of Pierce County has different characteristics from place to place. Furthermore, each rural community has different visions for its part of the County. This is certainly true for the residents of the Gig Harbor Peninsula. The policies and regulatory framework discussed below set forth how the community desires the rural part of its community to develop and how its resources will be managed.

**Description of Current Conditions - Rural Area**

The following information provides background information on the existing land use designations and zoning classifications, land development patterns, and demographics in the plan area. This information provides the basis for analysis of existing or planned conditions in the rural area and the development of new and revised policy and regulatory measures.
Current Comprehensive Plan Designations, Zoning Classifications, and Overlays

The land use plan designations of the Pierce County Comprehensive Plan are currently implemented by zoning classifications that mirror the plan designations in name and location.

The rural area currently has three land use designation/zoning classifications: Rural 10, Reserve-5, and Rural Neighborhood Center as well as one overlay designation: Essential Public Facility/Rural Airport Overlay. Table E-5 shows how many acres are found in each plan designation/zoning classification. Table E-6 shows how many acres are found in the rural overlay designation. Map E-2: Historic Land Use Designations/Zoning illustrates the locations of these designations, zoning classifications and overlay.

Rural 10 (R10) Designation

This is found throughout many areas of Pierce County. The designation is intended to maintain rural character and open space. It allows opportunities for resource-based industries such as agriculture, forestry, or mining provided these uses do not require urban-level services. Residential densities allow a basic density of one dwelling unit per 10 acres. However, if at least 50 percent of the property is designated as open space, a density of two dwelling units per 10 acres is allowed. If at least 75 percent of the property is designated as open space, a density of 2.5 dwelling units per 10 acres is allowed. The minimum lot size for any newly created lot cannot be less than one acre. Existing parcels that are less than 10 acres and are zoned R10 can be built upon as long as the other criteria such as septic, water, critical areas, and other County requirements are met. The R10 designation is located on Fox Island, and the northeastern, western, and southern parts of the Gig Harbor Peninsula.

Reserve 5 (Rsv5) Designation

This is an area with low density residential land uses with required clustering of residential lots so that the land may be more intensively utilized in the future when the UGA area is expanded. The designation is intended to provide usable lands for potential inclusion into the UGA for the City of Gig Harbor when the need for additional land is identified and an amendment to the Comprehensive Plan is adopted. The maximum density in the Rsv5 designation is one dwelling unit per five acres, with a maximum lot size of 12,500 square feet. New lots in the Rsv5 designation shall be clustered in lot groups not to exceed 12 in size, with the balance of the tract set aside for future development at urban densities. The Rsv5 designation surrounds the City of Gig Harbor's UGA, with the exception of the Crescent, Wollochet, and Artondale Creek drainages.

Rural Neighborhood Center (RNC) Designation

This is intended to recognize areas having established commercial uses that provide for limited convenience shopping and services which meet the daily needs of the surrounding area and which provide immediate access onto state routes or major or secondary arterial roads. Sewers are not extended to RNC designations. The only RNC in the plan area is located on Fox Island.
### Table E-5: Current Plan Designations, Zoning Classifications (Rural– 2000)

<table>
<thead>
<tr>
<th>Plan Designations/Zone Classifications</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural 10 (R10)</td>
<td>15,808</td>
</tr>
<tr>
<td>Reserve-5 (Rsv5)</td>
<td>8,370</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>2</td>
</tr>
</tbody>
</table>

(1) The acreage for Essential Public Facility/Rural Airport Overlay overlaps the underlying land use designation, i.e., Rsv5.

### Essential Public Facility - Rural Airport Overlay

This designation refers to the Tacoma Narrows Airport. The airport is considered an essential public facility. These facilities are typically difficult to site and require a specified planning process. For the Tacoma Narrows Airport, the planning process will include an advisory committee composed of the Federal Aviation Administration, the Cities of Gig Harbor and Tacoma, Pierce County, airport users and operators, community groups, business people, and interested residents. This planning process will result in the development of a master plan for the airport to be approved by Pierce County as a planned unit development. The vast majority of the Tacoma Narrows airport lies within the Rsv5 designation, with small portions lying in the R10 and MSF designations.

### Table E-6: Current Overlay Classifications (Rural– 2000)

<table>
<thead>
<tr>
<th>Overlay Classifications</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Essential Public Facility - Rural Airport Overlay (RAO)</td>
<td>708</td>
</tr>
</tbody>
</table>

(1) The acreage for Essential Public Facility/Rural Airport Overlay overlaps the underlying land use designation, i.e., Rsv5.

### Current Land Uses

A land use inventory was conducted for the plan area in the spring of 2000. Using the Pierce County Assessor’s data for each tax parcel, information was gathered on current uses, acreage, and ownership. Table E-7 summarizes current land uses within the rural area, and Map E-3: Historic Assessed Land Uses illustrates these land uses.

The majority of property within the rural area is currently being used for single-family residential development. On an average, each home has approximately 1.19 acres of land with 10,840 acres providing 9,128 home sites. Vacant land is the next largest use of property in terms of the number of parcels and total acreage; 6,629 acres are currently taxed as vacant property. Each of these 3,376 vacant parcels is available for residential development. Approximately 2,367 acres within the Community Plan area are being utilized (according to tax records) for commercial forestry. Approximately 723 acres are currently used for a variety of agricultural production uses. Commercial development comprises 49 lots and 163 acres. Only 10 lots and 26 acres are being used for industrial purposes.
Table E-7: Summary of Existing Land Uses in the Rural Area

<table>
<thead>
<tr>
<th>Existing Land Use</th>
<th>Number of Parcels</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family dwelling</td>
<td>9,128</td>
<td>10,840</td>
</tr>
<tr>
<td>Duplex dwelling</td>
<td>197</td>
<td>150</td>
</tr>
<tr>
<td>Multifamily dwelling</td>
<td>57</td>
<td>34</td>
</tr>
<tr>
<td>Commercial</td>
<td>49</td>
<td>163</td>
</tr>
<tr>
<td>Civic/Utilities/Public</td>
<td>228</td>
<td>722</td>
</tr>
<tr>
<td>Industrial</td>
<td>10</td>
<td>26</td>
</tr>
<tr>
<td>Agricultural</td>
<td>42</td>
<td>723</td>
</tr>
<tr>
<td>Forestry</td>
<td>106</td>
<td>2,367</td>
</tr>
<tr>
<td>Parks/Open Space</td>
<td>122</td>
<td>760</td>
</tr>
<tr>
<td>Vacant</td>
<td>3,376</td>
<td>6,629</td>
</tr>
<tr>
<td>Other</td>
<td>580</td>
<td>1,087</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>13,895</strong></td>
<td><strong>23,501</strong></td>
</tr>
</tbody>
</table>

Source: Pierce County Assessor/Treasurer’s Office data

Demographics of the Rural Area

Population Estimates

The population estimates for the Gig Harbor Peninsula Community Plan were derived from the 1998 annual population estimates by census tract generated by the Puget Sound Regional Council (PSRC) and based on the 1990 national census. Because census tracts differ slightly from plan boundaries, certain adjustments were made to exclude the Key Peninsula and the City of Gig Harbor.

The 1998 population estimate for the Gig Harbor Peninsula Community Plan area is 30,500 persons. Of the 30,500 people currently residing in the plan area, approximately 82-85% (25,010 – 25,925) live in the rural area.

20-Year Population Projections

The 2017 population projection for the Gig Harbor Peninsula is approximately 61,800. The Urban Growth Area for the City of Gig Harbor is allocated a 2017 population of 26,230. Of this total, 9,800 are allocated to areas within the 1995 municipal limits. The remaining 16,434 is allocated to areas outside the municipal limits. The population for the rural areas of the Gig Harbor Peninsula is projected to be approximately 35,500 in 2017.

The Peninsula’s annual growth rate resulting from the 2017 population projection is slightly higher than County’s growth rate by more than one percent, 2.8 percent vs. 1.6 percent. The annual growth rate associated with the rural area of the community plan is estimated at between 1.9 and 1.7 percent. This anticipated growth rate is close to the County’s annual growth rate.

**DESCRIPTION OF DESIRED CONDITIONS - RURAL AREA**

**FUTURE LAND USES IN THE RURAL AREA**

**OVERVIEW**

The land use pattern that has been established through implementation of the 1994 Comprehensive Plan will continue as growth and development activity is directed away from the rural area and into the City of Gig Harbor’s UGA. Preservation of the remaining agricultural and forest lands is a priority. Residential development would be at the same low densities as currently permitted (one dwelling unit per 10 acres with a bonus of up to 2.5 dwelling units per 10 acres when 75 percent of a site is placed in open space). Development standards would ensure that Reserve Five lands would be retained for future urban growth once the UGA reaches capacity. Two new RNC designations would be added to recognize the existing development pattern at Rosedale and Arletta. Limited commercial and civic activities would continue serving these rural neighborhoods. The aviation related activities at Tacoma Narrows Airport would be permitted through implementation of a Planned Unit Development (PUD). Incompatible uses adjacent to the general aviation facility would be discouraged. Development in the valleys and stream corridors that are designated as open space would be subject to low impact development techniques. Incentives such as bonus densities, reduced setbacks, open space current use assessment programs, and similar programs will be offered for development that reduces impervious surfaces, protects fish and wildlife habitat, preserves open space, etc.

**RESIDENTIAL**

New residential development in the rural area will average one dwelling unit per 10 acres. This low-density pattern will prohibit sprawling urban residential development outside of the UGA. Development standards in Reserve Five lands will be retained for future urban growth once the UGA reaches capacity. Preservation of open space will be a priority for all new residential development projects within the rural area.

**COMMERCIAL**

Commercial development is not expected to be a significant land use in the rural area. Limited commercial and civic uses are permitted in the rural area when they are consistent with the policies in the community plan. The RNCs provide opportunities for redevelopment or expansion of the existing commercial and civic uses in the centers. The development possibilities are limited however, based on a five-acre maximum size for these neighborhood commercial centers. The best opportunity for commercial or industrial development in the
rural area is at the Tacoma Narrows Airport. This opportunity exists because the airport is considered an essential public facility. Development options at the airport are limited, however, because urban services such as sanitary sewers are not permitted to serve new development in the rural area.

**Resource**

Resource uses including commercial agricultural and forest practices are permitted and encouraged in the rural area. Best Management Practices are encourage or required, depending on the specific resource use. All resource uses in the plan area are required to meet the necessary environmental standards that would mitigate any negative impacts that may be associated with the farming or forestry operation.

**Proposed Designations**

The community plan proposes five land use designations to achieve the community's goals in the rural part of the plan area: Rural 10 (R10), Rural 5 (R5), Rural Neighborhood Center (RNC), Rural Airport (RA), and Rural Sensitive Resource (RSR). Table E-8 shows how many acres are found in each plan designation. Map E-1: Land Use Designations illustrates the proposed designations for the rural area.

Land use designations provide the boundaries for generally defined land use activities such as commercial or residential. The zoning regulations that implement the designations provide the detail as to the type or scale of activity that is permitted. Several zoning classifications may be established in one land use designation.

**Table E-8: Community Plan - Rural Land Use Designations**

<table>
<thead>
<tr>
<th>Rural Designation</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural Resource Land (ARL)</td>
<td>153.76</td>
</tr>
<tr>
<td>Ess. Public Facility Rural Airport North (EFRAN)</td>
<td>215.97</td>
</tr>
<tr>
<td>Ess. Public Facility Rural Airport South (EFRAS)</td>
<td>361.56</td>
</tr>
<tr>
<td>Park &amp; Recreation (PR)</td>
<td>528.05</td>
</tr>
<tr>
<td>Rural 10 (R10)</td>
<td>13,066.36</td>
</tr>
<tr>
<td>Rural Farm (RF)</td>
<td>24.05</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>29.68</td>
</tr>
<tr>
<td>Rural Sensitive Resource (RSR)</td>
<td>6,278.46</td>
</tr>
</tbody>
</table>

**Rural 10 (R10)**

This designation primarily accommodates low-density single-family residential, agricultural, forestry, and recreational uses. There are several proposed changes to the allowed uses within this designation. Light industrial and commercial uses may be permitted when associated with agricultural, forestry, or natural resource related uses. Recreational uses such as parks, walking and biking trail systems, athletic fields, and golf courses are permitted. The policies and
associated regulations for Rural 10 authorize land development activities if the operations do not negatively impact the character of the rural community or the environment. Although many small parcels exist within this area, the base density for new land subdivisions is one unit per ten acres. Up to 2.5 units per 10 acres may be reached if specific open space provisions are met. Existing parcels that are less than 10 acres and are zoned R10 can be built upon as long as the other criteria such as septic, water, critical areas, and other county requirements are met. The Rural 10 (R10) zoning classification implements this plan designation. A Rural Airport Overlay will be established within 1,000 feet of the Tacoma Narrows Airport to protect the airport from uses that are incompatible with aviation activities.

### Table E-9: Community Plan - Rural Overlay Designations

<table>
<thead>
<tr>
<th>Rural Designation</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Airport Overlay (RAO)</td>
<td>153.76</td>
</tr>
<tr>
<td>Urban Sensitive Resource Overlay (USRO)</td>
<td>667.84</td>
</tr>
</tbody>
</table>

**Rural 5 (R5)**

This designation is an area with low density residential land uses that requires clustering of new residential lots so that the land may be more intensively utilized in the future, when the UGA is expanded. The designation is intended to provide usable lands for potential inclusion into the Urban Growth Area for the City of Gig Harbor when the need for additional land is identified and an amendment to the Comprehensive Plan is adopted. The principal permitted use in the R5 designation is detached single-family dwelling units. Civic and recreational uses may be permitted, but are generally limited to a maximum size of 5,000 square feet. The maximum density in the R5 designation is one dwelling unit per five acres, with a maximum lot size of 12,500 square feet. The R5 designation surrounds the City of Gig Harbor's UGA, with the exception of the Crescent Creek, McCormick Creek, Wollochet Creek, Murphy Creek, and Sullivan Gulch Creek drainages. The Rural 5 (R5) zoning classification implements this plan designation.

**Rural Neighborhood Center (RNC)**

This designation is intended to recognize several historic commercial and civic centers in the rural area. These centers have established civic and commercial uses that provide for limited convenience shopping and services for their rural neighborhoods. RNCs are not permitted to exceed five acres in size. Appropriate commercial uses include food stores and the sale of general merchandise. Appropriate civic uses include daycare centers, community service centers, postal services, churches, and public safety services. Sewers are not permitted to extend to RNC designations. The three RNCs in the plan area are located on Fox Island, Rosedale, and Areletta. The Rural Neighborhood Center (RNC) zoning classification implements this plan designation.
**ESSENTIAL PUBLIC FACILITY-RURAL AIRPORT (EPF-RA)**

This designation is intended to recognize existing airports classified as an essential public facility in the rural area. New commercial and light industrial uses are appropriate when consistent with an applicable community plan.

**RURAL SENSITIVE RESOURCE (RSR)**

This designation includes those properties designated as open space on the Pierce County open space/greenbelt map. This designation is intended to protect surface waters, aquifers, and fish and wildlife habitat from degradation. New development within the RSR designation shall utilize low impact development techniques. The properties within the RSR designation are considered a high priority for community space preservation and acquisition efforts. The RSR designation follows the rural valleys and streams corridors on the Peninsula which have historically been protected from development pressures by low-density zoning and sensitive area designations. The Rural Sensitive Resource (RSR) zoning classification implements this designation.

**LAND USE POLICIES**

**GOALS**

Promote environmentally conscientious development on those lands surrounding the city limits of Gig Harbor that are capable of accommodating the projected population with efficient urban services over the next 20 years. Developments shall maintain the natural and forested characteristics and small town atmosphere of the community that the citizens enjoy.

**GENERAL**

**GOAL GH LU-1**  Direct growth and development to those unincorporated urban areas that are least constrained by environmental factors, which do not impair the function of critical areas, and are served or easily connected to urban services.

**GH LU-1.1**  Encourage consistent land use policy direction and map designations between the County and City of Gig Harbor.

**GH LU-1.2**  Urban Growth Area boundaries, comprehensive land use map designations and implementing zone classifications should coincide with maps adopted by Pierce County and those adopted by the City of Gig Harbor.

**GH LU-1.3**  A relationship between the County and city land use designations shall exist within the Urban Growth Area. The range of uses and densities should be the same in corresponding zones.

**GH LU-1.4**  When determining the availability of developable industrial and commercial lands, lands within the corporate limits of the City of Gig Harbor must also be considered.
GH LU-1.5 Infill, renovate, or redevelop existing commercial areas at Purdy and Swede Hill, where appropriate, before designating new commercial areas.

GH LU-1.6 Develop standards which seek to bring nonconforming uses into compliance with the community's adopted design standards and landscaping requirements while permitting replacements of the use or changes to more conforming uses with fewer impacts.

GH LU-1.7 Strictly enforce the community plan land use regulations.

### RESIDENTIAL

**GOAL GH LU-2** Infill development should be designed to be compatible with the established neighborhood through transitions in housing density, screening, or other appropriate methods.

GH LU-2.1 Infill development on parcels less than 2 acres in size shall not exceed the density of the adjacent development pattern by more than 50% or 2 dwelling units per acre, whichever is greater.

GH LU-2.2 Residential infill development on sites exceeding 2 acres in size shall be required to be buffered from adjacent residential uses when the density of the infill exceeds the density of the existing platting and development pattern by more than 50%. At a minimum, a 30-foot natural buffer area shall be required. The density and depth of the buffer should be proportional to the intensity of the use.

**GOAL GH LU-3** Residential density within the unincorporated portion of the Urban Growth Area should average 4 dwelling units per acre.

GH LU-3.1 Two-family development (duplexes) and attached single-family dwelling units should be allowed in single-family residential neighborhoods when they meet community design standards.

GH LU-3.2 An accessory dwelling unit should be permitted on lots where a single-family residence exists.

GH LU-3.3 Multi-family units shall be permitted in commercial and high-density residential zones when consistent with the impervious cover, open space, health and sanitation regulations, and other applicable regulations.

### COMMERCIAL

**GOAL GH LU-4** Prior to designating new commercial centers, show that the new center is consistent with the City of Gig Harbor's Comprehensive Plan as well as the other applicable policies of the Gig Harbor Community Plan.

GH LU-4.1 Designate the commercial center located at Purdy as a commercial zone.

GH LU-4.2 Designate the commercial center located at Swede Hill as a commercial zone consistent with Limited Areas of More Intensive Rural Development.
GH LU-4.3 Designate the property southeast of the intersection of 36th Street NW and Point Fosdick Drive NW as a Neighborhood Center.

GH LU-4.3.1 New commercial centers or expansion of existing centers should not be located in proximity to other commercial centers to avoid sprawling, linear commercial development patterns along transportation corridors. Extension of commercial centers should not result in a commercial development pattern greater than 2,640 feet along any arterial street.

GOAL GH LU-5 Allow for a range and intensity of land uses within urban commercial centers based upon community plan policies, market factors, compatibility with the neighboring area, and consistency with the City of Gig Harbor Comprehensive Plan.

GH LU-5.1 The commercial zone along the waterfront should allow for a variety of mixed uses with an emphasis on marine-oriented uses, including eating and drinking establishments, lodging, general retail sales, professional offices, and multifamily residential development.

GH LU-5.1.1 Provide incentives for marine-oriented uses that focus on the shoreline environment within the Purdy area.

GH LU-5.1.2 New uses and redevelopment of existing uses within the Purdy area abutting Henderson Bay and Burley Lagoon should provide pedestrian access to the shoreline.

GH LU-5.1.3 Encourage development of a boardwalk along the Purdy business district shoreline to promote the marine-oriented character of the neighborhood.

GH LU-5.2 The Commercial and Employment Center designations at Swede Hill should allow for a variety of uses including wholesale sales, business and professional offices, rental and repair services, personal and professional uses, business services, contractor yards, and automobile services, excluding motorized vehicle, trailer, and boat sales consistent with Limited Areas of More Intensive Rural Development.

GH LU-5.3 The Neighborhood Center zone should allow for a variety of office, civic, and commercial uses at a scale compatible with surrounding residential neighborhoods.

GH LU-5.3.1 Allow professional offices, personal services, eating and drinking establishments, and other commercial services that cater to local residents.

GH LU-5.3.2 Prohibit auto-oriented commercial facilities, including drive-through restaurants, gas stations, and similar businesses.

GH LU-5.3.3 Prohibit residential development.

GH LU-5.4 New uses in the Neighborhood Center zone shall provide a 50-foot wide natural buffer between the development and adjacent residential land uses and Rural Residential zone classifications.
**GH LU-5.5** The Mixed Use District designation should allow for a mix of commercial retail, service, office, compatible light industrial, and residential uses. Residential uses may include single-family and multifamily development with densities between 12 and 16 units per acre.

**GH LU-5.6** A Mixed Use District designation should be established in the Purdy area to create a transition between surrounding residential, civic and, commercial uses.

### Employment Areas

**GOAL GH LU-6** Access Employment Centers via an arterial roadway and locate in close proximity to SR 16. Direct heavy truck traffic away from residential neighborhoods.

**GOAL GH LU-7** Employment Centers should avoid lands significantly constrained by critical areas or environmentally sensitive areas. Where critical areas or environmentally sensitive areas cannot be avoided, buffering, increased setbacks, lighting control, stormwater control, and other techniques shall be used to protect the critical area or environmentally sensitive area from adverse impacts.

**GOAL GH LU-8** Land uses allowed within Employment Centers should be devoid of nuisance factors such as excessive noise, light, and odor; should not pose an environmental health hazard; and should not result in high public service and facility demands. Accordingly, uses such as hazardous waste treatment and storage facilities, wrecking yards, smelters, and chemical manufacturing or storage should not be allowed. Adult entertainment uses shall not be allowed.

**GH LU-8.1** Provide incentives in zoning regulations that encourage commercial, business, and industrial park concepts rather than development of individual properties on a lot by lot basis.

**GH LU-8.2** Adopt zoning requirements that encourage the retention of large parcels of land within Employment Centers. To achieve this goal, prohibit division of lands within Employment Centers into lots less than 5 acres in size, except when within an industrial or business park being proposed as a planned development district.

**GH LU-8.3** Limit any retail sales in connection with a home occupation to merchandise handcrafted on-site or items accessory to a service such as hair care products at a home-based beauty salon business.

### Urban Sensitive Resource Overlay

**GOAL GH LU-9** Implement an Urban Sensitive Resource Lands Overlay throughout the open space corridors in the UGA. Identify allowable uses, development density, and the level of project intensity that is appropriate within the designated open space areas. Utilize low impact development techniques in all Urban Sensitive Resource Overlay areas.
GH LU-9.1 Carefully control development activities in the Urban Growth Area on sites that have been identified as open space in the Comprehensive Plan Open Space Corridors Map through implementation of an Urban Sensitive Resource Overlay.

GH LU-9.1.1 Avoid fragmentation of the remaining open space corridors that create habitat for wildlife species native to the Gig Harbor Peninsula and that benefit water quality. Prioritize vegetation and tree preservation on each site that is developed in the Urban Sensitive Resource Overlay.

GH LU-9.1.2 To create corridors, locate open space on each site plan so that it provides connectivity and is contiguous to open space on adjacent properties.

GH LU-9.1.3 To preserve the function and value of the open space corridors, retain 15% to 50% of each site that is proposed for development in a natural, undisturbed condition with the exception that supplemental plantings of native, non-invasive species may be added to improve habitat quality. These areas shall be referred to as the open space tract.

GH LU-9.1.4 Locate the open space on each site plan so that the potential for wildlife movement is maintained through corridors.

GH LU-9.1.5 Designate those portions of a site which contain high priority resource categories as the open space tract as these areas are most likely to promote healthy fish and wildlife habitat areas and enhance water quality. High priority resource categories include critical salmon habitat, fish and wildlife habitat, marine waters, streams, wetlands, estuaries, tidal marshes, and wooded areas.

GH LU-9.2 Allow uses on sites that are located within the Urban Sensitive Resource Overlay that are consistent with the zoning and comprehensive plan land use designation and shall be permitted on a case by case basis through a site plan review process.

GH LU-9.2.1 The Hearing Examiner may approve a specific utility, civic, commercial, or industrial land use, pursuant to the site plan review process, based upon the unique characteristics of the property.

GH LU-9.2.2 The director may approve a specific residential or resource land use, pursuant to the administrative site plan review process, based on the unique site characteristics of the property.

GH LU-9.2.3 Encourage uses that create minimum impacts to the integrity of the open space tract, such as pervious trails.

GH LU-9.2.4 Discourage uses that require a large area of impervious coverage.

GH LU-9.2.5 Maintain compatibility between the proposed use and designated open space tracts, as well as between adjacent uses, through a variety of techniques such as increased setbacks and vegetative screens utilizing native plant species.

GH LU-9.3 When residential development is proposed in an Urban Sensitive Resource Overlay, base urban densities on the zoning and Comprehensive Plan land use designation for that parcel.
GH LU-9.3.1 In many cases, to achieve the goals of the Open Space Element, density should not exceed the minimum permissive density per acre as described in the Comprehensive Plan.

GH LU-9.3.2 On certain sites, the maximum residential density may be appropriate when the proposed development is physically separated from land designated as a priority resource category by significant topography or where clustering is utilized to reduce the impacts of intrusion into the open space corridor.

GH LU-9.4 Utilize low impact development standards on sites that are located in an Urban Sensitive Resource Overlay. Avoid or mitigate impervious surfaces, in the form of roof-tops, roads, and lawns that generate rapid run-off and prevent infiltration of water into the ground for gradual recharge of streams.

GH LU-9.4.1 The greater the intensity of the development in terms of the noise, traffic, odor, light, and other factors that could impact the open space corridor, the more open space shall be required, up to 50% of the site.

GH LU-9.4.2 Design and place individual dwelling units and accessory dwelling units to avoid impacting the open space tract.

GH LU-9.4.3 Limit and locate lawns, turf areas, driveways, and roads to result in the least impact to the open space tract.

GH LU-9.4.4 Locate buildings and other structures such as fencing to ensure protection of the open space corridor. Individual structures shall not be placed where the integrity of the open space tract and overall open space system could be compromised.

GH LU-9.4.5 Consider other low impact development tools for implementation include reducing the amount of impervious surfaces on each site, minimizing soil disturbance and erosion, disconnecting constructed drainage courses, and utilizing micro-detention facilities on each lot where feasible rather than one facility at the end of a conveyance system.

GH LU-9.5 Develop standards for implementation that describe an acceptable ratio between impervious surfaces and open space. Base this ratio on the various low impact development techniques and best management practices that are proposed on a site plan.
RURAL

GOAL GH LU-10  Preserve the natural, forested and pastoral character of rural lands outside the Urban Growth Area. Ensure that development which does occur in rural areas is planned in an environmentally conscientious manner to be compatible with this desired character through the control of lot sizes, intensity and density of land uses, and protection of open space. The preservation of agricultural and forest lands is a priority. Through careful planning, ensure urban levels of service do not occur in the rural area.

GOAL GH LU-11  The rural area shall be separate and distinct from the urban area in terms of land use, infrastructure, and visual character. Visually, it is intended to be an area characterized by an abundance of pastureland, forests, and naturally vegetated buffer areas. Provide an incentive, including property tax assessments at the current use rather than the highest and best use for prioritized open space properties and similar programs, to accomplish this goal. Limit land uses within the area to low density and intensity, and limit them primarily to agricultural, forestry, natural resource industries, and single-family residential uses. Large lot sizes should prevail and homes should be generally well separated from one another. Within the rural area, recognize historic communities such as Arletta, Rosedale, and Fox Island and make limited provisions for the continued existence of the cultural focal points of these communities. Plan and construct infrastructure improvements, such as the transportation system, to reflect and support the desired goals for the rural area.

RURAL NEIGHBORHOOD CENTERS

GOAL GH LU-12  Those historic community centers located at Arletta, Rosedale, and Fox Island are recognized as important neighborhood, civic, and commercial focal points in the rural area; also, recognize the area northwest of SR 16/24th Street NW interchange. Limited opportunities for continued commercial and civic land use shall be provided in these locations. In Rural Neighborhood Centers (RNCs), retain the architectural characteristics that have historically been associated with these centers.

GH LU-12.1  Allow continued use of those existing community centers that have been the historical focal points for neighborhood commercial and civic activities.

GH LU-12.1.1  Limit the initial Rural Neighborhood Centers designated by this community plan to existing centers at Arletta, Rosedale, and Fox Island. Include only the parcels currently utilized for commercial and civic land uses in the initial designations.

GH LU-12.1.2  Limit any future expansion of the land utilized as a RNC to those parcels immediately adjacent to the existing centers.

GH LU-12.1.3  Each RNC parcel shall have direct access onto a major or secondary County arterial road.
GH LU-12.2  Strictly limit the intensity of commercial and civic uses in the Gig Harbor Peninsula RNCs.

GH LU-12.2.1  Appropriate commercial uses include food stores and the sale of general merchandise in buildings that do not exceed 5,000 square feet and those resource uses such as agricultural sales.

GH LU-12.2.2  Encourage appropriate civic uses in RNCs. These uses are limited to daycare centers, community service centers, postal services, neighborhood parks, churches, police, and fire safety services.

GH LU-12.2.3  Prohibit new residential uses in RNCs. Additions and remodels to existing dwelling units may be permitted.

GH LU-12.2.4  Prohibit noise, dust, odorous gas, and lighting from adversely affecting the adjacent residential neighborhood.

GH LU-12.2.5  Buffer new commercial and civic uses from adjacent lower intensity rural uses outside of the RNC designation.

GH LU-12.2.6  Require site plan review for all new civic and commercial uses in rural centers.

GH LU-12.2.7  Limit site coverage including parking areas and other impervious surfaces to 70% on each site.

GH LU-12.2.8  Create new lots for commercial and civic purposes through a binding site plan associated with a site plan review process. These lots shall be subject to a minimum lot size of 5,000 square feet.

GH LU-12.3  Recognize the area northwest of the SR 16/24th Street NW interchange, commonly known as the Fisherman’s Village area, as an isolated area of commercial/business park as provided for in the Comprehensive Plan.

GH LU-12.3.1  The area will be designated as RNC to establish allowable uses only.

GH LU-12.3.2  The area northwest of the SR 16/24th Street NW interchange, commonly known as the Fisherman’s Village area, is comprised of a total of 14 acres. No further expansion of commercial/business park shall be allowed.

GH LU-12.3.3  Infill development of the vacant and undeveloped parcels of the Fisherman’s Village area commercial/business park shall be limited to the permitted uses of the RNC designation.
GOAL GH LU-13  The Tacoma Narrows Airport is an Essential Public Facility in the rural area of the County. The community does not support and Pierce County is not planning to extend the runway. The community supports continued growth and development at Tacoma Narrows Airport when consistent with the current runway length and location and with the Pierce County Comprehensive Plan, Gig Harbor Peninsula Community Plan and Federal Aviation Administration standards. Permit new development activities when off-site impacts associated with the use or uses can be mitigated in conformance with State Environmental Policy Act requirements. Develop new uses in an environmentally sound manner. Discourage the siting of incompatible uses adjacent to the airport property.

GOAL GH LU-14  Designate as an Essential Public Facility that property at the Tacoma Narrows Airport currently owned by Pierce County that was acquired for airport purposes. Discourage acquisition of additional lands for the airport, unless necessary to meet Federal Aviation Administration (FAA) safety requirements. Designate the property adjacent to the airport lands for airport buffering purposes.

GH LU-14.1  The Essential Public Facility-Rural Airport designated lands shall include property owned by Pierce County and acquired for airport purposes. Designate all properties located within 1,000 feet of the property that are located outside of the Gig Harbor UGA as Rural Sensitive Resource or Rural 10 with a Rural Airport Overlay.

GH LU-14.2  Classify the land at Tacoma Narrows Airport that was owned in 2008 by Pierce County as Essential Public Facility-Rural Airport.

GH LU-14.3  Classify those properties adjacent to the Essential Public Facility-Rural Airport classification as Rural Airport Overlay.

GH LU-14.3.1  Include within the Rural Airport Overlay all properties within 1,000 feet of the Essential Public Facility-Rural Airport classification. Discourage land use activities in this overlay that are incompatible with general aviation airport uses.

GOAL GH LU-15  Allow for growth and development of airport related uses for that portion of the Tacoma Narrows Airport located south of Stone Road. Give priority to locating such uses on the east side of the runway, adjacent to the existing taxiway and existing airport improvements. Providing jobs and maintaining the economic viability of the airport is important.

GH LU-15.1  Carefully design new development utilizing Level 3 landscaping adjacent to 26th Street to ensure that development is compatible with neighboring land uses and to mitigate impacts associated with new aviation development in the Essential Public Facility-Rural Airport classification.

GH LU-15.2  Development activity within the Essential Public Facility-Rural Airport Designation shall comply with applicable FAA regulations.
GH LU-15.2.1  Provide notification of all development applications to the FAA.

GH LU-15.3  Prohibit new uses that require urban levels of service, such as sanitary sewers, in the Essential Public Facility-Rural Airport classification. Urban levels of service shall be permitted only in the rural area consistent with this Title.

GH LU-15.3.1 Utilities and services necessary for airport safety and operations (i.e., on-site sewage collection and treatment facilities, water for fire flow, stormwater) are not considered an urban service and are permitted in the Essential Public Facility-Rural Airport classification.

GH LU-15.4  Capital improvements at the airport and new aviation related commercial or industrial uses shall be permitted on the east side of the runway through an administrative process without requiring Planned Unit Development (PUD) review if located within the area shown on the Tacoma Narrows Airport PUD Boundaries Map.

GH LU-15.5  Capital improvements at the airport and new aviation-related commercial or industrial uses on the west side of the runway may be appropriate provided impacts can be mitigated through the Pierce County PUD process and appropriate environmental review.

GH LU-15.6  Potential uses and improvements that may be permitted shall include the following:

GH LU-15.6.1 Capital airport improvements identified in or substantially similar to the current Tacoma Narrows Airport Master Plan (either potential or funded); capital airport improvements not identified in the current TNA Master Plan may be permitted only after an opportunity for public review and comment prior to amending the master plan, provided that capital airport improvements in the area identified for development if 26th Street is relocated may be permitted without further amendment to the master plan and without PUD approval if 26th Street is relocated. The permitted uses are described in the following subsections.

GH LU-15.6.2 Businesses that require aircraft use as a significant component of their operations, such as air freight, aerial photography, aircraft charter, or taxi services;

GH LU-15.6.3 New commercial uses that support general aviation including activities such as aircraft fueling facilities, aircraft training facilities, aircraft sales, fixed base operators, pilots' lounges, lodging, eating and drinking establishments, and automobile rental; and

GH LU-15.6.4 New light industrial uses that support general aviation including activities such as aircraft storage hangars, tie-downs, aircraft parts manufacture or aircraft assembly, and aircraft repair and maintenance services.
GOAL GH LU-16  Allow for growth and development on Tacoma Narrows Airport property located north of Stone Road for uses that do not require extension of the runway, but that provide revenues or services to support airport operations, provide services for the adjacent rural residential community, or are otherwise of a scale and intensity consistent with the adjacent rural residential community. These uses shall be sited and constructed consistent with airport safety requirements.

GH LU-16.1  Rural 10 (R10) uses, other than residential uses, shall be permitted in the Essential Public Facility-Rural Airport zone on Tacoma Narrows Airport property located north of Stone Road pursuant to the permitting process for R10 uses.

GOAL GH LU-17  All rural properties located within 1,000 feet of Tacoma Narrows Airport property shall be designated as Rural Airport Overlay. The Rural Airport Overlay shall function primarily as a safety buffer between the airport properties and the adjacent uses in the Rural Sensitive Resource, Rural 5, and Rural 10 zones. This area is also intended to provide buffering between those more intense uses related to aviation activities and the rural uses authorized in the Rural Residential classifications.

GH LU-17.1  Discourage land use activities that are incompatible with general aviation uses in this area.

GH LU-17.2  Rural land uses shall be limited to low density and low intensity uses including forestry uses, agricultural uses, walking and biking trails, golf courses, and single-family dwelling units.

GH LU-17.3  Density shall be limited to 1 dwelling unit per 10 acres for new subdivisions with a minimum lot size of 5 acres. Allow a bonus density that will provide for 2 dwelling units per 10 acres when 50% of the development is retained in open space.

GH LU-17.4  Prior to approval of a residential subdivision or building permit for a dwelling unit in this area, record notice against the title of the property that indicates the presence of the airport.

GH LU-17.5  Prohibit any buildings and structures that would penetrate the imaginary airspace surfaces for the Tacoma Narrows Airport as defined in Title 14 CFR (Code of Federal Regulations) FAR (Federal Aviation Regulations) Part 77 "Objects affecting navigable airspace." Examples of such obstructions include cell towers, radio broadcast towers, water towers, proposals to increase the height of existing buildings when the height of the structure would exceed the lower limits of navigable airspace.

GH LU-17.6  Prohibit any new use that involves the release of airborne substances that could interfere with aircraft operations.

GH LU-17.7  Prohibit any new use that emits light that interferes with a pilot's vision.

GH LU-17.8  Prohibit any new use that attracts concentrations of birds.

GH LU-17.9  Uses that emit electrical currents shall be installed in a manner not to interfere with communications systems or navigational equipment.
GOAL GH LU-18  Pierce County will collaborate in the development of a Planned Unit Development (PUD) regulation for the Essential Public Facility-Rural Airport. This PUD will be referred to as an Essential Public Facility-Rural Airport PUD. The County may apply for an Essential Public Facility-Rural Airport PUD south of Stone Road in all or any portion of the Tacoma Narrows Airport property subject to a PUD as shown on the Tacoma Narrows Airport PUD Boundaries Map, provided that the exterior boundary of the PUD matches parcel boundaries. Compatibility between the airport and the adjacent neighborhoods surrounding airport lands shall be a priority.

GH LU-18.1  The application for the Essential Public Facility-Rural Airport PUD shall include the following information regarding airport and aircraft operations for purposes of evaluating potential impacts to adjacent rural residential areas. This information shall be provided to give the public the opportunity to review and comment on the proposed PUD and associated operations. However, the Hearing Examiner and the County shall not have the authority to impose conditions related to airport or aircraft operations, safety, or noise as these areas are controlled by FAA regulations.

GH LU-18.1.1  Describe airport operations including the runway length necessary for the safe operation of aircraft at Tacoma Narrows Airport and the noise levels produced by aircraft type.

GH LU-18.1.2  Describe anticipated take-offs and landings based on aircraft type and planned use for each calendar year.

GH LU-18.2  The PUD shall include a recorded final development site plan that identifies the uses and facilities approved by the PUD. These uses may be subsequently constructed with an administrative review process.

GH LU-18.2.1  The final development site plan shall specify the location of the runway, taxiways, fueling facilities, control tower, any passive recreation facilities, and any open space.

GH LU-18.2.2  For PUDs located south of Stone Road, the final development site plan shall reflect the general location, types, and intensities of other future airport improvements and future aviation-related commercial and industrial uses identified in this section and approved through the PUD.

GOAL GH LU-19  New development and redevelopment at Tacoma Narrows Airport shall be completed in an environmentally conscientious manner pursuant to SEPA. Environmental impacts associated with the development at the airport may require off-site mitigation, provided that acquisition of additional property for airport purposes shall be discouraged, unless necessary to meet FAA safety requirements.

GH LU-19.1.1  Avoid using environmentally constrained lands for new development if unconstrained land can be redeveloped or modified to accommodate the proposed uses.
GH LU-19.1.2  Provide adequate open space and buffering to mitigate light, noise, and visual impacts sufficient to mitigate impacts on adjacent rural residential areas, provided that such mitigation does not violate any FAA requirement.

GH LU-19.1.3  Noise compatibility planning at the airport is subject to federal regulations - FAR Part 150 standards. Any limitations on aircraft operations based on noise is subject to a separate FAR Part 161 study.

GH LU-19.1.4  Promote vegetation retention and native landscaping that will be compatible with airport operations and environmental protection of sensitive areas such as Sullivan Gulch.

GH LU-19.1.5  Include public notification procedures in the Development Regulations for the Essential Public Facility-Rural Airport PUD. This public notice is intended to provide the Peninsula residents with information related to activities at Tacoma Narrows Airport. At a minimum, provide written notice of public hearings related to PUD processing to all property owners within the Rural Airport Overlay.

GH LU-19.1.6  New development within the Essential Public Facility-Rural Airport shall comply with Pierce County Critical Area Regulations to the same extent as they apply to other new development in the County.

GH LU-19.1.7  Stormwater management for development at the Essential Public Facility-Rural Airport will comply with or be functionally equivalent to provisions of the Washington State Department of Ecology Stormwater Management Manual for Western Washington.

GOAL GH LU-20  Pierce County will collaborate and coordinate planning efforts at the Tacoma Narrows Airport to better serve the citizens of all Pierce County.

GH LU-20.1  Pierce County agrees to work to reconcile differences between the Gig Harbor Peninsula Community Plan and the Tacoma Narrows Airport Master Plan including:

GH LU-20.1.1  Recognition that the revised final airport master plan does not include a runway extension;

GH LU-20.1.2  Agreement that improvements on the west side of the runway south of Stone Road are subject to approval of a PUD;

GH LU-20.1.3  Agreement that airport safety improvements shall not be designed to allow a runway extension; and

GH LU-20.1.4  Agreement to enable implementation of the revised final airport master plan including the runway safety area improvements pursuant to FAA standards to ensure public safety is achieved.

GH LU-20.2  Pierce County will amend Title 18A, Pierce County Development Regulations-Zoning to allow for an Essential Public Facility-Rural Airport PUD, consistent with the provisions of this objective.
GH LU-20.3 Pierce County will expedite the processing of any administrative permits for development within the area described as No PUD required on the Tacoma Narrows Airport PUD Boundaries Map.

GH LU-20.3.1 Require road improvements consistent with Pierce County road standards.

GH LU-20.3.2 Require stormwater management for development at the Essential Public Facility-Rural Airport consistent with or functionally equivalent to the Washington State Department of Ecology Stormwater Management Manual for Western Washington.

GH LU-20.3.3 Permit processing must be consistent with the requirements for public notice and comment required by RCW 36.70B.

GH LU-20.3.4 The County agrees to process permits consistent with and to follow the provisions of any County PUD approval.

GH LU-20.3.5 SEPA lead agency for permitting shall be Pierce County for the area south of Stone Road within the area shown as not requiring a PUD on the Tacoma Narrows Airport PUD Boundaries Map, provided that the County shall apply the categorical exemptions and cumulative impact analysis from Pierce County Code, Title 18D. The County shall be SEPA lead agency for development in the area south of Stone Road that requires a PUD approval after the County has reviewed and approved a PUD for that area.

GH LU-20.3.6 New development within the Essential Public Facility-Rural Airport shall comply with Pierce County Critical Area Regulations to the same extent as they apply to other new development in the County.

GH LU-20.4 The Tacoma Narrows Airport Advisory Commission (TNAAC) shall review and provide recommendations on any interlocal agreement with full public notice and opportunity to comment before adoption. Any changes to the interlocal agreement shall require an additional opportunity for public notice and public comment prior to adoption.

GOAL GH LU-21 A Tacoma Narrows Airport Advisory Commission (TNAAC) shall be established to provide input to Pierce County officials regarding issues related to the airport.

GH LU-21.1 The TNAAC should include voting members made up of 5 community representatives (including the City of Gig Harbor, the Peninsula Advisory Commission, and local residents) and 5 airport representatives (airport management, pilots, business owners), and shall include the County Council representative from District 7 who shall be an ex-officio/non-voting member.

GH LU-21.2 The TNAAC should serve in a capacity to receive input from airport users and neighborhood citizens regarding issues such as airport development activity, airport improvements, or concerns about off-site airport impacts such as noise. The TNAAC should forward solutions to these concerns to the appropriate County officials. The TNAAC shall review and provide recommendations on the development of the Essential Public Facility-Rural Airport PUD.
GH LU-21.3  The TNAAC shall also consider additional options for development of airport property north of Stone Road that are consistent with the overall objective not to extend the runway north of Stone Road, but that would provide additional opportunity for economic development and airport revenues compatible with the adjacent rural residential land uses or are uses that might provide services for the adjacent rural residents.

Rural 10

GOAL GH LU-22  All lands located on the Gig Harbor Peninsula outside of the Urban Growth Area that are not designated as Rural 5, Rural Neighborhood Center, Rural Airport, Sensitive Resource will be designated as Rural 10. The Rural 10 designation is intended to be an area of low intensity land development.

GH LU-22.1  A range of rural housing densities shall be allowed to occur on Rural 10 lands. This allowed density shall range from 1 dwelling unit per 10 acres to a maximum of 2.5 dwelling units per 10 acres. Maximum density shall be allowed only when the natural environment can accommodate this density and at least 75% of the gross acreage of the land proposed to be developed is dedicated in perpetuity as open space through deed restriction and other appropriate mechanisms. This open space area should be located in a tract separate from any newly created lots.

GH LU-22.2  For those agricultural activities which are subject to Pierce County review, such as construction of agricultural buildings, clearing of land for agricultural purposes, and activities within critical areas or their buffers, Pierce County shall require the preparation of a farm best management plan. The conditions of this plan shall be made conditions of any building, clearing, or other land use approval for the site.

Rural 5

GOAL GH LU-23  The land adjacent to the designated Urban Growth Area surrounding the City of Gig Harbor shall be designated as Rural 5.

GH LU-23.1  The Rural 5 designation shall generally include a limited area abutting the City of Gig Harbor’s Urban Growth Area.

GH LU-23.2  All property that is designated as Rural Sensitive Resource shall be excluded from the Rural 5 area surrounding the city’s Urban Growth Area.

GH LU-23.3  Encourage the preservation of agricultural and forestry uses.

GH LU-23.4  Civic and recreational uses shall be limited generally to those rural uses which consist of small buildings (less than 5,000 square feet) and uses which minimize impervious surfaces. Churches, schools, public safety services, and civic and community centers may exceed this building size limitation through a site plan review process provided neighborhood compatibility is achieved through extensive screening and buffer areas.
Limited provisions may be made for light commercial and industrial uses within the reserve area when directly associated with existing agricultural, forestry, or natural resource-related uses.

**Rural Sensitive Resource**

**GOAL GH LU-24** Several environmentally sensitive stream, lake, and wetland areas have been identified within the rural area. These areas include Crescent Valley, the Wollochet and Artondale Creek drainages, and the Rosedale valley area. Many of these areas were recognized when the community adopted its first comprehensive plan in 1975 and have historically been protected through performance-based zoning and other special land use controls. It is the desire of the community that the protections of these environmentally sensitive areas continue. In support of this goal, these areas will be mapped and given a designation of Rural Sensitive Resource. This designation is intended to protect surface waters, aquifers, and fish and wildlife habitat from impairment, pollution, or degradation. Lands located within this designation will be limited to low density residential uses and natural resource uses. Extensive buffering of streams and other surface waters will be required.

**GH LU-24.1** Identify and map environmentally sensitive stream, lake, and wetland areas within the community plan area.

**GH LU-24.1.1** Utilize the Gig Harbor Peninsula Environment Map, as amended, as the initial basis for determining those areas to be designated as Rural Sensitive Resource. At a minimum, those areas designated as Rural Special, Natural, or Conservancy on this map shall be considered for the Rural Sensitive Resource designation. Additional areas may be added as appropriate based upon the presence of environmentally sensitive features, such as critical fish and wildlife habitat.

**GH LU-24.1.2** At a minimum, the Rural Sensitive Resource designation should extend 500 feet in all directions from any wetland, stream, or surface water identified for protection.

**GH LU-24.1.3** Monitor and adjust, as needed over time, those lands given the Rural Sensitive Resource designation. Lands may be added or removed from this designation as information regarding the environmental carrying capacity of the land and the sensitivity of the environment changes over time.

**GH LU-24.2** Carefully control development activities in the rural area through implementation of the Rural Sensitive Resource designation on sites that have been identified as open space on the Comprehensive Plan Open Space Corridors Map that are not adequately protected through the Shoreline Master Program or the Critical Area Regulations.
Land uses within the Rural Sensitive Resource designation shall be limited to single-family residential, agriculture, and forestry. Commercial and industrial development shall not be allowed unless directly related to an agricultural product and conducted on a scale that has minimal impact to surrounding properties.

The Hearing Examiner may approve a specific land use through a site plan review process based on the unique characteristics of each site.

Detached single-family residential homes and associated accessory structures may be permitted outright.

Encourage uses that create minimum impacts to the integrity of the open space corridor such as pervious trails.

Encourage uses that do not involve significant buildings or impervious surfaces such as farming and forestry.

Development in the RSR designation shall utilize low impact development standards.

Vegetation and tree preservation shall be a priority on each site that is developed in the RSR designation.

Maintain compatibility between the proposed use and designated open space tracts, as well as between adjacent uses, through a variety of techniques such as increased setbacks and screening utilizing native plant species.

Limit lands within the Rural Sensitive Resource designation to low density residential uses and natural resource uses.

Low rural housing densities shall be allowed to occur on Rural Sensitive Resource lands. Ten-acre minimum lot sizes are encouraged. The basic density shall be 1 dwelling unit per 10 acres.

The open tract shall be located so as to provide the greatest protection for fish and wildlife habitat and water quality protection. This open space area shall be located in a tract that is separate from any newly created lots.

Extensive buffering of streams and other surface waters will be required for all clearing, site development, or construction in the Rural Sensitive Resource designation.

Buffer widths established within the Rural Sensitive Resource designation may be adjusted periodically over time as new information becomes available regarding the effectiveness of the buffers in protecting critical resources.

Buffer widths established to protect critical resources may be increased or reduced on a site by site basis when it is determined that an alternative buffer width is necessary to protect the resource in question. Any modification to a buffer width shall be based on the best available science.
GH LU-24.4.2.1 If the buffer requirement in this section would deny all reasonable use of a site, development may be allowed through a reasonable use exception approved through a public hearing process with consideration of mitigation requirements.

GH LU-24.4.3 In the event Pierce County adopts countywide buffer standards which exceed the buffers established by the community plan, the more restrictive buffering requirement shall control.

IMPLEMENTING ACTIONS

The following is a list of actions that needs to be completed in order to implement the policies contained within the Land Use Element. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the Gig Harbor Peninsula Community Planning Board (GHPCPB), the Peninsula Advisory Commission (PAC), or Pierce County Planning and Land Services (PALS). Those actions assigned to the GHPCPB are completed as part of the adoption and implementation of this plan.

SHORT TERM ACTIONS

1. Amend the Development Regulations - Zoning. (GHPCPB, PALS, County Council)
   - Develop and adopt zone classifications and implementation standards that:
     - Provide for residential densities within Gig Harbor’s UGA that are consistent with the County's population allocation for the UGA.
     - Allow a range and intensity of land uses in commercial areas that are based on community plan policies, market factors, compatibility with the neighboring area, and consistency with the City of Gig Harbor’s Comprehensive Plan.
     - Allow a variety of high quality professional, research, high tech, and light industrial land uses in Employment Centers.
     - Allow small scale commercial and civic uses in RNCs.
     - Discourage land use activities adjacent to the Tacoma Narrows Airport that are incompatible with general aviation uses.
     - Create Planned Unit Development regulations to provide a process for reviewing and approving future development at the Tacoma Narrows Airport.
     - Allow land uses in the Rural designations such as low-density housing, agricultural, forestry, and recreational uses. Provisions should also be made to allow for limited civic and public safety uses.
     - Allow uses within the Reserve-5 area that will preserve land for future urban uses and urban densities.
- Allow single-family residential, agricultural and forestry uses within the Rural Sensitive Resource designation.
- Implement low impact development standards for the RSR designation.
- Provide a formal Site Plan Review (SPR) process that is used for review and approval of major developments in the community.
- Provide for home-based businesses in residential neighborhoods.

2. Amend the Development Regulations - Design Standards and Guidelines. (GHPCPB, PAC, PALS, County Council)
   - Develop and adopt design standards that protect residential areas from the impacts of non-residential uses.
   - Develop and adopt design standards that require infill developments to be designed to be compatible with the established neighborhood.
   - Develop and adopt standards that permit a variety of urban architectural housing styles in Gig Harbor's UGA.

3. Implement the land use designations in the UGA consistent with the community plan policies. (PALS, County Council, City of Gig Harbor)
   - Designate lands in the UGA consistent with the City of Gig Harbor's adopted plan designations.

4. Implement the land use designations in the rural area consistent with the community plan policies. (PALS, County Council)
   - Designate lands adjacent to the UGA as Reserve-5.
   - Designate the historic community centers located at Arletta, Rosedale, and Fox Island as Rural Neighborhood Centers (RNCs).
   - Designate land that is identified on the Comprehensive Plan Open Space/Greenbelt Map that is not protected through the Shoreline Master Program or the Critical Area regulations as Rural Sensitive Resource.
   - Designate all lands located on the Gig Harbor Peninsula outside of the UGA that are not designated as Reserve-5, Rural Neighborhood Center, Rural Airport, or Rural Sensitive Resource, as Rural 10.

5. Coordinate, cooperate, and communicate with the City of Gig Harbor on land use issues in the UGA. (PALS, PWU, City of Gig Harbor)
   - Develop a process that provides applicants for building permits in the UGA with information that recommends contacting the City of Gig Harbor early in the permit review process for information on city-contracted requirements and utility construction standards.

**Mid-Term Actions**

1. Develop and adopt a binding Joint Planning Agreement with the City of Gig Harbor that addresses the following items: (PALS, PWU, County Council, City of Gig Harbor)
• A process for review and approval of development projects including building permits, subdivisions, and other land use approvals.
• How economic development will be encouraged and supported.
• How the rate, timing, and sequencing of Urban Growth Area boundary changes will be coordinated.
• How appropriate service level standards for determining adequacy and availability of public facilities and services will be coordinated.
• How the provision of capital improvements to an area will be coordinated.
• How public facilities and services will be provided and by which jurisdiction.
• To what extent the City of Gig Harbor may exercise extra-jurisdictional responsibility within the unincorporated UGA.

2. Develop a process that provides for UGA boundary amendments, area-wide rezones, and annexations in the community that is consistent with the direction established in the community plan. (PALS, PAC, County Council, City of Gig Harbor)

• Prior to creating new commercial and industrial centers or allowing the expansion of existing centers, it should be determined that a shortage of commercially and industrially zoned lands exist and that existing commercially or industrially zoned lands have been fully developed or redeveloped as appropriate.
• Consider the impacts on the natural environment when evaluating rezones and plan amendments.

3. Implement a long-term code enforcement program to strictly enforce the Community Plan land use regulations. (PALS)

4. Implement a monitoring program to evaluate the impacts of the community land use plan. (PALS)

LONG TERM ACTIONS

1. Evaluate the need to expand the UGA into the Reserve-5 area if the need for additional urban lands has been demonstrated. (PALS, PWU, County Council, City of Gig Harbor)

2. Develop a boardwalk along the Purdy business district shoreline to promote the marine oriented character of the neighborhood. (PALS, Parks)
Map E-1: Land Use Designations

*Note: The legend shows only the land use designations within the Gig Harbor Community Plan Area. The areas outside this plan area are masked within the map.
Map E-2: Historic Land Use Designations/Zoning

Historic Land Use Designations/Zoning

- Employment Center (EC)
- Community Center (CC)
- Moderate Density Single Family (MFS)
- Master Planned Community (MPC)
- Rural Activity Center (RAC)
- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Reserve 5 (Res5)
- Agricultural (A)
- Agricultural Overlay
- Eas. Pub. Fac./Rural Airport Overlay
- Mineral Resource Overlay
- Gig Harbor

Gig Harbor's Adopted Urban Growth Area Boundary

Pierce County, Washington

Gig Harbor Community Plan

Adopted June 11, 2002 - Ord #2002 - 21s
Effective Date: September 3, 2002

Pierce County
Geographic Information System

Department of Planning and Land Services
Petro Date: July 10, 2007
Historic Assessed Land Uses

- Single Family Residential
- Multi-Family Residential
- Group Home/Other
- Mobile Home
- Commercial/Service
- Education
- Park/Publcal Facilities
- Public Facilities
- Industrial
- Transportation/Communication/Utilities
- Open Space/Recreation
- Resource Lands
- Vacant
- Other

Source: Pierce County Assessor/Treasurer Land Use Code Information.
Chapter 3: Community Character and Design Element

Introduction

Community design deals with the physical elements that compose the character of our community: the streets, parks, buildings, open space, and neighborhoods that determine the way our community looks and feels. 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, improvements such as street construction, park development, commercial, industrial, residential and civic development can be effectively coordinated with each other to promote a unified community image.

The Community Character and Design Element is a new addition to the set of documents comprising the Pierce County Comprehensive Plan. The element is an integral part of the entire growth management planning process for the Gig Harbor Peninsula and Fox Island. Design directly affects land use patterns, transportation planning, community and neighborhood livability, and overall quality of life. The design direction found in the community plan is intended to reinforce the aesthetic character that the community wants to retain and build upon. This element provides policies for site and building design which will enhance the image the overall community would like to portray to its own residents and visitors.

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

In the years since the initial adoption of the Gig Harbor Peninsula Comprehensive (Community) Plan and Development Regulations in 1975, the residents of the plan area have been actively involved in preserving the unique character of their community through design principles, standards, and review. Over the years, the community has put a great deal of effort in maintaining the wooded, natural character of the Gig Harbor Peninsula and its connection to the waters of Puget Sound and the various creek valleys on the Peninsula. These features create a unique environment for community identity and pride. Residents have determined a high priority should be given to recognizing and preserving the environmental character of the area. The Community Character and Design Element emphasizes the community's vision by setting forth goals and objectives related to the preservation of the historic resources and natural characteristics of the area. The element also outlines policies for design standards that will help reinforce and preserve the unique environmental character of the Peninsula.
Urban Character and Design

The character of Gig Harbor has been heavily influenced by development that supports the fishing and boating industry. Many businesses located near Gig Harbor Bay rely on tourist dollars associated with the summer pleasure craft season. Businesses near the waterfront have been designed to attract tourists. It is anticipated that the Urban Growth Area will eventually be annexed into the City of Gig Harbor. For this reason, it is important that new development be designed in a manner that will be compatible with the city's design goals and objectives. These goals and objectives promote preservation of the city's small town atmosphere, encourage architecture that is consistent with the city's traditional fishing industry while discouraging the modern "big box" style and requiring protection of significant vegetation which contributes to the natural beauty of the area.

Description of Current Conditions - UGA

The character of the UGA has been heavily influenced by the development standards of the 1975 Comprehensive (Community) Plan for the Peninsula. The plan required that new urban developments retain and incorporate certain natural features, primarily existing native vegetation, as part of each development to soften the impacts on adjacent land uses. In this manner, much of the urban area has retained a wooded character that provides a unique community identity for this part of Pierce County.

Urban Design

Historically, the UGA has not developed with a consistent design theme or set of design standards. As a result, many of the buildings in the urban area have standardized franchise themes or incompatible architectural styles that lack consistent character. In the past several years (since 1995), the City of Gig Harbor has required that within the UGA, the City's adopted design objectives be met for projects requiring city services such as sanitary sewer. This has helped start a pattern of consistent architectural design for the UGA.

Urban Character

The character of the UGA is reflected in the vegetated buffers surrounding developments throughout the urban area. Since the adoption of the Gig Harbor Peninsula (Community) Comprehensive Plan in 1975, many development projects have designated native vegetative screens around the perimeter of their building sites. By providing this natural open space, developments have been allowed to increase density, increase the amount of impervious surface, reduce setback standards, and generally increase the intensity of developments without negatively impacting neighboring uses. This program of preserving trees in the urban area has created a unique style and character in much of the UGA.
DESCRIPTION OF DESIRED CONDITIONS - UGA

The following section provides information on the desired character and design for the UGA. The policies provide a quality visual design through specific site planning and architectural tools for all development in the UGA. These methods primarily rely on development incentives that allow increased density or intensity of development for projects that meet the design objectives.

URBAN DESIGN

The citizens of the Peninsula envision an urban area in which all developments are visually attractive, compatible with the historical marine identity of the community, harmonious with the small town atmosphere and residential character of the area, and are respectful of the natural environment. Diversity in site planning and architectural design is encouraged, provided developments maintain a degree of compatibility, consistent with the design objectives and goals reflected in the community plan. Urban development standards will be necessary for all new development. These standards include sidewalks, street trees, street lighting, and parks. In non-residential developments, parks can include pedestrian plazas or pocket parks. New development should provide for separate automobile, pedestrian, and bicycle access. Attractive signs that enhance the natural scenic character of the Peninsula will be permitted to advertise businesses when consistent with community plan policies. Development incentives that encourage developers to use innovative methods to provide a high quality of residential, civic, commercial, and industrial design should be implemented.

URBAN CHARACTER

In the UGA, important natural features, significant stands of trees, open space, and critical areas shall be preserved and incorporated into the site design as these elements substantially contribute to the character of development. Site characteristics that enhance community character including preservation of clusters of existing trees, retention of historic features, and conservation of similar assets should be preserved through sensitive site planning. Methods that can be used to protect these desirable features include lot-clustering, transfer of development rights, and incorporating the desirable characteristics into recreation areas or open space tracts. All development should be designed to ensure that it is compatible with neighboring uses. Building placement and vegetative screening shall be used to separate potentially conflicting uses and to separate intensive uses from less intensive uses. A visual corridor along State Route 16 which reflects the natural beauty and forested characteristics of the Peninsula shall be preserved and enhanced. Preservation of the open space and forested characteristics that have historically been part of the Gig Harbor Peninsula environment is a priority.
RURAL CHARACTER AND DESIGN

The character of the rural area of the Gig Harbor Peninsula was historically influenced by the agricultural and forestry industry. Since the 1950s, the rural area has seen a steady increase in single-family residential development. Fortunately, much of this new residential development has retained some rural character by preserving buffers of native vegetation around the perimeter of these subdivisions. There are still large, undeveloped parcels within the rural area. The agricultural, pastoral, forested character of the area, together with the Peninsula’s location west of the Tacoma Narrows, creates a perception for the citizens of the rural area that the community is isolated from the big city.

DESCRIPTION OF CURRENT CONDITIONS - RURAL AREA

The character of the rural area has been influenced by the development standards of the 1975 Comprehensive (Community) Plan for Peninsula. That plan required new developments to retain and incorporate certain natural features, primarily existing native vegetation, as part of each site development to soften the impacts on adjacent land uses. In this manner, much of the rural area has retained a forested character that contributes to the rural character for this part of Pierce County.

RURAL DESIGN

The rural area of the Gig Harbor Peninsula is primarily developed with low-density residential dwelling units. These residential uses along the shorelines of Puget Sound are typically large executive homes. The majority of new homes on the Peninsula are located in various subdivisions throughout the area and average 2,500 square feet. There are also historical farmhouses in the rural area that were built around the turn of the century. The historical neighborhood centers at Rosedale and Arletta have civic and commercial buildings that have been described by the community as rural and rustic. Newer civic and commercial buildings in the rural area do not have a specific architectural character.

RURAL CHARACTER

The character of the rural area is reflected in the vegetated buffers surrounding developments throughout the urban area. Since the adoption of the Gig Harbor Peninsula Community Comprehensive Plan in 1975, many development projects have designated native vegetative screens around the perimeter of their building sites. By providing this natural open space, developments have been allowed to increase density, increase the amount of impervious surface, reduce setback standards and generally increase the intensity of developments without negatively impacting neighboring uses. This system of preserving trees in the rural area has created a unique style and character.
DESCRIPTION OF DESIRED CONDITIONS - RURAL AREA

The policies in the design element intend to provide a quality visual design through specific site planning for development in the Rural Area. These methods primarily rely on development incentives that encourage preservation of native vegetation and open space.

RURAL DESIGN

Development should be designed in a manner which preserves water courses, drainage systems, recharge areas, the natural hydrologic cycle open space, and buffer areas in a natural condition. Preservation of a rural or rustic architectural theme should be utilized in new building construction or the external alteration of existing structures in Rural Neighborhood Centers. Retention and conservation of historic structures is encouraged.

RURAL CHARACTER

Preservation of the farms, forests, natural areas, and undisturbed lands that have historically been associated with the rural area of the Peninsula creates the rural character that the community considers essential. Native vegetation provides a variety of benefits including critical area buffering, protection of aquifer recharge areas, fish and wildlife habitat, and pleasing visual aesthetics. Preservation of native vegetation and open space should be required as a component of all new rural developments. Incentives for the dedication and preservation of open space such as clustering development, transfer of development rights, planned development districts, and other planning techniques will be provided. Important and unique land features such as marine bluffs, stream corridors, estuaries, and ridgelines should be protected by discouraging their alteration. A visual corridor along State Route 16 that reflects the forested characteristics of the Peninsula shall be retained and enhanced. Agricultural uses and forest practice activities help sustain the rural character in the community. These resource land uses should be encouraged to continue when they meet environmental standards.

DESIGN AND CHARACTER POLICIES

URBAN DESIGN

GOAL GH D-1 A variety of design techniques and styles are encouraged, reflecting the wide diversity among Peninsula residents, provided each maintains a degree of compatibility and reflects the character of the Peninsula.

GH D-1.1 Where significant distant views occur, encourage development to recognize and incorporate these views into project design. Significant distant views include views of Gig Harbor Bay, Mount Rainier, the Olympic Mountains, and Puget Sound. Developments should minimize obstruction of views from nearby properties through appropriate landscape design, building placement, height, and setbacks.
GH D-1.2 Important natural features, significant stands of trees, and critical areas shall be preserved and incorporated into the site design.

GOAL GH D-2 Urban development standards shall be provided for all new urban developments. These standards will include sidewalks, street trees, street lighting, and parks. In non-residential developments, parks can include pedestrian plazas or pocket parks. Sidewalks, street trees, and street lighting shall be provided within developments and abutting frontage roads.

GH D-2.1 Site excavation should be minimized. Native vegetative cover should be planted on slopes of all cuts and fills in conformance with safety, erosion, and visual aesthetics standards.

GH D-2.2 Landscaped areas at the north side of the Purdy spit bridge and those areas within public rights-of-way at freeway interchanges should be planted and maintained to promote visually pleasing entrances to the community.

GH D-2.3 Pierce County and the City of Gig Harbor should enhance landscaping within freeway rights-of-way in cooperative planting efforts undertaken with the Washington State Department of Transportation.

GH D-2.4 Provide opportunity for porches and decks within front yard setbacks.

GH D-2.5 Encourage rear yard alley access for garages. Permit single-family detached dwelling units to encroach into front yard setbacks the same distance the garage entrance is recessed behind the front yard setback line.

GH D-2.6 Encourage underground stormwater retention systems by providing development incentives.

GH D-2.7 Discourage residential design that accentuates carports and garages.

GH D-2.8 Encourage two-family developments that provide alley access to the vehicle enclosure.

GH D-2.9 Require sidewalks along the development’s frontage road.

GH D-2.9.1 Provide paved pedestrian walkways that connect all buildings and entries of buildings within a site.

GH D-2.9.2 Provide a paved pedestrian walkway from the public sidewalk(s) to the main entry of developments; where a development fronts two streets, access shall be provided from both streets.

GH D-2.9.3 Encourage that bicycle access and bicycle parking for customers and employees be integrated into site design on those sites that will have civic, commercial, and industrial uses amenable to nonmotorized transportation facilities.
GOAL GH D-3 Non-residential buildings shall incorporate architectural design features reflective of residential building characteristics when abutting single- and two-family neighborhoods. Projects that include design standards that achieve complete compliance with adopted design standards and that provide compatibility with adjacent residential neighborhoods may be eligible for a reduction in the width of any required vegetative screen. A poor design will result in the maximum screen width.

GH D-3.1 Street-facing building facades shall be articulated and ornamented through a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of standard building materials to increase visual interest.

GH D-3.2 Street facing building facades shall be modulated through a variety of measures including varied roof forms and setbacks to visually break up the appearance of large buildings.

GH D-3.3 Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and entry facades that face parking areas.

GH D-3.4 Provide special features on large blank walls that are visible from pedestrian walkways and parking areas.

GH D-3.5 Locate and/or screen roof-mounted mechanical equipment to minimize visibility from public streets, building approaches, and adjacent properties.

GOAL GH D-4 Assure appropriate and attractive signage that enhances the natural scenic character of the Peninsula.

GH D-4.1 Signs shall be of materials and design that blend with the natural scenic atmosphere of the Peninsula.

GH D-4.2 Prohibit flashing signs, revolving signs, brightly-lit signs, or any other signs that detract from or interfere with vision and safety.

GH D-4.3 New signs other than those that provide official transportation information or directions or for safety purposes shall not be directed toward SR 16.

GH D-4.4 Promote a gradual reduction in the number and size of nonconforming signs. Any business with a nonconforming sign or signs shall be required to remove or modify the sign(s) so compliance with the sign code is achieved prior to the issuance of any building permit for the expansion, modification, remodel of the building, or change in the use of the business.

GOAL GH D-5 Provide incentives to encourage developers to use innovative methods to provide a high quality of design and landscaping.

GH D-5.1 Provide incentives for developments on contiguous pieces of property which are planned together, but not necessarily developed within the same time period.

GH D-5.1.1 Increased density or intensity of use is allowed in return for superior design, increased open space, or natural landscaping amenities.
Where possible, implement landscape plans at entrances to the community.

**Urban Character**

**GOAL GH D-6** Natural vegetation provides visual relief that softens the appearance of urban development while providing a variety of benefits, including critical area buffering, aquifer recharge, recreational use, and urban wildlife habitat. Preservation of the open space and forested characteristics that have historically been part of the Gig Harbor Peninsula environment is a priority.

**GOAL GH D-7** Retain existing vegetation consisting of mature trees and understory shrubbery on a portion of those sites that are proposed for urban development. Require sites that are devoid or deficient in natural vegetation to introduce supplemental landscaping including plantings that are native to the Pacific Northwest.

**GH D-7.1** Provide incentives for dedication of open space and use of planned development district concepts.

**GH D-7.2** Retain an appropriate amount of native vegetation in return for an appropriate increase in density, floor area, or other use intensity.

**GH D-7.3** Encourage the replanting of greenbelts on previously developed commercial and residential sites through public assistance, grants, and incentives. Establish cooperative programs with owners and residents of such developments to ensure the properties achieve suitable screening within a reasonable length of time.

**GOAL GH D-8** Maintain an acceptable ratio between natural vegetation or landscaped vegetative cover and impervious surfaces. Property improved with buildings, parking areas, and other impervious cover shall include areas of natural and/or landscaped vegetative cover to protect the aesthetic qualities of the Peninsula, to protect aquifers and aquifer recharge areas, provide urban wildlife habitat, and to prevent detrimental runoff to adjoining properties, streams, and other critical areas.

**GH D-8.1** Require natural or planted vegetative aesthetic breaks as an integral part of areas with expansive impervious cover.

**GH D-8.2** Open space requirements vary with the density or intensity of use with open space standards ranging from 15% to 50% of the site.

**GH D-8.3** Lack of permanently designated usable open space shall require a reduction in the intensity of the development by a reduction in the density of dwelling units or the amount of impervious surfaces.

**GOAL GH D-9** Establish a visual corridor along SR 16 which reflects the natural beauty and forested characteristics of the Peninsula.

**GH D-9.1** Establish vegetative screening for aesthetics, noise abatement, screening of lighting, air quality, and for safety purposes between urban development and the highway.
GH D-9.2 The depth of screening buffers shall be determined by evaluating the quality and quantity of natural vegetation that is available on the site together with intensity of the commercial or industrial use; i.e., the less the use is compatible with the natural characteristics of the Peninsula, the more natural screening required.

GH D-9.3 Completely screen uses that are incompatible with the natural characteristics of the Gig Harbor Peninsula from the highway and other public vantage points, whereas uses which blend well with the surrounding countryside and/or demonstrate desirable design, including quality site planning, pleasing architecture, extensive landscaping, etc., may be allowed limited visibility through a site plan review process.

GH D-9.4 Require noise abatement buffers of such vegetative materials, thickness, and width to effectively minimize noise impacts on properties adjacent to the highways.

GH D-9.5 Require vegetative screens of such configuration to protect highway traffic from extraneous light sources and adjacent properties from the lights of highway traffic.

GH D-9.6 Utilize SR 16 buffers and vegetated screens for trail purposes.

GH D-9.7 Implement standards which require a variety of natural vegetation screen depths based on the zoning and potential uses that abut the highway in various locations.

GH D-9.8 Apply screening criteria to all visible aspects of the use, including parking lots, signs, garages, fuel tanks, etc.

GOAL GH D-10 Require vegetative screens between new urban development and adjacent uses.

GH D-10.1 The required screening width should vary with the use, density, and intensity of the proposal and should range from 20 to 70 feet. The increase in screen width is based on the increase in impacts or the degree of incompatibility between uses.

GH D-10.2 Require vegetative buffers of at least 35 feet between residential uses and more intensive non-residential uses. The vegetative buffer must be of sufficient width and density to ensure that light and noise impacts associated with the non-residential use do not adversely affect adjacent residential development. Where a 35-foot buffer is not sufficient to accomplish this purpose, the buffer width may be required to be increased, additional vegetation may be required to be installed in the buffer, and/or additional mitigating measures such as fencing or increased setbacks may also be required.

GH D-10.3 Buffer screening is provided for mobile/manufactured home parks and subdivisions, when such parks are allowed by zoning.

GH D-10.4 Locate no structure within the Employment Center designation closer than 25 feet to a required screening buffer that is adjacent to a residential zone or residential use.

GH D-10.5 Commercial, civic, industrial, and similar uses shall not be permitted within 50 feet of any street or property line adjacent to a residential zone or residential use.
In some instances, fencing, walls, increased setbacks, or other open space dedications may partially substitute for the required screening.

Screening performance is judged as it will exist 5 years after the development is completed.

Once established, the property owner shall preserve a buffer in perpetuity. If any natural or man-made event damages or destroys the buffer so a complete visual screen is no longer occurring, the property owner shall restore the buffer. Any plantings necessary to re-establish the buffer shall be installed during the first planting season following the damage. The goal of the restoration shall be to reestablish the buffer within 5 years.

**RURAL DESIGN**

**GOAL GH D-11**

Ensure a high quality visual environment in the rural area through design guidelines, regulatory standards, and volunteer efforts. Comprehensive site planning, retention of native vegetation, and open space dedications are goals for all rural developments. The use of incentives to retain the rural character in the rural area of the Gig Harbor Peninsula is a significant component of this section.

**GH D-11.1**

Rural Neighborhood Centers (RNCs) shall retain the characteristics that have historically been associated with these centers.

**GH D-11.2**

Utilize a rural or rustic architectural theme in new building construction or the external alteration of existing structures.

**GH D-11.2.1**

Prohibit standardized corporate or franchised style in the design of new buildings.

**GH D-11.3**

Encourage site characteristics that enhance these historical commercial centers.

**GH D-11.3.1**

Provide visually unobtrusive parking lots and circulation corridors around new businesses.

**GH D-11.4**

Limit new signs in RNCs to the rural sign standards that are permitted in the adjacent rural designation.

**GH D-11.5**

Establish impervious surface limitations within the rural residential area as follows:

**GH D-11.5.1**

Within subdivisions approved under the requirements established by Gig Harbor Development Regulations (adopted June 30, 1975 to July 1, 1995), the impervious surface limitation established by the approval shall control.

**GH D-11.5.2**

Within shoreline areas regulated pursuant to the Pierce County Shoreline Master Program and Shoreline Management Use Regulations, the impervious surface limitations established by that regulation shall control.
GH D-11.5.3 Limit all other lots of record to a maximum impervious coverage of 25%. New construction shall not exceed these limitations. The amount of impervious surfaces on existing lots which currently exceed these limitations shall not be increased.

GH D-11.6 At a minimum, all new structures shall be set back at least 50 feet from all exterior property lines. Existing lots of record which are less than 150 feet in width and/or depth may reduce the required setback 1 foot for each foot the lot is less than 150 feet in width and/or depth, provided a setback of at least 25 feet shall be maintained. Require any reduction in setback below 25 feet to obtain a variance pursuant to the standards established by the Pierce County Development Regulations - Zoning.

GH D-11.7 Prioritize preservation of native vegetation (Douglas fir trees, Pacific madrone trees, etc.) on each site that is developed in the Rural Sensitive Resource (RSR) designation.

GH D-11.7.1 To create corridors, locate open space on each site plan so that it provides connectivity and is contiguous to open space on adjacent properties.

GH D-11.7.2 To preserve the function and value of the open space corridors, retain 25% to 75% in a natural, undisturbed condition with the exception that supplemental plantings of native, non-invasive species may be added to improve habitat quality. This policy shall not apply to natural resource uses such as commercial farming and forestry operations.

GH D-11.8 Development in the RSR designation shall utilize low impact development standards.

GH D-11.8.1 The greater the intensity of the development in terms of the noise, traffic, odor, light, and other factors that could impact the open space corridor, the greater the percentage of land that must be set aside to ensure the function of the corridor. In some cases, this could result in open space on up to 75% of the site.

GH D-11.8.2 Design and place individual dwelling units and accessory dwelling units to avoid impacting the open space tract.

GH D-11.8.3 Limit and locate lawn areas, driveways, and roads to result in the least disruption to the open space tract.

GH D-11.8.4 Locate buildings and other structures such as fencing to protect the open space corridor. Place individual structures where damage to the integrity of the open space tract and overall open space system is unlikely.

GH D-11.8.5 Consider implementing other low impact development tools include reducing the amount of impervious surfaces on each site, minimizing soil disturbance and erosion, disconnecting constructed drainage courses, and utilizing micro-detention facilities on each lot where feasible rather than one facility at the end of a conveyance system.
GH D-11.8.6  Develop standards for implementation that prescribe an acceptable ratio between impervious surfaces and open space, based on the various low impact development techniques and best management practices proposed on a site plan.

RURAL CHARACTER

GOAL GH D-12  The presence of farms, forests, natural areas, and undisturbed lands are valuable features in the rural area of the Gig Harbor Peninsula. Native vegetation provides a variety of benefits including critical area buffering, protection of aquifer recharge areas, fish and wildlife habitat areas, and pleasing visual aesthetics. Agricultural uses and forest practice activities help sustain the rural character in the community outside of the Urban Growth Area. Preservation of these characteristics that have historically been associated with the rural environment on the Gig Harbor Peninsula creates the rural character that the community considers essential.

GH D-12.1  Retaining areas of mature native vegetation on a site is a higher priority than providing supplemental landscaping. Provide incentives that encourage the retention of mature tracts of healthy trees on a site.

GH D-12.2  Require that setback areas be retained in natural vegetation where feasible and supplemented by planted native species where natural vegetation is sparse or non-existent.

GH D-12.3  Require an acceptable ratio between the amount of native vegetation or landscaped vegetative cover and impervious surfaces. In all new rural developments that create impervious cover, include areas of native or landscaped vegetation to protect the aesthetic qualities of the Peninsula, to protect aquifers and aquifer recharge areas, provide wildlife habitat, and to prevent detrimental runoff to adjoining properties, streams, and other critical areas.

GH D-12.3.1  Provide incentives that encourage the use of alternative methods for parking and building areas that result in a decrease in impervious surfaces. Examples of such methods include permeable pavement, grasscrete, and alternative foundation systems.

GH D-12.3.2  Allow for an adequate percentage of impervious surfaces for barns and other agricultural-related uses to encourage the continuation of that use.

GH D-12.3.3  Open space requirements vary with the density or intensity of use ranging from 25% to 75% of the site.

GOAL GH D-13  Establish vegetative screening for aesthetics, noise abatement, screening of light sources, and air quality between rural development and SR 16.

GH D-13.1  Determine the depth of screening buffers by evaluating the quality and quantity of natural vegetation that is available on the site, together with intensity of the proposed use. In no case shall the screening buffer be less than 50 feet wide.
GH D-13.2 Plant areas proposed for SR 16 buffering that are devoid or deficient in vegetation with appropriate quality and quantity of plantings to produce a complete visual corridor within 5 years of project approval.

GOAL GH D-14 Require vegetative screens between new rural development and adjacent uses.

GH D-14.1 The required screening varies with the use and density or intensity of the proposed use and shall range from 25 to 70 feet in width on the property that has been proposed for development. The increase in screen width is based on the increase in impacts or incompatibility between uses.

GH D-14.2 In some instances, fencing, walls, increased setbacks, or other open space dedications may partially substitute for the required screening in projects subject to a site plan review.

GH D-14.3 Once established, the property owner shall preserve a buffer in perpetuity. If any natural or man-made event damages or destroys the buffer such that a complete visual screen is no longer occurring, the property owner shall be responsible to restore the buffer. Install any plantings necessary to re-establish the buffer during the first planting season following the damage. The goal of the restoration shall be to reestablish the buffer within 5 years.

GH D-14.4 Prohibit off-site advertising signs and billboards in the rural area.

GH D-14.5 Permit signs throughout the rural area that increase public awareness of local farms, forests, and other habitat areas. These signs could explain the date a forest was planted, the type of crops being raised, or that a best management plan is being utilized. These signs shall not exceed 2 square feet and shall consist of a single distinct design and color.

GH D-14.6 Require property owners to provide signs on all sites that are conducting Class 4 Forest Practices or conversion option harvest plans at least 30 days prior to harvest operations, except where notice has been provided through any other public process. Encourage the Department of Natural Resources to require posting of sites that conduct Class 2 and Class 3 Forest Practice activities. These signs are intended to increase public awareness about forest practices and ensure that loggers are aware of any cutting restrictions.

IMPLEMENTING ACTIONS

The following is a list of actions that needs to be completed in order to implement the policies contained within the Community Character and Design Element. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the Gig Harbor Peninsula Community Planning Board (GHPCPB), the Peninsula Advisory Commission.
(PAC), or Pierce County Planning and Land Services (PALS). Those actions assigned to the GHPCPB are completed as part of the adoption and implementation of this plan.

**SHORT TERM ACTIONS**

1. **Amend the County Development Regulations-Zoning.** (GHPCPB, PALS, PAC)
   - Develop and adopt an incentive program for open space preservation in the UGA that allows innovative measures such as clustering development, zero-lot-lines setbacks, and other techniques.
   - Amend the landscaping standards to require vegetative screens between new urban development and adjacent uses.
   - Develop standards that maintain forested corridor along State Route 16.
   - Develop and adopt provisions for stringent enforcement of screening and buffering standards.
   - Require urban development standards such as curbs, gutters, and sidewalks for development in the UGA.

2. **Amend the County Development Regulations-Design Standards and Guidelines.** (GHPCPB, PALS, PAC)
   - Develop urban design standards and guidelines in the UGA for:
     - Two-family, attached single-family, and multifamily residential development dealing with site planning and building placement.
     - Two-family, attached single-family, and multifamily residential development dealing with architectural design and scale of buildings.
     - Commercial, civic, and industrial uses dealing with site design including building placement, landscape and buffering, and sign placement.
     - Commercial, civic, and industrial uses to address architectural details including height, massing, materials, storefronts, and canopy and awning styles.
     - Implement an Urban Sensitive Resource Overlay on sites that have been identified as open space in the Comprehensive Plan Open Space/Greenbelt Map throughout the UGA.
   - Provide flexibility in the design review process.
   - Develop standards and guidelines that preserve the rural character of the Gig Harbor Peninsula outside of the UGA.
   - Utilize Low Impact Development (LID) techniques, limit impervious surfaces, and preserve wildlife corridors and native vegetation on each site that is developed in the RSR designation.
   - Develop and adopt incentives for developments on contiguous pieces of property which are planned together, but not necessarily developed within the same time period.
   - Develop and adopt incentives to encourage developers to use innovative methods to provide a high quality of design and landscaping.
• Adopt bonus density standards for developments that incorporate superior design, increased open space, or natural landscaping amenities.

3. Amend the Shoreline Management Use Regulations. (PAC, PALS)
• Prohibit the vacation of unopened public rights-of-way at shoreline locations except when the vacation would enable a public authority to acquire the vacated property for public purposes.

**Mid-Term Actions**

1. Amend the Pierce County Sign Code. (PALS, PAC)
   • Develop and adopt standards that reduce the number and size of nonconforming signs.
   • Develop and adopt sign standards for Rural Neighborhood Centers that are consistent with the standards of the adjacent rural designation.
   • Prohibit off-site advertising signs and billboards in the rural area.
   • Permit signs throughout the rural area that increase public awareness of local farms, forests, and other habitat areas.

2. Develop and adopt a tree conservation regulation. (PALS, DNR, PWU)
3. Seek funding to develop freeway landscape plans at entrances to the community. (PALS, WDOT)
4. Pursue public assistance programs, grants, and incentives to facilitate the replanting of greenbelts on previously developed commercial and residential sites. (PALS, Parks, PCCD)
5. Work with the Washington State Department of Transportation, Department of Corrections, and Pierce County to manage and replant any forested areas within their control along SR 16. (PALS, WSDOT, WCCW, County Council)
6. Develop and adopt a Transfer of Development Rights (TDR) program that would allow residential density credits to transfer to urban areas in exchange for permanent preservation of agricultural lands and timberland. (PALS, County Council)
7. Develop and adopt a program that would allow the direct purchase of development rights on existing agricultural and forestland. (PALS, County Council, Parks)

**Long Term Actions**

1. Implement a monitoring program to evaluate the impacts of community design standards. (PALS)
2. Seek funding for the preservation of tracts of land used for agricultural purposes and forest practices. (PALS, PCCD, DNR, DFW)
Chapter 4: Natural Environment Element

INTRODUCTION

The Natural Environment and Open Space Element addresses the protection, conservation, preservation, and restoration of the natural resources on the Gig Harbor Peninsula including shorelines, water resources, vegetation, fish and wildlife habitat, and other critical areas. Protection and preservation of these critical areas, environmentally sensitive areas, and sustainable natural resources are key components of the community's vision. A number of environmental protection strategies are identified within this element including: Establishing land use practices which protect critical areas, preserving the environment in its natural state to the greatest extent possible, maintaining or improving the water resources, encouraging forest management which promotes sustainable harvests, limiting pesticide use, and developing educational and community outreach programs which further the awareness of environmental issues.

DESCRIPTION OF CURRENT CONDITIONS

In the past 50 years, the Gig Harbor Peninsula has experienced a high level of urban and suburban growth. With that growth has come a slow degradation of the natural environment and the fish and wildlife species that are supported by the native vegetation which constitutes habitat areas. Generally, there has been a decrease in the water quality of the streams, lakes, and wetlands in the plan area. The amount of native vegetation, open space, and populations and diversity in fish and wildlife species within the plan area has also decreased as development has occurred. However, several pockets of good quality habitat areas remain, many of which have been recently targeted for acquisition and restoration efforts. Understanding the condition of each component that makes up the natural environment is important to understanding the function of the whole ecosystem, and therefore, each particular resource warrants a more detailed discussion.

SHORELINES

The Washington State Shoreline Management Act (SMA) provides for the management of water bodies identified as “shorelines of the state.” In the Gig Harbor Peninsula area, these include Crescent Lake and all of the saltwater shorelines that surround the community plan area. Areas under jurisdiction of the SMA include these water bodies, all lands within 200 feet of their ordinary high water mark, and their associated wetlands and floodplains.

The Pierce County Shoreline Master Program (SMP), adopted by Pierce County under the SMA, includes five Shoreline Environments – Natural, Conservancy, Rural, Rural-Residential, and Urban. All shorelines are given a Shoreline Environment designation that reflects current conditions and identifies the type and intensity of allowed development.
The marine waters of Puget Sound that surround the Gig Harbor Peninsula and Fox Island, including Colvos Passage, the Tacoma Narrows, Hales Passage, Carr Inlet, Henderson Bay, and the many other minor bays and inlets, are all regulated shorelines of the state. The majority of the saltwater shorelines surrounding the Gig Harbor Peninsula is either designated as a Rural Residential Shoreline Environment or a Conservancy Shoreline Environment. Low to medium bank shoreline areas are typically designated as Rural Residential. Conservancy areas are generally located along the marine bluffs adjacent to Colvos Passage, the Tacoma Narrows, and the south side of Fox Island. The east side of Burley Lagoon is designated as an Urban Shoreline Environment. The sand spits and estuaries within the plan area have been designated as Natural Shoreline Environments.

Crescent Lake, covering approximately 47 acres, is the largest lake on the Gig Harbor Peninsula. Most of the land surrounding the lake is zoned for residential use and approximately 50 percent of this land is currently developed. The lake is used for recreational purposes and features a public boat launch. Crescent Lake lies in the Rural Residential Environment, except for the outlet to Crescent Creek which is in the Conservancy Environment.

Streams within the plan area, including Crescent Creek, Artondale Creek, Wollochet Creek, Ray Nash Creek, and Purdy Creek, have not been identified as shorelines of the state as they have been determined to have a mean annual flow of less than 20 cubic feet per second. If it is demonstrated that their flows exceed this threshold, they could then be included as shorelines subject to the SMA.

### Surface Water

#### Stormwater

The Gig Harbor Peninsula is located at the south end of Water Resource Inventory Area (WRIA) #15. The Pierce County Surface Water Management (SWM) Division is commencing a basin plan for this area. The plan will analyze the existing hydrologic and habitat systems and address the impacts of current and proposed land use development on surface water runoff, capital improvement projects, and habitat degradation. Information from this basin planning effort will provide some scientific analysis which can be used to help develop preferred land use designations.

As forested and native vegetative cover is replaced with development, surface water runoff (stormwater) tends to increase both in volume of runoff and rate in which the water drains off the land. Stormwater that has not been properly addressed can result in flooding, water quality and habitat degradation, negative impacts to fisheries, and erosion. Stormwater related issues can be correlated to the amount of impervious surface within a watershed or basin. Although total impervious surface area accompanying development is not the only factor in stormwater related issues, it is a readily measurable indicator that can be tracked and correlated to stormwater problems. Another indicator that is more difficult to measure, but can be correlated with more reliability, is effective impervious area. Effective impervious surfaces occur when impervious surfaces are directly connected to one another and the water flow is not interrupted by any pervious areas.
Historically, for the smaller storm events, runoff would stay on a site trapped in numerous small depressions and saturating the top several feet of soil. Flooding would occur only during larger storm events; when the soil was completely saturated, the water would then be conveyed downstream. As development has occurred, many of the small depressions were graded smooth and the top several feet of soil was removed or compacted. This type of development removed the ability of the land to contain the smaller storm events and subsequently surface water flooding started to become a problem during these smaller storm events. Increases in the number and capacity of connected drainage systems, in the form of ditches and pipes meant to drain properties and remove water quickly, also increase stormwater problems downstream.

**Peninsula Streams and Lakes**

There are no major rivers in the plan area. However, there are a number of smaller streams located throughout Gig Harbor Peninsula. Crescent Lake is the only lake of significant size within the plan area. The water resources for the plan area, including lakes and streams and their significant tributaries, will be discussed below.

Streams on the Peninsula include Artondale Creek, Crescent Creek, Donkey (North) Creek, Garr Creek, Goodnough (Gooch) Creek, Lay (Nelyaly) Creek, Ray Nash (Mark Dickson) Creek, McCormick Creek, Purdy Creek, Rosedale Creek, Sullivan Gulch Creek, Warren Creek, and Wollochet (Bitter) Creek.

The largest stream, Crescent Creek, flows south from Crescent Lake where it eventually empties into Gig Harbor Bay. At just under 47 acres, Crescent Lake is the largest lake on the Gig Harbor Peninsula. The other major creek emptying into Gig Harbor Bay is Donkey (North) Creek. Artondale Creek is the second longest creek in the plan area, and has one major tributary referred to as the east branch of Artondale Creek. The central creek’s headwaters start from significant wetlands and then the creek flows south, then east until it meets Wollochet Bay. The east branch of Artondale Creek originates in Maloney Lake. The other major stream entering Wollochet Bay is Wollochet (Bitter) Creek. Garr Creek is the largest tributary to Wollochet Creek and is surrounded mostly by residential development with some rural uses to the west. Further south, Sullivan Gulch Creek empties into Wollochet Bay. Originating from steep headwaters, the creek’s southerly flow is fed predominantly by seeps and wetlands. Moving west to the southern edge of the Peninsula bordering Hales Passage, Warren Creek flows in a southwesterly arc from an area of wetlands due east of the intersection at Warren Drive NW and 36th Street NW. The creek empties into a lagoon/estuarine area due north of the northern tip of Fox Island. The next set of streams empties into the waters surrounding Raft Island. The first of these two streams is known as Ray Nash (Mark Dickson) Creek and empties into Henderson Bay due south of the eastern tip of Raft Island. Its headwaters begin in significant wetlands and its mouth forms an estuarine zone. To the west about a third of a mile from the mouth of Ray Nash Creek is Lake Sylvia, which also feeds the creek’s most significant tributary, Lake Sylvia Creek. Northeast of Ray Nash Creek, flowing into an estuarine zone due east of Raft Island, is Rosedale Creek. Further north is Lay (Nelyaly) Creek which flows into Lay Inlet. McCormick Creek flows northwest from a large wetland located southeast of the SR 16 interchange at Burnham Drive into Henderson Bay. Goodnough (Gooch) Creek to the north also
empties into Henderson Bay near Purdy. The only significant stream that flows into Burley Lagoon is Purdy Creek.

**FLOODING**

Flooding is not a serious hazard in the plan area, largely due to the average stream size as well as the topography of the Peninsula. Because streams on the Peninsula all tend to drain into ravines and the area draining into each stream channel is relatively small (compared to other large rivers in Pierce County such as the Puyallup or Nisqually Rivers), flooding is not considered a threat. These small streams are short in length and drain directly into the Puget Sound, so the water is quickly removed from the Peninsula. Most flooding risks would be very localized in areas that are already active wetlands.

Any flooding that does occur on the Peninsula is primarily caused by large rainstorm events. During and immediately following an extremely heavy rainstorm, streams are prone to quickly fill up and flow over their banks. This creates an erosion problem called “scouring” along the stream’s bank and may result in landslides into the streambed. However, after the stormwater flow recedes, so does the flooding. Increased impervious surfaces in the form of roads and urban development, coupled with inadequate or malfunctioning stormwater systems, can increase the frequency and size of flooding events because more water remains on the surface rather than absorbing into the ground.

**GROUNDWATER AND WATER SUPPLY**

**GROUNDWATER**

Groundwater can be defined as any subsurface water such as underground springs or streams fed by one or more geologic formations called aquifers that contain sufficient saturated permeable (porous) material to convey water that can be collected with wells, tunnels, or drainage corridors, or that flows naturally to the earth’s surface via seeps or springs.

Currently, there is very little data available to describe in detail the location and/or availability of groundwater within the plan area. Water rights in the area are primarily based upon seniority of landowners and on jurisdictional needs. Pollution of groundwater doesn’t seem to be an issue presently for the interior of the Peninsula, but a few shoreline areas are experiencing significant saltwater intrusion problems.

Saltwater intrusion is the invasion of saline water from Puget Sound into aquifers that have been depleted of fresh water as a result of over-drafting (excessive withdrawal from wells) or the reduction of aquifer recharge due to seasonal variances or the effects of development, such as increased impervious surfaces. When aquifer levels along coastal areas decline below sea level, saltwater rushes in to fill in the gap in the water table. Once intrusion occurs, it can be virtually impossible to undo or reverse.

On the Gig Harbor Peninsula, saltwater intrusion tends to reach its peak during the summer months when pumping rates are highest during the lowest periods of aquifer recharge. As
development density increases along the coastal areas of the Peninsula, the problem of saltwater intrusion is expected to rise in correlation with increased groundwater withdrawals.

Saltwater intrusion (i.e., chloride levels exceeding 100 mg/L) has been identified through sampling of private wells on Allen Point, Point Evans, Henderson Bay near Kopachuck, Fox Island, Point Fosdick, and Horsehead Bay. The most significant saltwater intrusion has occurred in wells bordering Horsehead Bay.

<table>
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<th>Water Supply</th>
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<td>The Department of Ecology issues water rights in Washington State. A water right is a legal authorization to use a certain amount of public water for specific beneficial purposes. State law requires every user of streams, lakes, springs, and other surface waters to obtain a water right. Every use of groundwater must also obtain a water right unless less than 5,000 gallons of water per day will be used. Currently within the plan area, there are 92 small Group A water systems that have 15 or more connections or serve 25 or more people per day for 60 or more days per year regardless of the number of connections. Forty-four separate water purveyors are responsible for operating these systems. The three largest purveyors on the Peninsula are Washington Water Service Company (WWSC) at 21 square miles, City of Gig Harbor Water Department at six square miles, and Rainier View Water Company at four square miles. Peninsula Light has recently been approved by the Washington State Department of Health to offer Satellite System Management Agency (SSMA) services within its current electrical customer service area with an area of coverage measuring 590 acres, including approximately 263 acres on Fox Island. As an SSMA, Peninsula Light may own and/or operate noncontiguous water systems. Fox Island Mutual Water Association (FIMWA) is the primary water purveyor on Fox Island, serving approximately five square miles. WWSC, Gig Harbor’s Water Department, and FIMWA all have water systems plans approved by the Washington State Department of Health. As required by state law, water service areas are “exclusive service areas,” which means the designated system has the first right of refusal to serve within its service area. The plan area also includes a multitude of individual wells and Group B systems, which are systems serving 2-14 connections. There is not a complete inventory of individual wells or Group B systems available at this time. The City of Gig Harbor does not provide water service within all of its city limits or Urban Growth Area.</td>
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<th>Water Quality</th>
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| Water quality is typically measured in one of two ways, either by the uses it can support or by the chemical and pollutant levels in the water. The streams in the Gig Harbor Community Plan area are relatively small compared to others in the state. This means that many of the streams have no official test results, leaving the question open as to whether the streams meet the state standards. The Washington Administrative Code (WAC) 173-201A classifies streams by the uses they should be capable of supporting. Classification does not mean the water body meets the
standards necessary for the uses, only the standards it should be meeting. All of the streams, lakes, and marine bodies within the Community Plan area are classified as Class AA (Extraordinary) or Lake Class. Lake Class is as stringent as Class AA in that it requires no deviation from natural conditions. Class AA classification results in stringent standards for all water bodies since they are expected to support all identified uses. Peninsula area streams are not specifically listed, but since they feed AA marine bodies, they are classified similarly. This classification means the water must meet certain standards for fecal coliform organisms; dissolved oxygen; temperature; turbidity; pH range; toxic chemical or radioactive material concentrations; and aesthetic values.

There are only a few water bodies within the Gig Harbor Community Plan area that have been classified as having significant pollution problems, Burley Lagoon and Purdy Creek being the most serious. This pollution is primarily related to elevated levels of fecal coliform bacteria. Sources of fecal coliform pollution include animal manure and failed septic systems.

A few shoreline areas on the Gig Harbor Peninsula are experiencing significant saltwater intrusion problems. The presence of saltwater in the water supply can be determined by testing groundwater sources for the presence of chloride. Seawater contains approximately 19,000 milligrams per liter [mg/L] of chloride. Fresh water contains less than 10 mg/L. Untainted Gig Harbor aquifers measure between 2.5 to 4.0 mg/L. Although chloride levels can rise between 10 and 100 mg/L due to natural causes [sea spray and some historic geologic pockets] and/or human activities [such as septic drainfields and landfills], the Department of Ecology has determined that the presence of chloride levels over 100 mg/L indicates probable seawater intrusion. The Environmental Protection Agency [EPA] recommends that the chloride concentration of drinking water supplies be less than 250 mg/L. Shoreline area aquifers on the Gig Harbor Peninsula have tested as high as 645 mg/L. A sampling of private wells located on Allen Point, Point Evans, Kopachuck, Fox Island, and Horsehead Bay indicated levels over 100 mg/L. The most significant seawater intrusion is occurring in wells bordering Horsehead Bay. Point Fosdick wells are also experiencing elevated chloride levels measuring between 20 and 100 mg/L, which suggests possible seawater intrusion.

**Wetlands**

Wetlands are legally protected under the Federal Clean Water Act, the State Growth Management Act, and Pierce County Codes. Wetlands are those areas identified by the presence of water during the growing season, hydric soils, and the presence of a plant community which is able to tolerate prolonged soil saturation. These areas provide many important environmental functions including reducing the impact or frequency of flooding, providing habitat, recharging aquifers, providing clean water for fish and other aquatic species, and preventing shoreline erosion. Wetlands also provide visual buffers in the built landscape.

It is estimated that 50% to 67% of the total wetland acreage in Washington State has been lost since European settlement, and that 90% to 98% of urban area wetlands have been lost in the Puget Sound region. There are currently no estimates for how much wetland area has disappeared within the Gig Harbor Peninsula. There is evidence that property along the
shoreline in Purdy and areas in the Rosedale Valley and Ray Nash Valley, which historically supported wetlands, have been filled or altered to the extent that in some cases the wetland hydrology has been eliminated.

Wetlands are often found in the riparian zones along streams, at the edge of lakes, and adjacent to marine waters. These riparian zones often serve as passageways for wildlife migrating between or around developed areas. Wetland and riparian vegetation also helps to maintain optimum fish spawning conditions by providing shade, bank stabilization, a breeding ground for insects, and a source of organic material for the stream.

Submerged wetland plant communities can be found offshore where marine life utilizes them for food sources and/or protection from predators. Marine plants that can indicate the presence of wetlands include species such as eelgrass, kelp, pickleweed, and sea lettuce.

**FISH AND WILDLIFE**

**FISH**

There are diverse populations of saltwater, freshwater, and anadromous fish within the Gig Harbor Peninsula plan area. This is attributable to its extensive shoreline and surface water.

Saltwater (marine) species that are found in the waters offshore of the Peninsula include cabezon, dogfish, flatfish, greenlings, lingcod, Pacific cod, pollack, rockfish, skate, surf perch, and whiting. Also found in the waters surrounding the plan area are baitfish, such as herring, sand lance, and surf smelt. Baitfish are an important food source for predatory fish, birds, and mammals. Sand lance spawning areas are located on the east and south sides of the Gig Harbor Peninsula in Wollochet Bay and Hale Passage. Surf smelt spawning areas are located in Gig Harbor just outside and north of the entrance to the harbor, in Wollochet Bay, and on the east side of Henderson Bay.

Land-locked freshwater native species, specifically cutthroat and rainbow trout, are found in streams throughout the plan area. Several non-native species of bass, bluegill, and perch can be found in lakes within the Gig Harbor Peninsula.

The primary anadromous species found in streams within the Gig Harbor Peninsula plan area are the Coho (silver) and chum (dog) salmon. Specifically, Crescent Creek supports Chinook, Coho, and chum salmon runs. Donkey Creek supports runs of Coho and chum salmon as well as cutthroat trout. Artondale Creek and its east branch support runs of Coho salmon and cutthroat trout and Artondale Creek supports a run of chum salmon. Wollochet Creek is home to Coho and chum salmon runs. Garr Creek supports a run of Coho salmon and an unconfirmed run of chum salmon. Sullivan Gulch Creek supports a run of cutthroat trout. Warren Creek supports Coho salmon and cutthroat trout. Ray Nash Creek supports runs of Coho and chum salmon. Lake Sylvia Creek supports a run of chum salmon, but driveway culverts and a dam at the outlet to Lake Sylvia are barriers to fish passage. Rosedale Creek supports Coho and chum salmon runs. Chinook salmon have been introduced in Rosedale Creek, but the success rate for adult return is not known. Volunteers have been planting Coho and chum salmon in Lay Creek for several years with a reported high rate of hatching and successful adult return. McCormick
Creek supports a minor run of Coho, chum, and steelhead salmon as well as cutthroat trout. Periodic Chinook strays have also been sighted in McCormick Creek. Purdy Creek supports Coho and chum salmon runs as well as steelhead and cutthroat trout, but Highway 16 and a blockage near the estuary at low tide impede fish passage.

**Shellfish**

Shellfish are an important commercial and public recreational resource for the Gig Harbor Peninsula for residents and visitors. The following species of shellfish can be found in the marine waters adjacent to the plan area: abalone, clams (hard-shell, razor, and soft-shell), crabs (Dungeness and red rock), geoducks, mussels, octopi, oysters, scallops, sea urchins, sea cucumber, and shrimp. Known locations of hard-shell clams include Burley Lagoon, Fox Island’s Gibson Point, and Raft Island. Public shellfish beaches include: Cutts Island State Park, Kopachuck State Park, Purdy sand spit, Sunrise Beach County Park, Tacoma Narrows, and Fox Island near the bridge.

Local shellfisheries process geoducks and oysters for the most part and, in recent years, commercial oyster operations have suffered from elevated coliform (bacteria indicating fecal contamination) counts in marine waters. Public beaches have been closed on occasion for contamination concerns related to coliform and Red Tide or to prevent overharvesting, which can also be detrimental to local shellfish populations.

**Wildlife**

There are a variety of different wildlife habitats contained within the Gig Harbor Peninsula that range from forests to prairie-type grasslands to wetland, riparian, and coastal areas. This broad range of habitats is host to a wide variety of wildlife species native to the Pacific Northwest.

The forested and shrub areas support numerous large and small mammals, birds, reptiles, and amphibians. The most common smaller mammals found in these areas include chipmunks, foxes, hares, mice, opossums, porcupines, raccoons, shrews, skunks, and squirrels. A small number of larger animals including the Colombian black-tailed deer and coyote occur where large contiguous forests remain. Common bird species found in forested and shrub areas are chickadees, crows, finches, goldfinches, hawks, jays, mountain quail, owls, pheasants, robins, thrushes, warblers, and woodpeckers. There have also been a number of recent sightings of black bears by residents of the Gig Harbor Peninsula plan area. Amphibians and reptiles commonly found in the plan area’s forest and riparian environments are frogs, garter snakes, salamanders, and toads.

Grassland environments are home to small mammals, specifically minks, moles, muskrats, rabbits, shrews, and voles (mice-like rodents), and a variety of bird species, such as blackbirds, quails, snipes, sparrows, starlings, and swallows.

Wetland, riparian, coastal, and open water areas are populated primarily by a few mammals such as bats, beavers, river otters, and sea lions as well as a wide variety of bird species such as bald eagles, ducks, Canadian geese, goldeneyes, grebes, herons, kingfishers, mergansers, ospreys, and teals. The Winchester Swamp on the Gig Harbor Peninsula is home to a great blue
heron colony and Allen Point and Cutts Island are home to pigeon guillemot colonies. Just off the southern tip and the western midpoint of Fox Island are haulout areas for California sea lions and northern sea lions.

Urban development, logging, and agricultural practices on the Gig Harbor Peninsula have substantially reduced wildlife habitat through the years. However, valuable habitat qualities still remain in the undeveloped, large native vegetation tracts and around the remaining wetlands and riparian (streamside) forests throughout plan area.

**ENDANGERED, THREATENED, SENSITIVE, AND CANDIDATE WILDLIFE SPECIES**

Congress passed the Endangered Species Act [ESA] in 1973 to protect species of plants and animals that are of "aesthetic, ecological, educational, historical, recreational, and scientific value." The ESA is also intended to protect the listed species' “critical habitat,” which is the geographic area occupied by and/or essential to the protected species.

Areas identified by the Washington Department of Fish and Wildlife as containing protected species of wildlife and plants are labeled as Priority Habitat Areas. Washington State status of fish and wildlife species is determined by the Washington Department of Fish and Wildlife. Factors considered include abundance, occurrence patterns, vulnerability, threats, existing protection, and taxonomic distinctness. The status categories are as follows:

**Endangered (E):** In danger of becoming extinct or extirpated from Washington.

**Threatened (T):** Likely to become endangered in Washington.

**Sensitive (S):** Vulnerable or declining and could become Endangered or Threatened in the state.

**Candidate (C):** Under review for listing.

**Monitored (M):** Taxa of potential concern.

Species of concern are primarily found within designated Priority Habitat Areas on the Gig Harbor Peninsula and Fox Island and include the bald eagle (T), great blue heron (M), harbor seal (M), and osprey (M). Mountain quail, which have been spotted in several areas on the Peninsula and Fox Island, are classified “rare or uncommon” with only 21 to 100 occurrences within the state, as are several native salmonid species including Chinook, chum, and Coho.

**OPEN SPACE**

The term open space can mean a variety of things to different people. Some people think of open space as wild, undisturbed areas (i.e., natural open space) that serve as habitat for fish and wildlife. Others think of artificially landscaped areas which offer a sense of visual relief from the built environment and a place to conduct passive recreation activities (i.e., greenbelts, golf courses, and parks), as open space. When considered together, all of these areas provide people a place to connect with nature.
**HISTORY OF OPEN SPACE IN PIERCE COUNTY**

Since 1972, the County has offered a Current Use Assessment (CUA) program. This program provides property owners with a tax reduction incentive to maintain properties in productive agricultural land, timberland, or open space land condition. At the present time, there are approximately 300 properties enrolled under the open space category of the CUA program. In the summer of 1999, the administrative procedures for the CUA program were revised and a public benefit rating system (PBRS) was adopted as a means of ranking applications for the CUA open space category.

The County Council approved the Conservation Futures Program in 1991. Establishment of this program authorized the County to collect a real-estate property tax (6¼ cents per $1,000.00 of assessed valuation) for the acquisition of open space properties or conservation easements. To date, the County has collected 8.4 million dollars and purchased and/or preserved 32 properties/conservation easements including open space sites like the Narrows Park and Purdy B sites.

In 1995, the County’s newly adopted Comprehensive Plan was appealed to the Central Puget Sound Growth Management Hearing Board (GMHB). One of the issues appealed was the lack of open space/greenbelt policies and map. In response to the GMHB’s decision, the County Council adopted a set of open space policies and an open space/greenbelt map in 1996. These policies included direction to form an Open Space Implementation Committee (OSIC) as a forum to comprehensively address open space issues at the Countywide scale. The County Council moved forward in implementation of these policies in 1997 and created the OSIC whose main tasks were to explore and address open space issues identified in the Comprehensive Plan.

The County Council adopted open space priorities in 1998. These priorities were established for any County program that provides for the preservation of open space. Open space resources were categorized as high, medium, or low priority for preservation or acquisition. In 1999 the County Council adopted a Comprehensive Plan text amendment which established a revised open space/greenbelt map based upon the high priority open space categories (critical salmon habitat, fish and wildlife habitat, wetlands, tidal marshes, estuaries, rivers and streams, marine waters, and wooded areas). These areas will receive the highest priority for any Pierce County programs that acquire or otherwise preserve lands for open space.

**PIERCE COUNTY COUNTY-WIDE PLANNING POLICIES**

All jurisdictions within Pierce County participate in the development of the County-Wide Planning Policies (CWPPs.). Each jurisdiction’s comprehensive plan needs to be consistent with the policies established in the CWPPs. The Pierce County CWPPs require all jurisdictions to plan for the provision of open space; consider as open space parks, environmentally sensitive lands and greenbelts, natural buffers, scenic and natural amenities unique geological features; designate appropriate open space; and encourage new housing to locate in a compatible fashion with open space designations or outside designated open space.
The Pierce County Comprehensive Plan contains several policies that address open space. These policies establish some general criteria for areas that should be considered for open space. These criteria include areas where natural processes (e.g., wetlands and tidal actions) occur or sites that contain unusual landscape features (e.g., cliffs and bluffs), wooded areas, environmentally unique areas, and parcels which provide connectivity in the open space network. The open space/greenbelt areas within the County are depicted in the map referenced in policy 19A.30.170 I. Section 19A.30.130, Objective 57A, states County programs which provide for preservation of open space shall have established priorities and these priorities will be used to rate open space proposals for Conservation Futures funding, Open Space Current Use Assessment taxation, Development Regulations bonus densities, and other County programs which acquire or preserve open space areas. Section 19A.30.130, Objective 59B, sets forth policies on the management and stewardship of County-owned open space lands. Finally, 19D.170 identifies the County’s open space priorities grouped under high, medium, and low priorities.

The Pierce County Comprehensive Park, Recreation, and Open Space Plan (referred to as the Parks Plan) provides general direction and guidance for both facilities and programs.

Title 18A, Development Regulations-Zoning, Section 18A.35.025 contains standards for minimum residential amenities which include provisions for on-site open space areas. These standards require the dedication of open space land per dwelling unit for subdivisions and mobile home parks. Section 18A.35.050 addresses open space issues such as density incentives, open space location and designation criteria, permitted uses, classification mechanisms, and public access. Permitted uses within this designated open space include pervious and impervious surface trails, passive recreation and associated accessory structures, agricultural practices and associated structures, aquaculture, utility easements, and drainfields.

Different open space programs and development regulations lend themselves to protection and restoration of various designated open space areas. For example, when designated open space areas fall within the jurisdiction of the State’s Shoreline Management Act, the County’s Shoreline Management Use Regulations are in effect. Likewise, when an open space area is located within a designated critical area, which is often the case since the mapping was primarily based upon critical area information, the County’s Critical Area Regulations would apply. Outright purchase and other acquisition efforts, such as obtaining conservation easements, can be applied through the County’s Conservation Futures Program or local land trust efforts. Property owners may choose to leave portions of their properties in an undeveloped condition in return for a reduction in their property taxes under the Current Use Assessment (CUA) program. Pierce County Conservation District Stream Team efforts and
those of other local environmental organizations work to enhance and restore degraded riparian areas. Finally, the County’s zoning regulations require a dedication of open space for certain types of development.

**EXISTING PUBLICLY-OWNED OPEN SPACE SITES**

The Gig Harbor Peninsula Community Plan area contains several designated open space sites. The County Parks Department, utilizing Conservation Futures Program monies, purchased or is in the process of purchasing open space sites including Purdy B, Narrows Park, and the Homestead site.

**SIX YEAR CAPITAL FACILITIES PLAN FOR REGIONAL OPEN SPACE**

Currently the Countywide Level of Service (LOS) for Open Space (or Resource Conservancy Land) is 2.2 acres per 1,000 in population. The current LOS for Resource Conservancy land on the Gig Harbor Peninsula is 1.1 acres per 1,000 population. The estimated 2000 plan area population is 30,500. In the year 2017 the estimated plan area population will be approximately 52,000. If the 2017 population is used as a bench mark, 57.2 additional acres of Resource Conservancy land will be needed as compared to the Countywide LOS. (Note: these population projections are subject to change based upon annexation, new census data, etc.)

**DESCRIPTION OF DESIRED CONDITIONS**

The natural systems on the Gig Harbor Peninsula provide the citizens with the opportunity to live, work, and play in a healthy and scenic environment. The native vegetation and marine and fresh waters contribute to the livability of the area the residents treasure. Preserving the remaining fish and wildlife species and the native vegetation that provides the habitat for these species is important to the residents of the Gig Harbor Peninsula. Accommodating new growth while still maintaining the functions and values of the natural environment is a high priority. The following text describes the desired condition for each resource type in more detail.

**SHORELINES**

The natural features and critical functions of the marine and freshwater shoreline areas should be preserved and protected for present and future generations. Implementation of shoreline regulations should promote long-term values and goals above short-term interests. It is important that the Shoreline Master Program (SMP) classify the Peninsula area shorelines based on the natural shoreline processes, natural features, habitat value, and the criteria identified for shorelines of the state. Development standards along shorelines should ensure the preservation of native vegetation and wildlife habitat and protect water quality and natural shoreline processes. Low impact development tools should be considered for implementation. Additional public access and recreational opportunities at shoreline locations is a community priority and should be provided whenever possible.
**Surface Water**

Surface water should not negatively impact properties located downstream from development. Uncontrolled surface water can damage property, negatively impact the natural environment, and disturb salmon spawning areas. To minimize impacts associated with uncontrolled surface water runoff, including soil erosion, flooding, and stream scouring, it is imperative that new development be properly designed. Impervious surface should be limited to the greatest extent practical. Low impact development standards should be utilized, particularly on sites that contain critical areas, environmentally sensitive areas, and designated open space.

**Groundwater and Water Supply**

The Gig Harbor Peninsula faces potential water supply problems in the future. Groundwater supplies contained within the Gig Harbor Peninsula aquifer should be protected and conserved. Water conservation measures should be implemented when possible. The Gig Harbor Peninsula is susceptible to saltwater intrusion and several locations have shown evidence of some saltwater contamination. Water availability, water needs, and water conservation measures should be evaluated in each land use decision process. Land use and development decisions should be made with an emphasis on sustaining a long-term supply of high quality groundwater upon which the residents of the Gig Harbor Peninsula depend.

**Water Quality**

Pollutants and sediment are often carried to surface water bodies by stormwater runoff. Aquifers can be damaged by non-point sources of pollution or by simply not capping abandoned wells. Modifying the way certain types of land use activities are conducted can improve water quality standards. Agricultural practices should be modified to eliminate fecal coliform bacteria contamination into riparian areas. Forest practice activities that result in erosion and increased water temperatures should be avoided by providing adequate buffers. On-site sewage system requirements and practices that could potentially allow contamination of surface water and groundwater should be eliminated. Water quality can be protected for current and future generations through the control and elimination of non-point sources of pollution, implementation of Best Management Practices (BMPs), public education, voluntary stewardship, and resource conservation. These changes should be implemented to increase the quality of water within the plan area.

**Wetlands**

Protecting wetlands within the community is a major concern. Wetland systems should be preserved, enhanced, and restored within the plan area. Efforts to educate the public regarding the function, value, and importance of protecting wetlands should be pursued. An inventory of wetlands within the plan area should be completed. Wetlands that provide protection for federal or state listed endangered or threatened plant, fish, or animal species
should receive the greatest protection. In addition, any future development activities should be conducted in such a manner as to maintain the quality and function of the existing wetland complexes. Where feasible, wetland restoration activities should be undertaken to increase the healthy functioning of wetland systems which may have degraded as a result of development actions. A comprehensive review of wetland penalty and enforcement provisions should occur to determine if these provisions are adequate to serve as a deterrent to illegal wetland activities. Property owners who do have property that contains wetlands should continue to receive assurance that a reasonable use of the property will be allowed in the future. Transfer of development rights, purchase of development rights, tax reductions, and other types of incentive programs should all be explored as methods of compensation for properties that contain wetlands.

Fish and Wildlife

The existing fish and wildlife species contained within the plan area and the natural habitats that support these species should be protected and preserved. Pierce County should provide educational information on the existing fish and wildlife species located within the plan area and on Best Management Practices (BMPs) for retaining these species. Fish passage barriers in the streams within the plan area should be removed and steam that provide quality fish habitat should be preserved. Current riparian area buffer standards should be reviewed against the best available science and increased where existing standards do not adequately protect the functions and value of the aquatic ecosystem. Wildlife corridors that facilitate wildlife movement within the plan area should be protected. Areas containing trees that provide snags, nesting, and roosting sites for state or federally listed threatened or endangered bird populations should be protected. A prioritization list of habitat improvement projects for the plan area should be developed. The Critical Area regulations should be amended to establish riparian area buffers based on the best available science. Habitat Management Plans (HMPs) should be required for development projects in all sensitive resource designations (open space corridors) and development projects within the shoreline jurisdiction. Implementation of low impact development techniques should be explored as a method to stop the degradation of fish and wildlife habitat areas. Acquisition of the remaining high quality priority habitats within the plan area is a priority.

Open Space

Protection and preservation of the ecological features of the riparian corridors and near-shore environment that help to provide a high quality of life for the citizens that live throughout the Gig Harbor Peninsula is a community priority. The County-wide open space/greenbelt map should be amended to reflect the existing and desired system of open space within the community for future generations. Open space areas that provide quality fish and wildlife habitat should be preserved and restored. Public and private acquisition, preservation, and restoration efforts within the designated open space areas should be pursued through cooperative agreements and public education and outreach efforts. Open space acquisition efforts should focus on land targeted by the community. These sites are described as high
priority open space acquisition areas. Development within designated open space areas should be limited through established density and intensity levels, appropriate uses, and low impact development techniques. Open space dedications should continue to be a development incentive option that can be used to increase the density or intensity of a project site. Native buffer areas, vegetative screens, and greenbelts should be incorporated into the overall system of open space in order to soften impacts of development, provide opportunities for trails, create opportunities for pocket parks, and promote design that is consistent with community established standards as well as providing fish and wildlife habitat. See Map E-4: Open Space Corridors.

**Environment Policies**

**Goals**

The various natural systems, critical areas, and resource lands on the Gig Harbor Peninsula provide residents the opportunity to live, work, and play in a healthy environment. The function and value of these features which contribute to the scenic beauty and livability of the area should be maintained, protected, and enhanced for the enjoyment and use of present and future generations. Protect and conserve all elements of the natural environment on the Gig Harbor Peninsula, including fish and wildlife habitat, native vegetation, aquifer recharge areas, lakes, streams, wetlands, steep slopes, and marine shorelines by carefully controlling growth and limiting development in sensitive ecosystems.

**Shorelines**

**Goal GH ENV-1** Marine and freshwater shorelines have historically contributed to the economic, recreational, and cultural identity of the Gig Harbor Peninsula. Because of the high quality of life that is offered by living and working near the water, these shoreline areas have received some of the greatest development pressures within the community plan area. It is important that the natural features and critical functions of the marine and freshwater shoreline areas be preserved and protected for present and future generations. The natural character and ecology of the shoreline environment should be preserved. Land use policy should promote long-term values and goals above short-term interests.

**GH ENV-1.1** Ensure that the Shoreline Master Program (SMP) accurately identifies and classifies all marine shorelines and freshwater lakes and streams in the Gig Harbor Peninsula plan area based on shoreline processes, natural features, and habitat value.
GH ENV-1.2 Develop a detailed inventory of shoreline conditions within the plan area, including the number, type, and location of shoreline armoring projects, stairs, docks, and piers. The survey should also include public access points, marinas, stormwater discharge points, and potential septic system failures. Valuable habitat areas, such as eelgrass beds and baitfish spawning areas, should also be included. The shoreline inventory should be integrated into the County Geographic Information System (GIS).

GH ENV-1.3 Revise the SMP to reflect shoreline environmental designations that accurately represent current conditions of the shorelines, the scientific understanding of shoreline processes, and the community's attitudes toward shoreline management.

GH ENV-1.3.1 Sites with environmental constraints, recreational land, and properties for which a land trust has an interest through ownership, easement, or other binding agreement should be designated as Conservancy.

GH ENV-1.3.2 Unique features such as sand spits, estuaries, and marine feeder bluffs should receive a Natural designation.

GOAL GH ENV-2 Development standards along shorelines should ensure the preservation of native vegetation and wildlife habitat and protect water quality and natural shoreline processes.

GH ENV-2.1 Consider implementing low impact development tools. These include reducing the amount of impervious surfaces on each site, minimizing soil disturbance and erosion, disconnecting constructed drainage courses, and utilizing micro-detention facilities on each lot, (provided such facilities would not contribute to landslide hazards or slope failures) where feasible, rather than one facility at the end of a conveyance system.

GH ENV-2.2 Require a tree canopy and native vegetation buffer plan for new development in all shoreline environments.

GH ENV-2.2.1 Discourage lawn areas that extend to the edge of slopes, bluffs, or beaches. Encourage retention of native vegetation immediately adjacent to the waterbody in any required setback.

GH ENV-2.2.2 Require protection for trees, including snags, located along the shoreline.

GH ENV-2.3 Allow new bulkheads and other hard armoring structures along shorelines only when it is demonstrated that beach nourishment or other bioengineering soft armoring techniques would likely be ineffective.

GH ENV-2.3.1 Authorize new and replacement bulkheads only when accessory to an existing residential dwelling that is in imminent danger of damage caused by beach erosion and only after alternative techniques are determined to be unsuitable.
GH ENV-2.3.2 Authorize new and replacement bulkheads for other non-water-dependent uses only when an existing structure is in imminent danger of damage caused by beach erosion, and alternative techniques have been ruled out.

GH ENV-2.3.3 Construct non-water-dependent structures (including single-family residences) along the shoreline at a sufficient distance from the shoreline to ensure that bulkheads are not necessary for the lifetime of the structure.

GH ENV-2.3.4 Prohibit new bulkheads on vacant parcels and below feeder bluffs.

GH ENV-2.3.5 Establish a tracking system for bulkheads and other shoreline armoring projects that would allow the continued tracking of these structures while facilitating a more consistent review process.

GH ENV-2.4 Base allowable uses along the shoreline on the Comprehensive Plan land use designation and SMP and permit them on a case by case basis.

GH ENV-2.4.1 Analyze the cumulative impacts of shoreline development when evaluating an individual project.

GH ENV-2.4.2 The Hearing Examiner may approve a specific land use through a site plan review process based on the unique characteristics of each site.

GH ENV-2.4.3 Permit outright or administratively detached single-family residential homes and associated accessory structures when located outside of the defined shoreline setback.

GH ENV-2.4.4 Generally prohibit new construction or any expansion of an existing structure over the water (e.g., boathouses shall be located landward of the ordinary high water mark).

GH ENV-2.5 Base residential densities on a particular site on the densities described in the Development Regulations in the Pierce County Code.

GH ENV-2.6 Strictly control requests to obtain variances from development standards along the shoreline. Grant variances only in extraordinary circumstances relating to the physical character or configuration of the building lot.

GH ENV-2.7 Prioritize vegetation and tree preservation in shoreline locations that are identified on the Open Space Corridors Map.

GH ENV-2.7.1 Encourage retention of native vegetation and trees immediately adjacent to the waterbody in any required setback.

GOAL GH ENV-3 Promote education, awareness, and outreach programs that emphasize best management practices (BMPs) and environmental stewardship for waterfront property owners.

GH ENV-3.1 Discourage the use of fertilizers and pesticides on lawns in shoreline areas. Offer educational information to residents on environmentally friendly, non-chemical alternatives.
GH ENV-3.2  To discourage erosion, encourage limbing or pruning trees for view enhancement instead of removing an entire tree. Remove tree stumps on a case by case basis.

GH ENV-3.3  Increase awareness and enforcement of SMP rules to prevent the loss of wildlife habitat.

GH ENV-3.4  To help control surface water runoff, discourage vegetation removal during construction and site development activity.

GH ENV-3.5  Encourage homeowners to reduce the amount of water entering the ground or running across the surface at high or medium bank locations. Screen drainage pipes from view along marine bluffs whenever possible.

GH ENV-3.6  Provide a list of bulkhead design options that encourage alternatives to traditional concrete, rock, or timber bulkheads. Examples include beach nourishment and soft armoring techniques such as adding drift logs and bioengineering measures that include proper groundwater and vegetation management.

GOAL GH ENV-4  Encourage shoreline restoration activities that increase the function and value of the nearshore environment.

GH ENV-4.1  Require a habitat restoration plan for shorelines on those sites that have existing shoreline violations prior to any permit approval.

GH ENV-4.2  Encourage the removal of bulkheads and other hard armoring along marine waters where it would improve fish habitat.

GH ENV-4.3  Promote the voluntary retention and replanting of native vegetation along lakes, streams, and marine waters.

GOAL GH ENV-5  Promote coordination between Pierce County and other agencies, such as the City of Gig Harbor, Army Corps of Engineers, and state agencies such as the Departments of Ecology, Fish and Wildlife, and Natural Resources, that have an interest in shoreline issues.

GH ENV-5.1  Coordinate with other agencies in the development of an inventory of shoreline conditions within the plan area.

GH ENV-5.2  Provide additional County resources to monitor the health of the nearshore environment and to enforce shoreline violations.

GH ENV-5.3  Consider monitoring shoreline areas for environmental degradation and SMP violations.

GOAL GH ENV-6  Increase recreational opportunities at existing shoreline access points and promote additional public access to shoreline locations.

GH ENV-6.1  Encourage acquisition of shoreline access points that provide opportunities for boat launches, public docks or piers, beach walking, wildlife viewing, and other shoreline-dependent uses. Protect public rights to access beaches, shorelands, tidelands, and associated waterbodies.
GH ENV-6.2  Prohibit the vacation or trading of unopened public rights-of-way at shoreline locations, except when the vacation or trade would enable a public authority to acquire the vacated property for public purposes.

GH ENV-6.3  Actively pursue public access to marine and fresh waters to provide non-waterfront neighborhoods and the general public permanent access to those waters.

GH ENV-6.4  Promote development of public and private pedestrian access to shorelands and tidelands. Property owners that provide public access to marine waters may be eligible for a property tax reduction.

GH ENV-6.5  Access and use of public beaches and state-owned tidelands in front of private waterfront properties is permitted and encouraged. Maintain mitigation of impacts (e.g., trash receptacles, buffering) to adjacent property owners at shoreline access points.

GH ENV-6.6  Include public easements dedicating access to designated public waterfront areas as part of private upland development projects prior to site development.

GH ENV-6.7  Encourage signs that provide the general public with directions to the various public shoreline access locations in the plan area.

**Surface Water**

**GOAL GH ENV-7**  Apply low impact development (LID) standards on properties designated as Rural Sensitive Resource or with the Urban Sensitive Resource Overlay, critical areas, designated open space areas, and proposed new developments on County-owned properties.

GH ENV-7.1  Require property owners to conduct a geotechnical evaluation of properties that contain landslide and erosion hazard areas prior to clearing or site development. This geotechnical report shall recommend stormwater runoff options prior to construction of a stormwater system.

GH ENV-7.2  Require a conceptual stormwater drainage plan for any of the following projects when subject to review by the Peninsula Advisory Commission (PAC):

GH ENV-7.2.1  All development projects, except for an individual single-family residence, on sites that are 3 acres in size or greater;

GH ENV-7.2.2  Commercial, civic, or industrial development in the Rural Sensitive Resource and Urban Sensitive Resource Overlay designations;

GH ENV-7.2.3  Residential subdivisions in the Rural Sensitive Resource and Urban Sensitive Resource Overlay designations;

GH ENV-7.2.4  Residential developments at a density of 4 dwelling units per acre or greater;

GH ENV-7.2.5  Any residential subdivision of land into 20 or more lots;
GH ENV-7.2.6 Buildings that exceed 8,000 square feet; and
GH ENV-7.2.7 Projects that create 50% or more impervious surfaces on a site.

GH ENV-7.3 Submit the conceptual stormwater drainage plan prior to the PAC hearing. A conceptual stormwater plan shall contain the following information to determine if the proposal is likely to meet the stormwater development standards:

GH ENV-7.3.1 An analysis of how runoff will functionally relate to the finished project;
GH ENV-7.3.2 An evaluation of the soils on the project site;
GH ENV-7.3.3 A discussion of the proposed type of stormwater control facility; and
GH ENV-7.3.4 An analysis of existing drainage patterns and existing drainage problems in the vicinity and downstream of the project site.

GH ENV-7.4 Regulate the filling or modification of surface waters and natural stormwater retention areas.
GH ENV-7.4.1 Prohibit filling or modifications that decrease or detrimentally affect the existing water levels and water storage capacity within perennial and intermittent streams, ponds, or wetlands.
GH ENV-7.4.2 Address the cumulative impacts of the decrease in natural water retention areas by the filling of potholes located on or contiguous with several separate parcels. Provide an analysis which identifies how this water will be retained elsewhere on site. Notify affected adjacent property owners.

GROUNDWATER

GOAL GH ENV-8 The Gig Harbor Peninsula is completely dependent on local groundwater for supply. Groundwater quality and supply are generally good throughout the Peninsula; however, the area is susceptible to saltwater intrusion and several locations have shown evidence of some saltwater contamination. Evaluate water availability, water needs, and water conservation measures in each land use decision process.

GH ENV-8.1 Institute minimum natural vegetation retention requirements that provide areas for infiltration of surface water and groundwater recharge to occur. Such requirements should be complimentary to vegetation retention requirements for other objectives of the Natural Environment and Open Space Element.

GH ENV-8.2 Encourage a reduction in the amount of irrigation that occurs on grass or landscape vegetation that has been installed over soils that have been scraped of the organic layer.

GH ENV-8.3 Encourage drip irrigation systems and promote water conservation methods for lawn watering (e.g., even-numbered houses would water on even-numbered days, promote conservation pricing measures, etc.).

GH ENV-8.4 Discourage extensive, irrigated landscape areas in new developments.
GH ENV-8.5 Pierce County should work with the Tacoma-Pierce County Health Department to install signage around the perimeter of wellhead protection areas and the most sensitive aquifer recharge areas.

GH ENV-8.6 Identify and protect aquifer recharge areas throughout the Peninsula through the Kitsap Basin (Water Research Inventory Area #15) planning effort.

GH ENV-8.6.1 Assess streams and develop habitat improvement projects.

GH ENV-8.6.2 Identify potential restoration areas through the Gig Harbor Peninsula Basin planning effort.

GH ENV-8.6.3 Work with existing volunteer groups, such as the Pierce County Conservation District Stream Team, to provide restoration actions on identified sites.

GH ENV-8.6.4 Provide a long-term forum for addressing water quality issues within the plan area using the current Key Peninsula-Gig Harbor-Islands (KGI) Watershed Committee or a similar organization.

GH ENV-8.6.5 Establish shellfish protection districts in areas that are affected by a shellfish downgrade to indicate a commitment to restore shellfish harvesting within the area.

GH ENV-8.7 Require that new marinas and remodels of existing marina facilities be outfitted with appropriate waste disposal facilities such as fixed or floating pumpout or dump stations. Require that public boat ramp facilities be equipped with dump stations for boaters’ portable toilets.

GH ENV-8.7.1 Require portable toilets or permanent restroom facilities and refuse containers to be located at all public boat launch locations.

WETLANDS

GOAL GH ENV-9 Require the evaluation and mitigation of the potential impacts of stormwater runoff on wetland hydroperiods when it is determined that a development project will contribute runoff to the wetland.

GH ENV-9.1 Encourage restoration of wetlands that have been degraded as a result of previous development actions within the plan area.

GH ENV-9.1.1 Pursue grants and other funding sources that could be used to restore important wetland systems that were degraded.

GH ENV-9.1.2 Promote programs that involve volunteer efforts to clean up and repair the function and value of damaged wetlands.

GH ENV-9.2 Promote and encourage direct acquisition or conservation easements at important wetland areas within the plan area, such as Winchester Swamp.
**FISH AND WILDLIFE**

**GOAL GH ENV-10**  Preserve the existing fish and wildlife species contained within the plan area and the natural habitats that support these species. Provide additional education to other agencies and to the general public on the existing fish and wildlife species located within the plan area and on best management practices (BMPs) for retaining these species. Facilitate fish passage in the creeks and streams located within the plan area.

**GH ENV-10.1**  Implement the Rural Sensitive Resource and Urban Sensitive Resource Overlay designations within Biodiversity Management Areas (BMA) and wildlife corridors.

**GH ENV-10.2**  Include BMAs and wildlife corridors as habitats of local importance in the Fish and Wildlife chapter of the Critical Areas Regulations.

**GH ENV-10.2.1**  Establish buffers that are sized according to the best available science. Buffers should be located around important features, such as heron rookeries.

**GH ENV-10.2.2**  Restrict construction activities (e.g., loud noises) that could disturb birds during nesting periods.

**GH ENV-10.3**  Require that the location of all designated riparian area buffers be clearly and permanently marked as a native growth protection area with appropriate signage on any project site prior to initiation of site work.

**GH ENV-10.4**  Require that all designated riparian area buffers be reserved as open space and identified as native growth protection areas on the face of the plat and as a deed restriction on the property. Native growth protection easements for buffers should be established and recorded as part of the approval process.

**GH ENV-10.4.1**  Require a predevelopment habitat inventory for the project site (including riparian and terrestrial habitat). The habitat inventory will provide information regarding the types of species that could be expected to live within a given environment.

**GH ENV-10.5**  Require a permit for development of ponds for farm uses, fish propagation, and wildlife or waterfowl habitat that are contiguous to wetlands, lakes, ponds, or streams. Permit such uses only if the natural drainage pattern is not adversely altered.

**GH ENV-10.5.1**  Prohibit channeling, riprapping, diking, or other stream bank stabilization methods that detrimentally increase stream flow or adversely impact the stream’s existing characteristics in any other way.

**OPEN SPACE**

Identify a system of open space corridors within the Gig Harbor Peninsula Community Plan area that serves to refine the adopted Countywide Open Space Corridors Map. Foster preservation, restoration, and enhancement of these areas that are designated as open space. Identify
implementation strategies to preserve the critical features and functions of these natural areas for future generations.

Continue to protect and preserve the ecological features of the riparian corridors and nearshore environment that help to provide a high quality of life for the citizens that live throughout the Gig Harbor Peninsula. Refine the Countywide Open Space Corridors Map to reflect the existing and desired system of open space within the community for future generations. Strive to create and enhance open space corridors along important fish and wildlife habitat locations that provide a healthy ecosystem and pleasing scenery. Identify and prioritize properties within the designated open space system for acquisition and access opportunities. Promote public and private acquisition, preservation, and restoration efforts within the designated open space areas through cooperative agreements and public education and outreach efforts. Permit limited development within designated open space areas through established density and intensity levels, appropriate uses, and low impact development techniques.

GOAL GH ENV-11  The Countywide Open Space Corridors Map identifies those areas that are the highest priority for open space preservation and enhancement. Refine the Countywide Open Space Corridors Map for the Gig Harbor Peninsula Community Plan area based on a detailed analysis of the high priority resource categories and existing development patterns on the Peninsula.

GH ENV-11.1 Identify other important areas in the community that may be located outside of the designated open space system for potential open space acquisition.

GH ENV-11.2 Consider acquiring a significant portion of the properties that are referred to as Crescent Ridge Trails for open space purposes.

GH ENV-11.3 In a rapidly developing area like the Gig Harbor Peninsula, it is important to acquire land for open space before sites become cost prohibitive.

GH ENV-11.4 Properties that are not identified on the adopted Open Space Corridors Map may be considered for public funding if the site contains high priority resources as listed in Pierce County Code, Chapter 2.114.

GOAL GH ENV-12  Encourage restoration activities that enhance the function and value of the fish and wildlife habitat ecosystems contained within the open space network.

GOAL GH ENV-13  Coordinate with the City of Gig Harbor, other agencies, and nonprofit organizations that have an interest in preserving or enhancing open space within the plan area.

GH ENV-13.1 Coordinate open space planning in the Urban Growth Area with the City of Gig Harbor.

GH ENV-13.2 Pierce County should work with the City of Gig Harbor to promote performance standards for new development within designated open space areas.

GH ENV-13.3 Carefully control development activities in the Urban Growth Area on sites that have been identified as open space in the Comprehensive Plan Open Space Corridors Map through implementation of an Urban Sensitive Resource Overlay.
GH ENV-13.4 Utilize the Gig Harbor Peninsula Community Plan open space policies when evaluating the potential environmental impacts of projects that are proposed within designated open space corridors.

GOAL GH ENV-14 The goal for native vegetation coverage shall be 75% within the Urban Sensitive Resource Overlay and the Rural Sensitive Resource zone to implement the Peninsula Open Space Corridors map.

IMPLEMENTING ACTIONS

The following is a list of actions that needs to be completed in order to implement the policies contained within the Natural Environment and Open Space Element. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the Gig Harbor Peninsula Community Planning Board (GHPCPB), the Peninsula Advisory Commission (PAC), or Pierce County Planning and Land Services (PALS). Those actions assigned to the GHPCPB are completed as part of the adoption and implementation of this plan.

SHORT TERM ACTIONS

1. Amend the County’s Site Development and Stormwater Management Regulations. (PALS, PWU)
   • Develop and adopt Low Impact Development (LID) standards and guidelines.
   • Provide for better enforcement and maintenance of storm drainage systems.

2. Amend the County’s Shoreline Master Program. (PALS, PWU, PAC, CORPS, DOE)
   • Develop a detailed inventory of shoreline conditions within the plan area, including the number, type, and location of shoreline armoring projects, stairs, docks, and piers.
   • Integrate the shoreline inventory into the County Geographic Information System.

3. Amend the County Critical Area Regulations. (PALS, PAC, TPCHD, WDOE, WDFW)
   • Develop and adopt Low Impact Development (LID) standards and guidelines.
   • Develop standards to reduce transport of commonly used household hazardous chemicals, fertilizers, pesticides, and pet wastes into adjacent lakes, streams, and wetlands.
   • Protect areas containing trees that provide snags, nesting, and roosting sites for state or federally listed threatened or endangered bird populations.
   • Provide greater protection for those wetlands that are inhabited or utilized by federal or state listed endangered or threatened plant, fish, or animal species.
• Increase the percentage of native vegetation within designated fish and wildlife habitat areas identified in the plan area.
• Require that new vegetation plantings are native, non-invasive species within designated fish and wildlife habitat areas.
• Implement low impact development techniques within Biodiversity Management Areas (BMAs) and wildlife corridors.

4. Amend the County Development Regulations-Zoning. (PALS, PAC, PWU)
   • Require a conceptual stormwater drainage plan prior to the Peninsula Advisory Commission (PAC) review of major developments or projects on sensitive sites.
   • Review existing allowable limits of impervious surface against the best available science to determine if these standards are adequate.
   • Examine existing parking lot standards for ways to reduce the total amount of effective impervious surface.

5. Pursue programs that protect and conserve groundwater supplies contained within the Gig Harbor Peninsula aquifer. (PALS, TPCHD, DOE)
   • Implement water conservation measures throughout the plan area.

6. Work with the TPCHD and the Department of Emergency Management to enhance hazardous spill response coordination within the plan area. (PALS, TPCHD, DEM)
   • Work with Pierce County’s Emergency Management Department to identify appropriate methods for handling spill response in high-risk areas.
   • Initiate a program to install signage around the perimeter of wellhead protection areas and the most sensitive aquifer recharge areas.
   • Pursue funding opportunities to map spill locations on state routes for areas that have a potential to enter the one-year time of travel zone and/or storm drainage systems.

7. Implement a variety of strategies within the plan area that encourage public and private organizations to acquire, retain and preserve open space. (PALS, Parks, Peninsula Land Trust, PCCD, WSU)
   • Pursue open space acquisition opportunities through the Pierce County Conservation Futures Program.
   • Support the ongoing efforts of Land Trusts and similar non-profit organizations that work to preserve open space.
   • Develop and adopt a Purchase of Development Rights (PDR) and the Transfer of Development Rights (TDR) program.
   • Conduct workshops on the County’s Current Use Assessment (CUA) Public Benefit Rating System (PBRS).
   • Coordinate with the Pierce County Conservation District, the Washington State University-Pierce County Cooperative Extension Office and other government agencies in their efforts to educate property owners within the open space network on best management practices, native vegetation planting, and habitat restoration.
• Support the volunteer efforts of private organizations that are involved in habitat restoration activities on the Peninsula.
• Streamline the regulatory permitting process for habitat restoration projects.
• Encourage restoration activities that enhance the function and value of the fish and wildlife habitat ecosystems contained within the open space network.

8. Maintain the level of service standard for open space on the Gig Harbor Peninsula as identified in the Pierce County Comprehensive Plan. (County Council, Parks)

9. Review all penalties and enforcement language in the Pierce County land use codes to determine if the provisions are adequate to deter illegal activities. (PALS, PWU, TPCHD)

**MID-TERM ACTIONS**

1. Amend the County’s Site Development and Stormwater Management Regulations. (PALS, PWU)
   • Develop a monitoring program to evaluate projects that utilize LID standards to determine the effectiveness of the established goals.

2. Amend the County’s Shoreline Master Program. (PALS, PWU, PAC, WDOE)
   • Develop and adopt Low Impact Development (LID) techniques along all Peninsula area shorelines.
   • Require a tree canopy and native vegetation buffer plan for new development in all shoreline environments.
   • Update siting criteria and construction standards for bulkheads, piers, and docks.
   • Classify shoreline environmental designations that accurately represent current conditions of the shorelines, the scientific understanding of shoreline processes, and the community's attitudes toward shoreline management.
   • Require Habitat Management Plans (HMPs) for development within the Shoreline jurisdiction.
   • Conduct stream flow testing and review other current information to determine if Peninsula area creeks meet the minimum flow criteria for shorelines of the state.

3. Amend the County Critical Area Regulations. (PALS, PAC, TPCHD, WDOE, WDFW, CORPS)
   • Develop an incentive program that provides flexibility for protecting wetlands that are contained in fish and wildlife habitat management zones.
   • Establish fish and wildlife habitat buffers that are sized according to the best available science.
   • Include BMAs and wildlife corridors as habitats of local importance in the Fish and Wildlife Chapter of the Critical Areas Regulations.
   • Conduct detailed inventory of wetland complexes located within the plan area.
   • Develop a Transfer of Development Rights and Purchase of Development Rights program for wetland area density transfers.
   • Develop a wetland banking program.
• Implement adaptive management techniques for protecting critical areas as new information becomes available.
• Develop marine bluff standards to address development along the saltwater shorelines.

4. Amend the County Development Regulations-Zoning. (PALS, PAC, PWU)
• Require a conceptual stormwater drainage plan prior to the Peninsula Advisory Commission (PAC) review of major developments or projects on sensitive sites.
• Review existing allowable limits of impervious surface against the best available science to determine if these standards should be reduced.
• Examine existing parking lot standards for ways to reduce the total amount of effective impervious surface.

5. Amend the Pierce County Environmental Regulations and PALS administrative Procedures. (PALS, PWU)
• Develop a process for the preparation of Environmental Impact Statements (EISs) by an independent third party.
• Require additional pollution control measures at boat launches and other public shoreline access locations that lack appropriate facilities.

6. Provide additional County resources to monitor the health of the near-shore environment and to enforce violations. (PALS, TPCHD)
• Fund at least one additional staff person committed to shoreline management regulation and enforcement in the plan area.
• Consider adding provisions for property liens on parcels that are in violation of the SMP.
• Consider monitoring shoreline areas for environmental degradation and SMP violations.
• Promote education, awareness, and outreach programs that emphasize best management practices (BMPs) and environmental stewardship for waterfront property owners.
• Provide additional education to property owners along streams, lakes, and marine waters on the existing fish and wildlife species and habitat needs.

7. Implement strategies to improve water quality within the Gig Harbor Peninsula Community Plan area. (PALS, PWU, TPCHD, WDFW, PCCD)
• Review existing regulations and County programs to identify potential impacts on water quality and implement improvements to help eliminate non-point source discharges that detrimentally affect water quality.
• Require BMPs for agricultural activities.
• Restrict livestock access to riparian and wetland areas.
• Condition Forest Practice and road construction approvals to eliminate erosion and transport of sedimentation into lakes, streams, and wetlands.
• Develop partnership opportunities with Washington State University-Pierce County Cooperative Extension Office and Pierce County Conservation District to conduct public education and outreach efforts within the plan area that are geared toward reducing the impacts to water quality associated with household activities or property management.
• Implement adaptive management techniques for protecting water resources as new information becomes available.

8. Monitor streams, lakes, and marine shorelines within the plan area for compliance with quality standards and impacts related to development. (PALS, TPCHD, DOE, DFW, CORPS)
  • Establish volunteer groups and contact community organizations that are interested in water quality programs such as the Pierce County Stream Team.
  • Monitor wetlands for impacts related to development.

9. Inventory existing environmental conditions and features within the plan area. (PALS, PWU, WDFW, PCCD)
  • Evaluate streams within the plan area for evidence of scouring, erosion, increases in peak stormwater flows and velocities, or a reduction in biological activity.
  • Participate with the WDFW in a habitat survey of the plan area that includes an inventory of habitat types and their conditions.

10. Encourage shoreline restoration activities that increase the function and value of the shoreline environment. (PALS, WDOE, WDFW, PCCD)
  • Develop a prioritization list of habitat improvement projects for the plan area.
  • Cooperate with the WDFW and waterfront property owners in the development of any showcase habitat restoration projects.
  • Promote backyard wildlife sanctuary programs.
  • Establish shellfish protection districts in areas that are affected by a shellfish downgrade.
  • Utilize the results of the Pierce County Conservation District’s (PCCD) survey of fish passage barriers that has been prepared for the community plan area and prioritize correction of any blockages in the next Capital Improvement Program (CIP) update.

11. Pursue the restoration, acquisition, and preservation of open space areas in the community. (PALS, City of Gig Harbor, PCCD, Peninsula Land Trust, Parks, CORPS, WDOE, WDFW)
  • Coordinate with the City of Gig Harbor, other agencies, and non-profit organizations that have an interest in preserving or enhancing open space within the plan area.
  • Utilize countywide impact fees to purchase open space land.
  • Conduct public workshops on the County’s Current Use Assessment Program, Public Benefit Rating System (tax reduction) to encourage property owners to place wetlands into open space designations.
• Pursue grants and other funding sources that could be used to restore important wetland systems that were degraded prior to adoption of the Wetland Management Regulations.
• Promote programs that involve volunteer efforts to clean up and repair the function and value of damaged wetlands.

12. Initiate a public vote on a measure that would levy a real estate excise tax on real estate transactions for the purpose of acquiring and maintaining conservation areas.

**LONG TERM ACTIONS**

1. Establish a long-term forum for addressing water quality issues within the plan area using the current Key Peninsula-Gig Harbor-Islands (KGI) Watershed Committee or a similar organization. (PALS, KGI, TPCHD)
2. Develop a long-term public education, outreach, and incentive program for preserving and protecting Critical Areas. (PALS, Parks, KGI, PWU, WDOE, WDFW)
   • Work with local environmental groups such as the Peninsula Neighborhood Association, Tahoma Audubon Society, etc. to develop a workshop on identifying and protecting critical within the plan area.
   • Work with the Pierce County Conservation District and Washington State University-Pierce County Cooperative Extension Office to provide additional public education and outreach for preserving critical within the plan area.
   • Promote and encourage direct acquisition or conservation easements at important critical areas within the plan area.
Chapter 5: Economic Element

Introduction

The Economic Element of the Gig Harbor Peninsula Community Plan recognizes that the natural resources and amenities of the Peninsula are in fact those features which make it a desirable place for people to live, work, and play. Protection of these resources is paramount if the quality of life is to be maintained for both existing and future residents. Throughout the community plan, development is required to respect these resources and amenities, since poor development or over development could very easily destroy the values that enrich the community. While certain types of economic development are encouraged, the citizens and business interests do not want development to come at the expense of the natural environment.

The Gig Harbor Peninsula historically developed on commercial fishing, sport fishing, agriculture, and forestry. Today the Peninsula continues to have a relatively high concentration of employment in these sectors compared to the rest of Pierce County, but the economy has diversified away from resource-based industries to professional services and retail trade. Today the majority of citizens commute across the Narrows Bridge for employment.

The people of the Gig Harbor Peninsula recognize the geographic constraints of where they live and accept the reality that the Peninsula is not an ideal location for manufacturing opportunities. The difficulties stem from the need to cross Puget Sound via the Narrows and the lack of a deep water port in the Gig Harbor area. Industries involving significant importing and exporting of goods via truck or ship would not operate cost effectively.

In the next twenty years, the citizens would like to see less reliance on the Tacoma Narrows Bridge by providing more civic and commercial services on the Peninsula. Currently, the majority of services are available east of the Narrows Bridge. Some services are also available north of Gig Harbor in Kitsap County. As the population increases and the difficulty of crossing the bridge increases, the community plan looks for more services to be provided within the City of Gig Harbor and its Urban Growth Area. The policies within the Economic Element recognize the types of businesses that are desired on the Peninsula. These additional businesses and services are to be located within the city limits or within the Urban Growth Area.

Local ownership and the opportunity for new startup companies and home businesses are also important to the Peninsula. Local citizens and families presently own many of the successful businesses on the Peninsula. Plan policies call for the continuation of this trend through recognition and allowance of home occupations, cottage industries, and small entrepreneurs.

The Tacoma Narrows Airport is expected to continue to support aviation related industries. The airport is located in the rural area and therefore would not be served by urban facilities and infrastructure. The airport is not expected to substantially increase employment opportunities and is not intended to be an employment base.
Description of Current Conditions

Residents of the Gig Harbor Peninsula are comfortable with many of the economic changes that have occurred within their community over the past two decades. They enjoy the fact that the community has experienced some growth but that the natural environment is largely still intact. The 1975 Gig Harbor Peninsula Community Plan helped to balance economic growth with conservation of the natural environment.

The people of the Gig Harbor Peninsula and Fox Island are not willing to compromise the natural resources, shorelines, and environment for economic growth. They treasure the natural beauty and rural character of the area and want future generations to continue to enjoy it as well.

Work Force

The Gig Harbor work force is considerably more well-educated than the Pierce County work force as a whole. Based on information from the 1990 census, the area has only 1/3 the concentration of people with an 8th grade or lower education, and nearly twice the concentration of people with graduate or professional degrees compared to the rest of Pierce County. The relatively higher levels of education found in the Gig Harbor work force is reflected in the occupations of area residents. Table E-10 shows that, relative to the overall Pierce County work force, the Gig Harbor work force is heavily concentrated in executive, administrative and managerial, professional specialty, and sales positions. Many of the professional occupations are located east of the Tacoma Narrows Bridge and residents commute to employment locations.

Table E-10: Occupations of Gig Harbor Work Force

<table>
<thead>
<tr>
<th>Occupations</th>
<th>Percent of Total Employed Work Force</th>
<th>Relative Occupations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive, Administration, Managerial</td>
<td>15.96 11.13</td>
<td>1.43</td>
</tr>
<tr>
<td>Professional Specialty</td>
<td>20.56 13.34</td>
<td>1.54</td>
</tr>
<tr>
<td>Technicians</td>
<td>3.99 3.88</td>
<td>1.03</td>
</tr>
<tr>
<td>Sales</td>
<td>14.55 11.62</td>
<td>1.25</td>
</tr>
<tr>
<td>Administrative Support</td>
<td>14.64 15.84</td>
<td>0.92</td>
</tr>
<tr>
<td>Private Household Services</td>
<td>0.21 0.39</td>
<td>0.54</td>
</tr>
<tr>
<td>Protective Services</td>
<td>1.82 1.94</td>
<td>0.94</td>
</tr>
<tr>
<td>General Services</td>
<td>7.51 12.00</td>
<td>0.63</td>
</tr>
<tr>
<td>Farming, Forestry, Fishing</td>
<td>1.81 1.79</td>
<td>1.01</td>
</tr>
<tr>
<td>Precision Production &amp; Repair</td>
<td>10.34 13.25</td>
<td>0.78</td>
</tr>
<tr>
<td>Machine</td>
<td>2.15 5.75</td>
<td>0.37</td>
</tr>
<tr>
<td>Transportation</td>
<td>3.96 4.55</td>
<td>0.87</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>2.50 4.51</td>
<td>0.55</td>
</tr>
</tbody>
</table>

Source: U.S. Census, 1990
Conversely, there is a low percentage of skilled laborers from the Gig Harbor Peninsula. The workforce is underrepresented in private household services, machine operators, and miscellaneous helpers and laborers. There are also a lower number of military employees in Gig Harbor than the rest of the County.

**Industry and Employment**

Employment located in the Gig Harbor area is heavily concentrated in the retail trade and services sectors, with nearly 68% of all employment in those two sectors. The services sector in Gig Harbor is dominated by professional services, with 43% of the firms providing medical, consulting, education, or legal services. The economic policies within this element support the continuation of this trend in professional services.

Table E-11 shows employment concentrations in Gig Harbor compared to Washington State and Pierce County. The location quotients in Table E-11 indicate concentrations of employment types. A location quotient greater than 1 indicates an industry sector with a higher concentration of employees than the rest of the County or Washington State. Similarly, a location quotient of less than 1 indicates a low concentration sector. Sectors with relatively higher concentrations of employment suggest that the area has some kind of comparative advantage for that sector.

**Table E-11: Employment Types**

<table>
<thead>
<tr>
<th>Industry Sector</th>
<th>Employment</th>
<th>Percent of Employed</th>
<th>Location Quotient (State)</th>
<th>Location Quotient (County)</th>
<th>Average Annual Wage</th>
<th>Total Wages Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Forestry, Fishing</td>
<td>229</td>
<td>3.34</td>
<td>0.77</td>
<td>2.54</td>
<td>25,588</td>
<td>5,859,550</td>
</tr>
<tr>
<td>Construction</td>
<td>743</td>
<td>10.84</td>
<td>1.76</td>
<td>1.62</td>
<td>29,130</td>
<td>21,643,645</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>162</td>
<td>2.36</td>
<td>0.13</td>
<td>0.17</td>
<td>21,911</td>
<td>3,549,507</td>
</tr>
<tr>
<td>Tran-Comm-Public Utilities</td>
<td>479</td>
<td>6.99</td>
<td>1.15</td>
<td>1.43</td>
<td>34,402</td>
<td>16,478,523</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>302</td>
<td>4.40</td>
<td>0.63</td>
<td>0.66</td>
<td>38,622</td>
<td>11,663,728</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>2,155</td>
<td>31.43</td>
<td>1.45</td>
<td>1.26</td>
<td>16,259</td>
<td>35,037,992</td>
</tr>
<tr>
<td>Finance, Ins., Real Estate</td>
<td>304</td>
<td>4.43</td>
<td>0.74</td>
<td>0.66</td>
<td>26,690</td>
<td>8,113,749</td>
</tr>
<tr>
<td>Services</td>
<td>2,483</td>
<td>36.21</td>
<td>1.16</td>
<td>1.05</td>
<td>17,974</td>
<td>44,629,242</td>
</tr>
<tr>
<td>Total</td>
<td>6857</td>
<td></td>
<td></td>
<td></td>
<td>21,434</td>
<td>146,975,936</td>
</tr>
</tbody>
</table>

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

As indicated in the table, the industry with the lowest location quotient is manufacturing. This information is expected due to geographic constraints of the Peninsula, which result in additional shipping costs to transport goods to/from the Peninsula.
Statistics from the Washington State Employment Security Department for zip codes 98332 and 98335 show that 47% of firms in the Gig Harbor area have 1-4 employees and another 20% report no employees. Together, this 67% of firms represents approximately 13% of the area’s employment and provides about 12% of the area’s wages. Two firms employ 500 people or more and account for 20% of the employment and 19% of the wages paid in the area. Firms that employ between 5-99 people make up 32% of all firms and provide 56% of the area’s employment and 55% of the wages.

Data from the Washington State Department of Revenue shows the number of firms reporting gross business income from the Gig Harbor Peninsula increased by 31% between 1989 and 1999, with the greatest increase coming in the 1992 through 1996 period. Taxable retail sales increased during that time by 105%, with most of the gain coming in the period of 1997 through 1999.

**Table E-12: Taxable Retail Sales**

Source: Washington State Dept. of Revenue; Pierce County Dept. of Community Services
DESCRIPTION OF DESIRED CONDITIONS

The residents of the Peninsula are satisfied with the current economy. Conservation of the natural environment remains a priority and the citizens do not wish to see rampant economic development. However, there are a few more amenities they would like to see brought to their community.

Over the course of the twenty years of this community plan, the citizens would like more commercial, civic, and professional businesses brought to their community as a means of reducing reliance on the Tacoma Narrows Bridge. As services and professional opportunities are located on the Peninsula, fewer residents will travel across the bridge for these items. Retail services such as clothing stores, home furnishings, and restaurants are desired. The citizens would like services to be available as growth occurs.

The Economic Element policies also recognize the need for a hospital or a health care related facility. Such facilities would reduce the need for Peninsula residents to travel to Tacoma for emergencies or maintenance health care. The policies also support the continuation and potential expansion of higher education facilities in the community.

Finally, the residents and business owners of the Peninsula would like better coordination between the City of Gig Harbor and Pierce County. This coordination would allow greater consistency with land use issues and further the economic goals of both the city and County.

ECONOMIC DEVELOPMENT POLICIES

GOALS

Encourage economic development that is responsive to the needs of the community and is contained within the City of Gig Harbor's Urban Growth Area (UGA) or a Rural Neighborhood Center. Economic development should provide the community with a desirable balance of employment and economic return with its impact, provided that new economic development shall not significantly contribute to light, noise, water, air, or land pollution.

Finally, the residents and business owners of the Peninsula would like better coordination between the City of Gig Harbor and Pierce County. This coordination would allow greater consistency with land use issues and further the economic goals of both the city and County.

ECONOMIC DEVELOPMENT

GOAL GH EC-1 Encourage the establishment and protection of the small entrepreneurs who provide the Peninsula with much of its character and diversity.

GH EC-1.1 Provide basic commercial services which are scaled in size and number to the needs of Peninsula residents.
GOAL GH EC-2  Encourage, when and where economically and ecologically feasible, the retention and development of locally-oriented marine industry, aquaculture, local agriculture, and local forest products management.

GH EC-2.1 Recognize the importance of the natural resource industries of aquaculture, forestry, and marine resources.

GH EC-2.2 Encourage well-balanced and varied economic development which is clean, pollution free, and provides for employment opportunities.

GOAL GH EC-3  Promote opportunities for office parks in the UGA that can provide employment opportunities without heavy impacts to the environment.

GH EC-3.1 Work with the City of Gig Harbor, the Gig Harbor Chamber of Commerce, and the Economic Development Board for Tacoma-Pierce County to attract investment, internet, banking, telecommunications, and other similar businesses that primarily utilize office space and engage in professional occupations.

GH EC-3.2 Allow office buildings to exceed height restrictions when perimeter buffers are provided and significant environmental impacts are avoided.

GH EC-3.3 Encourage parking underneath office buildings through incentive-based regulations.

GH EC-3.4 Encourage development of new office space within the Urban Growth Area.

GOAL GH EC-4  Encourage the growth and development of commercial and civic services that are responsive to the needs of the community and minimize the need to travel across the Tacoma Narrows Bridge.

GH EC-4.1 Allow for shopping, service, and leisure-time opportunities that serve the community.

GH EC-4.2 Encourage the development of restaurants, clothing stores, auto-repair, and other services in response to growth demands.

GH EC-4.3 Support opportunities for development, expansion, or extension of higher education facilities in the community.

GH EC-4.4 Encourage the development of a hotel or conference center in the Purdy area to take advantage of the proximity to Henderson Bay.

GOAL GH EC-5  Identify existing and future demand for services to support planned actions within the Community Employment Center.

GH EC-5.1 Identify necessary infrastructure improvements through planned action(s).

**Implementing Actions**

The following is a list of actions that needs to be completed in order to implement the policies contained within the Economic Element. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short term actions should
occur immediately or within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the Gig Harbor Peninsula Community Planning Board (GHPCPB), the Peninsula Advisory Commission (PAC), or Pierce County Planning and Land Services (PALS). Those actions assigned to the GHPCPB are completed as part of the adoption and implementation of this plan.

**SHORT TERM ACTIONS**

1. Write implementing regulations that allow home occupations throughout the Gig Harbor Peninsula. (GHPCPB, PALS)
2. Provide a zone in the urban and rural area that limits the square footage of businesses to allow affordable opportunities for small entrepreneurs. (GHPCPB, PALS)
3. Allow opportunities for resource-based industries such as aquaculture, agriculture, and forestry within the plan area. (GHPCPB, PALS)
4. Ensure office parks are allowed in one or more zones within the Urban Growth Area. (GHPCPB, PALS)
5. Develop zones where shopping, service, and leisure activities are allowed and would result in minimum impacts to the environment. (GHPCPB, PALS)
6. Ensure zoning does not promote strip development and directs uses with heavy impacts to the environment or transportation system into appropriate areas. (GHPCPB, PALS)
7. Consider a zone within the Purdy area that would allow a hotel or conference center. (GHPCPB, PALS)

**MID-TERM ACTIONS**

1. Work with the city, chamber, and the Economic Development Board to promote and attract professional businesses such as investment, Internet, banking, and telecommunications. (PALS, PAC)
2. Work with the city, chamber, and the Economic Development Board to promote and attract service based businesses, such as restaurants, clothing stores, and auto-repair in response to growth demands. (PALS, PAC)
3. Work with the City of Gig Harbor and Pierce County in developing regulations to allow height restrictions to be exceeded in certain zones. (PALS, GHPCPB)
4. Work with the City of Gig Harbor and Pierce County to write incentive-based regulations that would allow parking under office buildings. (PALS, GHPCPB)
5. Decide the order in which planned actions should be completed for each Employment Center. (PALS, PAC)
6. Work with the city and/or County to complete planned actions for the various employment centers. (PALS, PAC)
LONG TERM ACTIONS

1. Work with the Chamber of Commerce, the City of Gig Harbor, Pierce County, the Economic Development Board, and private investors to encourage and attract commercial and civic services for the Peninsula that would serve the needs of the community and limit the need to travel across the Narrows Bridge. (PALS)

2. Investigate and pursue the possibility of obtaining and/or expanding higher education facilities and a hospital or health care related facilities. (PALS)
Chapter 6: Facilities and Services Element

Introduction

The Facilities and Services Element articulates the need for facilities and services that will implement the visions and goals of the community plan. Facilities and services are collectively considered infrastructure and may include public or privately funded projects. The policy statements regarding infrastructure provide direction to investors and decision-makers about what capital investments are desired and needed by the community. In some cases, this element also prioritizes the projects and suggests potential funding sources to complete the projects.

Description of Current Conditions

The following section provides an analysis of the existing infrastructure and services in the community plan area. This information provides the basis for analyzing the levels of service (LOS) for infrastructure in the community and for developing policies which articulate the community's desires. The LOS described in this section may show that some facilities or services exceed Pierce County's adopted levels of service for public facilities or that there is a deficiency in certain circumstances.

Urban Facilities and Services

Urban services include but are not limited to transportation infrastructure (such as roads, sidewalks, street trees, street lighting), parks, sanitary sewage disposal, stormwater and surface water management systems, natural gas, and electrical service. Facilities are generally considered the physical structures in which a service is provided. One of the principal goals of the Growth Management Act (GMA) is for cities to provide compact Urban Growth Areas (UGAs) that accommodate the majority of growth and development in a community so that the necessary urban facilities and services are provided and delivered efficiently and cost effectively. Urban level facilities and services are permitted only within UGAs. Certain public facilities and services must be provided at a specific LOS, concurrently with development. This requirement is intended to ensure that development will not occur without the necessary infrastructure. The City of Gig Harbor and Pierce County share a variety of land use administration responsibilities in the UGA. Currently, Pierce County's facility and service standards differ significantly from the city's standards. Citizens are faced with an uncertain development pattern, developers are challenged with a burdensome administrative process, and the affected government officials have difficulty administering the regulations. The community plan offers a framework that would provide for consistent facility and service standards in the UGA for both Pierce County and the City of Gig Harbor. Developers and property owners are typically required to construct the necessary infrastructure or provide a fee to compensate for their fair share of facilities and services (as associated with a proposed building or development permit) that are necessary to maintain an established LOS (as defined
by Pierce County). This LOS standard for public facilities is identified in the Capital Facilities Element of the Comprehensive Plan.

**Rural Facilities and Services**

Rural facilities and services generally include the same infrastructure as urban facilities and services, but at lower service levels. A notable exception to this applies to sanitary sewer. Sanitary sewer facilities are considered an urban service and are specifically prohibited from locating in rural areas or extending into rural areas except under certain circumstances. Other facilities and services may locate in rural areas, but not at urban levels of service. As with facilities and services in the UGA, facilities and services in the rural area shall be in place as impacts associated with development occur. The LOS standard for public facilities is identified in the Capital Facilities Element of the Comprehensive Plan.

**Transportation**

The transportation system on the Gig Harbor Peninsula generally reflects the area's rural past and varied topography. The road system is primarily made up of two lane roads that are aligned based upon topography and other environmental constraints. The road network does not follow a grid pattern. The primary route into and out of the community plan area is State Route 16. This state highway runs northwest to southeast through the approximate center of the plan area from the Kitsap County line to the Tacoma Narrows Bridge. A series of east-west oriented County and city arterial roadways connect the local road network to the highway. These connecting arterials include 14th Avenue/Stone Drive NW, Olympic Drive NW, Wollochet Drive NW, Burnham Drive NW/Sehmel Drive NW, and State Route 302 (Purdy Drive).

No rail service exists in the plan area and transit bus service is minimal. Transit bus service is provided by Pierce Transit and is oriented primarily to weekday commuters travelling to and from work or school in Tacoma and Seattle. No weekend service is provided. Three commuter routes serve the area. Two of these routes provide outbound morning (5 a.m. to 8 a.m.) and inbound evening service (4 p.m. to 6:30 p.m.) service only, picking up and dropping off passengers at two park and ride facilities adjacent to State Route 16. The third route operates hourly providing service to and from Tacoma Community College in Tacoma and various locations in the City of Gig Harbor.

Freight service is provided almost exclusively by tractor-trailer truck. A general aviation airport (Tacoma Narrows Airport) exists in the community plan area and provides for some limited freight and passenger service into and out of the community. The airport is primarily oriented to service the needs of the small private plane owner and meets a very small percentage of the community's transportation needs.

Nonmotorized transportation facilities, such as sidewalks and bikeways, are very limited in the community. The facilities that are present are located primarily within the City of Gig Harbor or its Urban Growth Area. The lack of nonmotorized facilities and minimal transit service results in the community being extremely dependent upon privately owned motor vehicles to meet daily transportation needs.
Parks and Recreation

Prior to 1958, the Metropolitan Park District of Tacoma provided most of the park facilities and recreation programs throughout Pierce County. In 1958, the Board of Pierce County Commissioners created the Department of Parks and Recreation for Pierce County. At this time, several park sites outside the City of Tacoma were conveyed to Pierce County. The Pierce County Parks Department continued to grow in the 1980s and 1990s and established many recreational programs such as the All Abilities Camp, Sound to Narrows Race, mobile recreation, ski school, martial arts, aerobics, Tour de Pierce, Carless Commute, Cooperative Playshops, and sports leagues.

The Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of park and recreation facilities in the County. These policies cover a range of issues including the responsibility for providing of parks, technical assistance, and location criteria for new parks. Section 19A.20.090 of the Comprehensive Plan states that the primary reliance is upon cities and towns and special purpose districts to provide local park facilities and services appropriate to serve local needs. The location criteria for park and recreation areas states that new parks must be located on public roads. If a park is located in an urban area then urban services need to be available. Open space passive recreation parks should be located on land offering significant environmental features.

The Pierce County Comprehensive Park, Recreation, and Open Space Plan (referred to as the Parks Plan) provides general direction and guidance for both facilities and programs. The Parks Plan does not contain project specific plans for the County’s park properties.

In 1994, Pierce County adopted a Comprehensive Park, Recreation, and Open Space Plan for the Gig Harbor and Key Peninsulas. This plan is often referred to as the Draggoo Study. The primary goals of this plan were to:

- Provide a full range of park and recreation services for all age groups and interests.
- Provide and support an efficient management structure that preserves local control and provides a system approach to the provision of park and recreation services.
- Reduce the burden on schools in providing for community recreation needs.
- Preserve and protect important natural areas for parks, trails, open space and shoreline use.
- Develop and support a broad and reliable funding base to support plan implementation and long-term provision of park and recreation services.
- Ensure that recreation program needs are met within the Gig Harbor Peninsula.

The 1994 plan specifically addressed and made recommendations for levels of service for neighborhood parks, school-parks, community parks, natural open spaces, regional parks, and special use areas such as boat launches, shoreline access points, trails, indoor recreation spaces. Pierce County did not implement this park and recreation plan, principally because the LOS standards recommended in the plan were greater than described in the Countywide Capital Facilities Plan.
The Gig Harbor Peninsula Community Plan area contains a variety of park sites. Table E-13 describes Regional Park sites located in the community plan area that are accessible for use. See also Map E-5: Existing Parks and Recreation.

**Table E-13: Pierce County Regional Park and Recreation Sites**

<table>
<thead>
<tr>
<th>Site*</th>
<th>Classification</th>
<th>Acres</th>
<th>Activity/Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Towhead Island Boat Launch</td>
<td>Special Use</td>
<td>1</td>
<td>One-lane launch ramp, 8 undeveloped parking spaces, saltwater beach access, diving access</td>
</tr>
<tr>
<td>Fox Island Fishing Pier</td>
<td>Special Use</td>
<td>5.5</td>
<td>Fishing Pier, saltwater beach access, restrooms</td>
</tr>
<tr>
<td>Crescent Lake Park</td>
<td>Special Use</td>
<td>2</td>
<td>Boat launch, freshwater access</td>
</tr>
<tr>
<td>Cushman Power Line Trail</td>
<td>Trail</td>
<td>9.45</td>
<td>Walking, jogging, biking trail (funding secured for paved trail - year 2000)</td>
</tr>
</tbody>
</table>

*Accessible for use

The Gig Harbor Peninsula also includes some County park land that is not fully developed. It is likely that these sites may be transferred to a local park and recreation district in the future. Table E-14 describes Pierce County regional parks and nature areas that are not fully developed.

**Table E-14: Pierce County Regional Parks and Nature Areas**

<table>
<thead>
<tr>
<th>Site*</th>
<th>Classification</th>
<th>Acres</th>
<th>Activity/Facilities/Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunrise Beach Park</td>
<td>Resource Activity</td>
<td>82</td>
<td>Caretaker residence, upland residence, shoreline access, open space</td>
</tr>
<tr>
<td>Narrows Park</td>
<td>Resource Conservancy</td>
<td>36</td>
<td>Caretaker residence, vacant house, shoreline access</td>
</tr>
<tr>
<td>Fox Island Ferry Landing</td>
<td>Special Use</td>
<td>0.5</td>
<td>Saltwater beach access, no off-street parking</td>
</tr>
<tr>
<td>144th Street Site</td>
<td>Special Use</td>
<td>40</td>
<td>Forest tract, undeveloped</td>
</tr>
</tbody>
</table>

*Not fully developed

Table E-15 describes categories of Pierce County park land and recreational facilities in the plan area. The information includes the County-wide LOS and the community plan area LOS for each category. By comparing the County-wide LOS with the community plan LOS, any reserve or deficiency for each park or recreation category in the Gig Harbor Peninsula Community Plan area is illustrated.

**Table E-15: Pierce County Regional Park and Facility Level-of-Service**

<table>
<thead>
<tr>
<th>Classification</th>
<th>County-Wide LOS</th>
<th>Plan Area LOS</th>
<th>Net Reserve or Deficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Park Land</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land – Resource Conservancy</td>
<td>2.2 acres per 1,000 population</td>
<td>1.1 acres per 1,000 population</td>
<td>-1.1 acre per 1,000 population</td>
</tr>
<tr>
<td>Land – Resource Activity</td>
<td>2.6 acres per 1,000 population</td>
<td>2.8 acres per 1,000 population</td>
<td>+0.2 acre per 1,000 population</td>
</tr>
<tr>
<td>Classification</td>
<td>County-Wide LOS</td>
<td>Plan Area LOS</td>
<td>Net Reserve or Deficiency</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>-----------------------</td>
<td>---------------------</td>
<td>---------------------------</td>
</tr>
<tr>
<td>Land - Special Use</td>
<td>0.9 acres per 1,000 pop.</td>
<td>0.4 acres per 1,000 pop.</td>
<td>-0.5 acre per 1,000 pop.</td>
</tr>
<tr>
<td>Land – Linear Trail</td>
<td>0.76 acres per 1,000 pop.</td>
<td>0.74 acres per 1,000 pop.</td>
<td>-0.2 acre per 1,000 pop.</td>
</tr>
</tbody>
</table>

**Recreational Facilities**

<table>
<thead>
<tr>
<th>Category</th>
<th>County-Wide LOS</th>
<th>Plan Area LOS</th>
<th>Net Reserve or Deficiency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Courts, fields and Play Areas</td>
<td>0.02 areas per 1,000 per population</td>
<td>2.2 areas per 1,000 population</td>
<td>+2.1 areas per 1,000 population</td>
</tr>
<tr>
<td>Multipurpose Trails</td>
<td>0.99 miles per 1,000 population</td>
<td>0.13 miles per 1,000 population</td>
<td>-0.86 miles per 1,000 population</td>
</tr>
<tr>
<td>Picnic and Camping Areas</td>
<td>1.0 areas per 1,000 population</td>
<td>0.1 areas per 1,000 population</td>
<td>-0.9 areas per 1,000 population</td>
</tr>
<tr>
<td>Boat Launch Ramps</td>
<td>0.01 ramps per 1,000 population</td>
<td>0.2 ramps per 1,000 population</td>
<td>+0.19 ramps per 1,000 population</td>
</tr>
</tbody>
</table>

**SANITARY SEWER AND WASTEWATER**

Sewage disposal service is provided to approximately 3.7 square miles of the plan area by the City of Gig Harbor. The city currently provides sewage disposal service to 122 accounts outside its city limits. The majority these accounts are located within the designated UGA boundary. One of these accounts includes a community septic system servicing 13 residential customers. The Washington Corrections Center for Women at Purdy and the Canterwood development are also included and counted as two individual accounts. The plan area outside the City of Gig Harbor’s service area utilizes septic drainfields for sewage disposal.

**GIG HARBOR WASTEWATER TREATMENT PLANT**

The Gig Harbor wastewater treatment plant is an activated sludge plant, designed to treat a flow of 0.7 MGD (millions of gallons per day) and an organic loading of 1800 lbs. BOD$_5$/day (Biological Oxygen Demand – 5 day). The treated effluent is discharged into Gig Harbor via a submarine outfall pipe. Current plans by the City of Gig Harbor provide for an expansion to 1.6 MGD to serve a population of 16,000 by approximately 2002.

The existing collection system includes nine pump stations. Six were built in 1973-74 when the original sewer system was constructed. In 1980, as part of the annexation of the Olympic Village commercial area, a seventh pump station was constructed. An eighth pump station was constructed in 1984 as part of a community drainfield system for 20 lots, and the ninth pump was built in 1989 to serve a basin south of the City of Gig Harbor previously developed on septic drainfields.

**STORMWATER**

As natural vegetative cover is replaced with development, 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, negative impacts to fisheries, and erosion. Stormwater related issues can be correlated to the amount of impervious surface within a watershed. Although total impervious surface area related to development is not the only factor in evaluating stormwater issues, it is a readily measurable indicator that can be correlated to stormwater problems by tracking trends as total impervious surfaces increase within a basin.

In the Gig Harbor basin, rainfall from small storm events would historically stay on site, being trapped in numerous small depressions and saturating the top several feet of soil. Flooding would only occur during larger storm events when the amount of water the land could naturally absorb was reached and water would be conveyed downstream. As development occurs, many small depressions are graded smooth and the top several feet of soil is removed or compacted. The ability of the land to contain the smaller storm events is eliminated and subsequently flooding occurs during even the smallest storms.

Stormwater from impervious surfaces is typically concentrated in higher density residential developments, commercial sites, and in industrial areas, but any road, roof, or compacted turf can add to the level of impervious cover in an area. Any impervious surface can contribute a variety of pollutants to the surface water, but typically commercial areas have higher concentrations of the metals, oil, petroleum, and other compounds than runoff from other surfaces. Many of the fluids and metals that are produced by cars have a higher toxicity than pollutants from other sources. In addition, paved surfaces can increase the speed and amount of water leaving a site. This increases the size of the drainage systems needed to accommodate the additional flow.

Pierce County has a National Pollutant Discharge Elimination System permit with the Washington State Department of Ecology. This is Pierce County’s permit to discharge stormwater to waters of the state. In order to gain this permit, Pierce County has had to institute the following programs to guarantee the quality of that stormwater.

• Stormwater Management & Site Development Manual – provides guidance on reducing stormwater flows and erosion from new construction.
• Best Management Practices Manual – provides guidance on ways in which existing businesses and residences can reduce or prevent pollution.
• Illicit Discharge Ordinance – Makes it illegal for any business or individual to cause Pierce County to violate its permit. It includes an inspection program.

DOMESTIC WATER

The Department of Ecology issues water rights in Washington State. A water right is a legal authorization to use a certain amount of public water for specific beneficial purposes. State law requires every user of streams, lakes, springs, and other surface waters to obtain a water right permit unless they use 5,000 gallons or fewer each day. A water right will be issued only if it is determined that water withdrawal will not have a detrimental effect on other nearby wells. Water rights are based on anticipated average daily flows from the proposed use and are approved for a specified number of wells.
Currently within the plan area, there are 92 small Group A water systems that have either 15 or more connections or serve 25 or more people per day for 60 or more days per year regardless of the number of connections. Forty-four separate water purveyors are responsible for operating these systems. The three largest purveyors on the Peninsula are Washington Water Service Company (WWSC) at 21 square miles, City of Gig Harbor Water Department at six square miles, and Rainier View Water Company at four square miles. Peninsula Light has just begun to provide water service to its customers with an area of coverage measuring 590 acres, including approximately 263 acres on Fox Island. Fox Island Mutual Water Association (FIMWA) is the primary water purveyor on Fox Island, serving approximately five square miles.

WWSC, Gig Harbor’s Water Department, and FIMWA all have water systems plans approved by the Washington State Department of Health. As required by state law, water service areas are exclusive service areas, which means only the designated system is to provide public water service to properties within the individual service areas. The community plan area also includes a multitude of individual wells and Group B systems, which are systems serving 2-14 connections. There is not a complete inventory of individual wells or Group B systems available at this time.

**SOLID WASTE**

Solid waste management in Pierce County is governed by the Tacoma-Pierce County Solid Waste Management Plan, which under state law is an integrated system plan addressing all issues related to solid waste collection, disposal, and processing. The following solid waste management services are provided to residences and businesses in the Gig Harbor community plan area:

- Refuse collection service is provided to residential and commercial customers by American Disposal, franchised under the authority of the Washington Utilities and Transportation Commission. Waste Connection of California is the parent company of American Disposal.
- American Disposal provides curbside pickup of recyclables, including mixed waste paper, cardboard, newspaper, glass, and cans to single-family and multifamily residential customers. Under federal and state law, the County cannot be involved in commercial or industrial recycling. Several private companies in Pierce County offer commercial and industrial recycling services.
- The Purdy Transfer Station located near Purdy at 14515 – 54th Avenue NW also provides recycling facilities as well as disposal services for appliances and other non-hazardous solid waste for plan area residents.
- American Disposal provides yard waste containers and pick-up for plan area residents once per week and residents can also utilize the Purdy Composting Facility at the Purdy Transfer Station for disposing of large amounts of debris.
- Under an agreement with the City of Tacoma, Pierce County residents may dispose of their household hazardous waste at the Tacoma Landfill Hazardous Waste Collection Facility located at 3510 S. Mullen in Tacoma. The facility is open seven days per week and a list of materials accepted and not accepted at the site is available.
The existing solid waste facilities within the community plan area are described in Table E-16.

### Table E-16: Existing Solid Waste Facilities

<table>
<thead>
<tr>
<th>Name</th>
<th>Capacity (tons x 1,000)</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collection-only Facility</td>
<td>40.0</td>
<td>14515 - 54th Ave. NW (Gig Harbor Peninsula)</td>
</tr>
<tr>
<td>Purdy Transfer Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waste Reduction Facility</td>
<td>30.0</td>
<td>14515 - 54th Ave. NW (Gig Harbor Peninsula) - LRI 847-7555</td>
</tr>
<tr>
<td>Yardwaste Composting Facility</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Solid waste that is not disposed of correctly can result in a variety of negative environmental consequences. Household hazardous waste can damage aquifers and the water quality of streams when gasoline, oils, and antifreeze are disposed of improperly. The short ravines commonly found in the Gig Harbor area can be a popular target for people looking to illegally dump garbage, yard waste, appliances, tires, hulks, and even commercial waste. Yard waste and grass clippings are the most common items dumped by adjacent landowners.

### POWER - ELECTRIC AND NATURAL GAS

#### ELECTRIC POWER

Electric power is supplied to the plan area from two sources. Peninsula Light Company supplies electric power to the entire plan area, except 115 customers at the north end of Crescent Valley Drive who are served by Puget Sound Energy.

#### PENINSULA LIGHT COMPANY

The Peninsula Light Company was established in 1925 as a non-profit member-owned utility. Peninsula Light currently serves approximately 26,000 members in a 107-square mile area of Pierce County west of the Tacoma-Narrows Bridge. The service area includes Key Peninsula, Gig Harbor Peninsula, Fox Island, Tanglewood Island, Raft Island, and Herron Island.

#### PUGET SOUND ENERGY

Established in 1997 with the merger of two local power companies, Washington Energy Company and Puget Sound Power & Light Company became Puget Sound Energy (PSE). PSE is a public utility that provides electric and gas service to a territory covering approximately 6,000 square miles in 11 counties and including more than 1.2 million homes, primarily in the Puget Sound region. PSE purchases approximately 75 percent of its electricity with the remaining fraction generated by company-owned sources.

Currently, only one small area with approximately 100 customers north of 144th Street NW between Crescent Valley Drive NW and 14th Avenue NW is being provided electricity by PSE within the plan area.
NATURAL GAS

As of October 2000, Puget Sound Energy has a total of 6,817 (6,421 residential and 396 commercial) natural gas customers in the Gig Harbor Peninsula area. The average peak winter usage for a 24-hour period is 4.8 million cubic feet of natural gas. Over the past 4 years, Puget Sound Energy has experienced a steady average of 5.8% customer growth. New customers include both new construction and conversion of existing residential and commercial customers. Puget Sound Energy anticipates this growth rate to continue into the future.

The Gig Harbor/Kitsap Peninsula is currently served by twin 8-inch-diameter natural gas lines installed in 1969 from Zenith (near Des Moines) across East Passage of Puget Sound to Robinson Point on Vashon Island. The system transitions to a single 6-inch line across Maury and Vashon Islands, another pair of 8-inch lines crosses Colvos Passage. A single pipeline that combines 8 and 12-inch lines continues into the City of Gig Harbor. Throughout the Peninsula, Puget Sound Energy operates and maintains a total of 156 miles (823,000 feet) of natural gas distribution lines that supply natural gas to the individual customers.

During late fall through early spring when natural gas use is at its peak, the existing system is unable to provide sufficient capacity to serve current customers. Puget Sound Energy has augmented the natural gas supply using trucks with compressed natural gas and liquefied natural gas to inject into the natural gas system on the Gig Harbor/Kitsap Peninsula each peak heating season to prevent service interruptions to residential and commercial users on the Peninsula. Based on Pierce County’s projections of growth within this service territory, shortfalls in supply of natural gas will increase in duration and severity.

Puget Sound Energy has completed an environmental impact study and is in the process of completing environmental permitting for the installation of a twin 12-inch gas line crossing at the Tacoma Narrows from Tacoma to Gig Harbor. As a result of a number of factors, Puget Sound Energy is presently evaluating other alternatives to meet current and future demands for natural gas on the Gig Harbor Peninsula. Included in the alternatives is a permanent liquefied natural gas facility on the Gig Harbor Peninsula.

FIRE PROTECTION

Fire District No. 5 serves a population of approximately 42,000 over an area measuring 54 square miles, which encompasses the entire plan area including the City of Gig Harbor. District No. 5 headquarters and its training facility are located at 10222 Bujacich Road NW. There are a total of nine fire stations in the district, with three designated as primary (Swede Hill, Artondale, and Gig Harbor) and staffed 24 hours a day with career personnel. The other six are staffed with volunteers and one to three resident volunteers who live at the station. Response times currently average between 5-6 minutes.

Table E-17: Fire District No. 5 Facilities

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Swede Hill</td>
<td>10222 Bujacich Road</td>
<td>Headquarters, Training</td>
</tr>
<tr>
<td>Facility</td>
<td>Location</td>
<td>Purpose</td>
</tr>
<tr>
<td>------------</td>
<td>---------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td>Swede Hill</td>
<td>10302 Bujacich Road</td>
<td>Primary Fire Station</td>
</tr>
<tr>
<td>Artondale</td>
<td>3828 62nd Ave.</td>
<td>Primary Fire Station</td>
</tr>
<tr>
<td>Gig Harbor</td>
<td>6711 Kimball Drive</td>
<td>Primary Fire Station</td>
</tr>
<tr>
<td>Wollochet</td>
<td>2217 Pt. Fosdick Drive</td>
<td>Fire Station</td>
</tr>
<tr>
<td>Fox Island</td>
<td>906 Kamas Drive</td>
<td>Fire Station</td>
</tr>
<tr>
<td>Arletta</td>
<td>4518 Ray Nash Drive</td>
<td>Fire Station</td>
</tr>
<tr>
<td>Rosedale</td>
<td>7710 Rosedale Street</td>
<td>Fire Station</td>
</tr>
<tr>
<td>Purdy</td>
<td>5210 144th Street</td>
<td>Fire Station</td>
</tr>
<tr>
<td>Crescent Valley</td>
<td>10521 Crescent Valley Drive</td>
<td>Fire Station</td>
</tr>
</tbody>
</table>

All stations are equipped with classrooms/community meeting facilities, an office, a full kitchen, living quarters, public and employee restroom facilities, an emergency generator, and a large paved drillground. All are handicapped-accessible and have emergency public 911 phones.

Pierce County Fire District Number 5 is in the process of developing a long-range plan that includes more prevention activities, a shared maintenance facility with the Pierce County Sheriff’s Department, and the purchase of a ladder truck. The fire district also plans to increase staffing by three additional firefighters per year for the next two years at the primary stations. The fire district plans to continue efforts to enhance its response services to include special rescue operations.

**LAW ENFORCEMENT**

Three separate entities provide police protection and enforcement within the community plan area. The Pierce County Sheriff is primarily responsible for the unincorporated portion of the plan area. The City of Gig Harbor Police Department provides service in the city limits. The Washington State Patrol focuses on SR 16 and SR 302.

The LOS standard for Sheriff Department buildings is 0.31 square feet per capita. Currently, 1,272 square feet of space is available at the Peninsula substation resulting in a deficiency of 59,446 square feet.

**PUBLIC SCHOOLS**

The plan area is served by Peninsula School District No. 401. The district includes eight elementary schools, four middle schools, and three high schools, with a total capacity of 8,217 students. Capacity is based on 1999 school district service standards of 102 square feet per student at the elementary schools, 121 square feet per student at the middle schools, and 146 square feet per student at the high schools. Enrollment in 1999 was 9,049 students.

Below is a breakdown of capacity and enrollment number of students per school:
Table E-18: School Facilities

<table>
<thead>
<tr>
<th></th>
<th>Capacity</th>
<th>Enrollment</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Elementary</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Artondale</td>
<td>561</td>
<td>448</td>
<td>6219 - 40th Street NW</td>
</tr>
<tr>
<td>Discovery</td>
<td>456</td>
<td>396</td>
<td>4905 Rosedale Street NW</td>
</tr>
<tr>
<td>Evergreen*</td>
<td>204</td>
<td>271</td>
<td>1820 Key Peninsula Hwy KPS</td>
</tr>
<tr>
<td>Harbor Heights</td>
<td>485</td>
<td>530</td>
<td>4002 - 36th Street NW</td>
</tr>
<tr>
<td>Minter Creek*</td>
<td>442</td>
<td>407</td>
<td>12617 - 118th Avenue NW</td>
</tr>
<tr>
<td>Purdy</td>
<td>508</td>
<td>444</td>
<td>13815 - 62nd Avenue NW</td>
</tr>
<tr>
<td>Vaughn*</td>
<td>480</td>
<td>472</td>
<td>17512 Hall Road KPN</td>
</tr>
<tr>
<td>Voyager</td>
<td>461</td>
<td>516</td>
<td>5615 Kopachuck Drive NW</td>
</tr>
<tr>
<td><strong>Middle School</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Goodman</td>
<td>567</td>
<td>612</td>
<td>3701 - 38th Avenue NW</td>
</tr>
<tr>
<td>Harbor Ridge</td>
<td>513</td>
<td>581</td>
<td>9010 Prentice Avenue</td>
</tr>
<tr>
<td>Key Peninsula*</td>
<td>459</td>
<td>543</td>
<td>5510 Key Peninsula Hwy KPN</td>
</tr>
<tr>
<td>Kopachuck</td>
<td>513</td>
<td>624</td>
<td>10414 - 56th Street NW</td>
</tr>
<tr>
<td><strong>High School</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gig Harbor</td>
<td>1,296</td>
<td>1,605</td>
<td>5101 Rosedale Street</td>
</tr>
<tr>
<td>Henderson Bay</td>
<td>216</td>
<td>219</td>
<td>14105 Purdy Drive NW</td>
</tr>
<tr>
<td>Peninsula</td>
<td>1,056</td>
<td>1,381</td>
<td>3510 Grandview Street</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>8,217</td>
<td>9,049</td>
<td></td>
</tr>
</tbody>
</table>

* school is located outside of community plan area

Peninsula School District’s Capital Facilities Plan for 1999-2005 provides for the construction of an additional elementary school with a capacity for 550 students, an additional middle school with a capacity for 650 students, and an additional high school with a capacity for 1,300 students. This will increase total capacity of the district by 2,500 in the year 2005. These additional facilities will address the current net capacity deficiency of -832 students as well as accommodate the projected demand for 905 additional students by the year 2005. The projected 2005 totals will be 9,954 enrolled students with a total capacity for 10,717, leaving a net reserve capacity for 763 students.

**Library Services**

The plan area is served by the Pierce County Library System. The library system is funded primarily through a property tax levy at a rate of 50 cents per $1,000. The Pierce County Capital Facilities Plan identifies a LOS standard for library space of .47 square feet per capita.

Although the system is not divided into service areas, branch libraries generally serve the surrounding area. The Peninsula Library is a branch library located within the southernmost city limits of Gig Harbor on Point Fosdick Drive NW between 45th Street Court NW and Harbor Country Drive NW just south of the Harbor Plaza shopping center. The branch has the
equivalent of 15.9 fully employed library staff. It has a total floor space of 15,214 square feet with 90,451 catalogued books. The total collection size is 130,890.

Peninsula Library is open 56 hours per week, but residents within the Pierce County Public Library service area may visit or check out materials at any library branch in the system. Interlibrary transfer of materials is available so that a patron can pick up requested material from the branch closest to home or work. Periodicals and other catalogued materials are available online on a computer database.

**Description of Desired Conditions**

Infrastructure and services are necessary to support and sustain a healthy level of growth and development while maintaining the quality of life in the community. The description of desired conditions articulates the level of service (LOS) of facilities and services that the community desires. The description of desired conditions provides direction to investors and decision-makers about what investments are desired and needed by the community. In most cases, the policies that are described in this section are directly based on the desired conditions that have been proposed by the citizens that live in the plan area. The community intends to ensure that the infrastructure, facilities, and services which are necessary to support development are adequate to serve new projects at the time the buildings are available for occupancy and use without decreasing service levels below locally established minimum standards.

**Urban Facilities and Services**

The Urban Growth Area is intended to accommodate the majority of new growth and development in the community plan area. It is important therefore, that the majority of public expenditures for urban facilities and service should also be directed to UGA. Urban levels of service should be required as a component of all new development in the UGA. Pierce County should ensure that new development supports the costs associated with public facility and service expansions that are made necessary by each development project. The UGA should not exceed a size that can be serviced by the urban facilities and services that exist or can be provided within a 20-year planning horizon. Prior to expanding the UGA, it must be demonstrated that adequate public facilities and services can be provided for each public facility and service. In the future, the City of Gig Harbor will annex the UGA. Because the UGA will ultimately become part of the City of Gig Harbor, the city may impose its standards for outside utility contracts for those properties that will connect to the city's public utility systems.

**Rural Facilities and Services**

Urban levels of service should not be permitted outside of the City of Gig Harbor's UGA. Development that requires infrastructure that meets or exceeds adopted levels of urban services should not be permitted in the rural area. Sewer interceptors and sewer connections from interceptors shall extend only into the rural area where sewer service will remedy groundwater contamination or other health problems, as determined by the local Health Department, by replacing septic systems and community on-site sewage systems. Urban
development standards such as curbs, gutters, sidewalks, and street lighting shall be optional amenities that may be used in the rural area at the discretion of the landowner.

**TRANSPORTATION**

The transportation system on the Gig Harbor Peninsula should be improved and continue to develop such that it can accommodate existing and future volumes while minimizing the physical impacts of new road construction on the natural environment. The community also desires to improve nonmotorized transportation opportunities by providing a system of sidewalks, pathways, trails, and bicycle routes throughout the plan area. The policies in the community plan call for improving transportation system concurrency and ensuring greater equity in the funding and construction of facilities necessary to support growth by evaluating and modifying the method in which transportation impacts are assessed. Policies also call for the construction of new roadways to be in greater harmony with the natural environment. Policies are also proposed which strongly encourage the development of nonmotorized opportunities within and adjacent to new development and along new and reconstructed public roadways. A series of modifications to the project recommendations of the Transportation Element of the Pierce County Comprehensive Plan are also proposed which are intended to improve traffic circulation and safety within the community. See the Transportation Project Recommendations Map (Map 12-28).

The Transportation Project Recommendations found in the map and the tables in The Transportation Element Appendix D address both County roads and State highways. The recommendations for County roads are intended to directly affect the programming of projects in the County’s Six-Year Transportation Improvement Program and resulting implementation. The State highway projects found in the Community Plan can be viewed as advisory recommendations, but are not part of the State’s planning process. It should be noted that the State highway recommendations in this Community Plan are not completely consistent with those found in Washington’s Transportation Plan. The inconsistent recommendations can be viewed as a message from the community to the State concerning which projects might be appropriate to consider in subsequent updates of Washington’s Transportation Plan. A listing of the State Highway System Plan projects is being added to the Pierce County Comprehensive Plan as part of the 2001 plan amendment that will bring the Transportation Element in compliance with the requirements of HB1487. Future updates of the Gig Harbor Peninsula Community Plan should consider the Comprehensive Plan amendments.

**PARKS AND RECREATION**

**PARKS**

Pierce County should continue to function as the regional park provider on the Peninsula and work with the City of Gig Harbor and the community in their efforts to provide an extensive system of community and neighborhood parks. There is a strong desire to have more neighborhood and community level parks (that contain sport fields, trails, and playgrounds).
spread evenly throughout the community plan area. There is also a strong community desire to have more regional parks that provide access to the marine shoreline. These waterfront parks should include a range of facilities such as providing shoreline access at the end of County roads or boat launches with marine floats and associated parking and restroom facilities.

New park areas should be located, designed, and maintained to meet the needs of the community. It is important that neighborhood and community parks be located within walking distance of residential neighborhoods and connected, whenever possible, by nonmotorized transportation trails which serve pedestrian and bicycles. These park areas should create a balance between active recreation uses, passive recreation uses, and natural open space areas and when possible, incorporate historical or educational components.

Finding funding sources for acquisition and maintenance of new park facilities is a challenge. However, when properties suitable for parks or trails become available, they should be purchased and put in trust for future development. Existing County-owned land (including road ends at the shoreline) should be reviewed to determine if any portion of these parcels is suitable for parks. Public and private partnerships for development of parks should be encouraged and, where feasible, incorporated into community development projects. Pierce County should enter into a partnership with the Peninsula Park and Recreation District to pursue community and neighborhood park facilities. Specific funding mechanisms for acquisition, development, and maintenance of neighborhood and community parks, such as instituting a fee-in-lieu of the park land dedication or a development impact fee, should be provided. An adequate amount of land within new subdivisions and existing neighborhoods to meet the non-organized recreational needs of residents should be provided. The LOS for parks on the Gig Harbor Peninsula should be consistent with the County-wide LOS as described in the current Capital Facilities Plan. Existing parks and any new park or trail sites that are acquired should be adequately protected, through a conservation easement or covenant, so that they will remain in such capacity in perpetuity.

**Specific Park Acquisition Sites**

The community has identified the following sites as potential park and recreation facilities. The size of the site, location, ownership, and recommended use of each property are provided. All park and recreation providers, including Pierce County, the City of Gig Harbor, the Peninsula Park and Recreation District, and other private organizations should strive to acquire property for parks, trails, and open space before the properties become cost-prohibitive for parks and recreation use. The potential acquisition sites that are identified are not listed in order of priority.

Also, see Map E-6: Park Acquisition Recommendations and Map E-7: Proposed Trail System.
<table>
<thead>
<tr>
<th>Site*</th>
<th>Acres</th>
<th>Location – Ownership</th>
<th>Recommended Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crescent Ridge Trails (previous known as the Pope Resources site)</td>
<td>1,000</td>
<td>North of Drummond Road, generally between Crescent Valley Drive and Hallstrom Drive - \textit{Gaines Investment Trust}</td>
<td>Hiking, off-road biking and equestrian trails, active recreation, passive recreation, open space</td>
</tr>
<tr>
<td>Maplewood Beach</td>
<td>80</td>
<td>East of 14th Ave. NW on Colvos Passage – \textit{DNR}</td>
<td>Shoreline access, passive recreation</td>
</tr>
<tr>
<td>56th Street NW site (Kopachuck site)</td>
<td>20</td>
<td>East of Voyager Elementary – \textit{DNR}</td>
<td>Active recreation</td>
</tr>
<tr>
<td>Sehmel Homestead</td>
<td>98.6</td>
<td>SE corner of Sehmel Road and 78th - \textit{Sehmel Family Trust}</td>
<td>Active recreation, passive recreation</td>
</tr>
<tr>
<td>Artondale pasture site</td>
<td>34</td>
<td>SW corner of Wollochet and 40th Street NW – \textit{Graham}</td>
<td>Active recreation</td>
</tr>
<tr>
<td>Upper Cromwell forest site</td>
<td>40</td>
<td>NE corner of 70th Ave. and 32nd Street – \textit{Knight}</td>
<td>Active recreation</td>
</tr>
<tr>
<td>Fox Island sand spit</td>
<td>5</td>
<td>NW tip of Fox Island sand spit - \textit{Tacoma Demolay Boys Camp}</td>
<td>Saltwater park, shoreline access</td>
</tr>
<tr>
<td>Tacoma – Lake Cushman Transmission Line (Trail extension)</td>
<td>NA</td>
<td>Right-of-way easement from Gig Harbor City limits to Purdy - \textit{Tacoma City Light}</td>
<td>Extend existing trail on right-of-way from Gig Harbor City limits to Purdy shoreline</td>
</tr>
<tr>
<td>Tacoma- Lake Cushman Transmission Line (Narrows Shoreline)</td>
<td>32.9</td>
<td>Point Evans, end of 29th Street NW - \textit{Tacoma City Light}</td>
<td>Shoreline access at Tacoma Narrows.</td>
</tr>
<tr>
<td>Towhead Island Boat Launch</td>
<td>0.2</td>
<td>Fox Island Bridge - \textit{Bureau of Land Management}</td>
<td>Rehabilitate parking lot and launch ramp. Acquire adjacent land for parking.</td>
</tr>
<tr>
<td>East Gig Harbor Boat Launch</td>
<td>0.5</td>
<td>Randall Street road end - \textit{Pierce County Public Works}</td>
<td>Existing two-lane launch ramp. Acquire adjacent land for parking.</td>
</tr>
<tr>
<td>Horsehead Bay Boat Launch</td>
<td>0.5</td>
<td>36th Street NW road end - \textit{Pierce County Public Works}</td>
<td>Existing one-lane launch ramp. Acquire adjacent land for additional ramp and parking area.</td>
</tr>
<tr>
<td>East Wollochet Bay Boat Launch</td>
<td></td>
<td>Berg Drive NW road end - \textit{Pierce County Public Works}</td>
<td>Existing one-lane launch ramp. Acquire adjacent land for additional ramp and parking spaces.</td>
</tr>
<tr>
<td>Site*</td>
<td>Location – Ownership</td>
<td>Recommended Use</td>
<td></td>
</tr>
<tr>
<td>-----------------------</td>
<td>--------------------------------------------</td>
<td>---------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Fox Island Boat Launch (Cedrona Bay)</td>
<td>located at intersection of Leschi and 13th Ave. - \textit{Pierce County Public Works}</td>
<td>Primitive one-lane ramp. Acquire adjacent land for additional launching ramp, parking, and picnic area.</td>
<td></td>
</tr>
<tr>
<td>Hales Passage Shoreline Access</td>
<td>97th Avenue NW road end - \textit{Pierce County Public Works}</td>
<td>Shoreline access. Provide parking area.</td>
<td></td>
</tr>
<tr>
<td>Carr Inlet foot access</td>
<td>Kamus Lane road end - \textit{Pierce County Public Works}</td>
<td>Shoreline access. Provide parking area.</td>
<td></td>
</tr>
<tr>
<td>Rosedale Street road end</td>
<td>Rosedale Street road end - \textit{Pierce County Public Works}</td>
<td>Shoreline access. Provide parking area.</td>
<td></td>
</tr>
<tr>
<td>Lay Inlet foot access</td>
<td>85th Street NW road end - \textit{Pierce County Public Works}</td>
<td>Shoreline access. Provide parking area.</td>
<td></td>
</tr>
<tr>
<td>West Wollochet Bay (Mossyrock Landing)</td>
<td>37th Street NW road end - \textit{Pierce County Public Works}</td>
<td>Boat launch. Provide additional parking area.</td>
<td></td>
</tr>
<tr>
<td>Purdy Business District Boardwalk</td>
<td>North end of Henderson Bay near the Purdy Bridge \textit{Various Ownership}</td>
<td>Acquire tidelands to accommodate a boardwalk</td>
<td></td>
</tr>
</tbody>
</table>

*Not in order of priority

Parking areas near boat launch sites are very limited in the plan area. The community has identified the following sites for potential acquisition. All of the properties could accommodate vehicles and boat trailers and several of the sites could provide additional amenities such as picnic tables and restrooms. The potential acquisition sites that are identified are not listed in order of priority.

### Table E-20: Boat Launch Parking Lot Acquisition Recommendations

<table>
<thead>
<tr>
<th>Site</th>
<th>Location</th>
<th>Acres</th>
<th>Other Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Gig Harbor</td>
<td>8815 Youngs Landing Rd Parcel # 0221052067</td>
<td>0.29</td>
<td>Vacant corner lot - wooded - short walk to boat launch.</td>
</tr>
<tr>
<td>West Lay Inlet (85th Street NW road end)</td>
<td>8611 – 89th Ave. NW Parcel # 4435000328</td>
<td>0.38</td>
<td>Vacant parcels adjacent to shoreline and road end. State owned tidelands</td>
</tr>
<tr>
<td></td>
<td>8609 – 89th Ave. NW Parcel # 4435000327</td>
<td>0.37</td>
<td></td>
</tr>
<tr>
<td>East Lay Inlet (Rosedale Street road end)</td>
<td>8808 Olympic View Drive Parcel # 6535000020</td>
<td>0.36</td>
<td>Corner lot - Small residence. Short walk to road end. State owned tidelands.</td>
</tr>
<tr>
<td>Horsehead Bay</td>
<td>10716 – 36th Street NW Parcel # 0121218045</td>
<td>2.26</td>
<td>Adjacent vacant sites. Has potential for multi-use park.</td>
</tr>
<tr>
<td>Site</td>
<td>Location</td>
<td>Acres</td>
<td>Other Comments</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---------------------------------</td>
<td>-------</td>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>3508 Horsehead Bay Road</td>
<td>Parcel # 0121218044</td>
<td>2.26</td>
<td>Short walk to launch ramp.</td>
</tr>
<tr>
<td>Parcel # 0121223008</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hales Passage (97th Street Road end)</td>
<td>3307 – 97th Avenue NW</td>
<td>0.48</td>
<td>Vacant corner lot - short walk to road end.</td>
</tr>
<tr>
<td>Parcel # 0212213008</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>East Wollochet Bay (Berg Drive NW)</td>
<td>4312 Berg Drive</td>
<td>0.26</td>
<td>Vacant corner lot. Short Walk to boat launch.</td>
</tr>
<tr>
<td>Parcel # 0221311050</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>821 Berg Court NW</td>
<td>Parcel # 0221311049</td>
<td>0.49</td>
<td>Vacant lot. Short Walk to boat launch. (these sites are not abutting)</td>
</tr>
<tr>
<td>West Wollochet Bay (37th Street NW) (Mossback)</td>
<td>5515 – 37th Street NW</td>
<td>1.22</td>
<td>Vacant lot. Short walk to boat launch.</td>
</tr>
<tr>
<td>Parcel # 0121244078</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3716 Moose Trail Road</td>
<td>Parcel # 0121244082</td>
<td>0.28</td>
<td>Vacant lot. Short walk to boat launch.</td>
</tr>
<tr>
<td>3704 Moose Trail Road</td>
<td>Parcel # 0121244083</td>
<td>0.16</td>
<td>Vacant lot. Short walk to boat launch.</td>
</tr>
<tr>
<td>Towhead Island (Fox Island)</td>
<td>226 – 3rd Court FI</td>
<td>0.67</td>
<td>Vacant corner lot. Short walk to boat launch</td>
</tr>
<tr>
<td>Parcel # 3970000740</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cedrona Bay (Fox Island)</td>
<td>1090 – 13th Avenue FI</td>
<td>6.3</td>
<td>Vacant lot. Potential for waterfront multi-use park. Adjacent to launch.</td>
</tr>
<tr>
<td>Parcel # 02200071012</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1091 – 13th Ave FI</td>
<td>Parcel # 0220071047</td>
<td>1.4</td>
<td>Vacant lot. Short walk to boat launch</td>
</tr>
</tbody>
</table>

*Not in order of priority*

**Recreation**

Recreation is the active use of a park or facility or passive use of a walking trail or nature area. Recreational programs often serve as a mechanism for community pride and interest. Within the community, there is a desire for more recreational facilities and programs. Additional recreational programs should be established and include: sport courts, softball and baseball fields, a swimming pool, and trail systems for horseback riding, bike riding, and walking. Recreational programs and facilities should be designed to be flexible in accommodating new recreational opportunities that may arise in the future (i.e., skateboarding and rollerblading.) The development of a community-based sports complex to reduce dependence upon County, city and school district facilities should be pursued.

**Specific Recreation Improvements**

Additional recreation facilities are desired in the community. As the population of the plan area increases, more pressure will be placed on the existing park and recreation providers (such as the public schools) to provide facilities for organized recreation. Table E-21 provides a list of active recreational facilities that the various park and recreation providers in the community should consider providing. This list does not attempt to prioritize the various needs.
Table E-21: Active Recreational Facilities Inventory and Needs Analysis

<table>
<thead>
<tr>
<th>Facility Type (1)</th>
<th>1994 Inventory</th>
<th>Recommended Standard (2)</th>
<th>Number of New Facilities needed by 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Senior Baseball Fields</td>
<td>3</td>
<td>1 : 10,000</td>
<td>2</td>
</tr>
<tr>
<td>Youth Baseball Fields</td>
<td>30</td>
<td>1 : 1,000</td>
<td>22</td>
</tr>
<tr>
<td>Softball Fields</td>
<td>2</td>
<td>1 : 12,000</td>
<td>2</td>
</tr>
<tr>
<td>Soccer Fields</td>
<td>17</td>
<td>1 : 2,000</td>
<td>9</td>
</tr>
<tr>
<td>Football Fields</td>
<td>3</td>
<td>1 : 14,000</td>
<td>1</td>
</tr>
<tr>
<td>Tennis Courts</td>
<td>13</td>
<td>1 : 1,800</td>
<td>16</td>
</tr>
<tr>
<td>Indoor Swimming</td>
<td>2</td>
<td>110 sq. ft : 1,000</td>
<td>2</td>
</tr>
<tr>
<td>Gymnasium Space</td>
<td>12.5</td>
<td>1 court per 3,000</td>
<td>5</td>
</tr>
<tr>
<td>Boat Launch ramps</td>
<td>7</td>
<td>1 : 2,500</td>
<td>14</td>
</tr>
<tr>
<td>Amphitheater</td>
<td>0</td>
<td>1 : 25,000</td>
<td>2</td>
</tr>
</tbody>
</table>

(1) The facility type category includes a variety of public and private recreational facilities that are provided throughout the community. Some of these facilities (such as school district fields) may be not be accessible to the general public at various times.

(2) The recommended standard is a ratio of the number of facilities needed for the given population. The 2017 population on the Peninsula at a growth rate of 2.38 percent is estimated to be 52,222.

SANITARY SEWER AND WASTEWATER

The City of Gig Harbor provides the only sanitary sewer service in the plan area. Although Pierce County provides the majority of sewer service throughout the County, the County has no plans to provide sewer service on the Gig Harbor Peninsula. Pierce County should continue to advise applicants seeking County building or development permit approval in the UGA to contact the City of Gig Harbor early in the permit review process for information on city contracted requirements and utility construction standards. A major goal of sewage system regulations is to prevent new permanent on-site and community septic systems within the UGA, however, interim on-site septic systems may be allowed when sewer is available, but the city of Gig Harbor does not provide service. Projects that utilize interim on-site septic systems should be designed to connect with sewer facilities as they become available in the future.

STORMWATER

Many of the existing surface water runoff problems in the community are the result of development that occurred under the County’s previous site development regulations. Unfortunately, much of what appears to be “new” development now under construction was vested and as such reviewed and approved under the old site development regulations.

Accommodating new growth is important, but also of equal value is the need to maintain the natural hydrologic conditions and functions in the watershed. As new development occurs in the future, the County should strive for near zero change in hydrologic function on the property (i.e., no increase in peak flow or volume of runoff or erosion from the site.) The County should explore future revisions to the existing stormwater regulations which further reduce and/or...
eliminate the negative impacts of current development practices on the aquatic environment. New development should be designed in such a manner that surface water runoff will not increase beyond the existing condition. Low impact development techniques and surface water best management practices should be used to achieve this goal.

Many of the stormwater problems in the plan area will be reduced if policies described in the Facilities and Services Element are implemented along with the design standards from Pierce County’s Stormwater and Site Development Manual. The community would like to see a variety of programs and regulations implemented on the Gig Harbor Peninsula including:

- Institute an Impervious Cover Reduction Program.
- Identify areas along roads as “No Spray” zones.
- Encourage establishment of commercial car washes with recycling systems.
- Encourage businesses that offer oil, antifreeze, solvent, and battery recycling.
- Discourage the following activities in areas not served by sewers: cement manufacturing, chemical manufacturing, electroplaters, food processors, glass products, industrial machinery and equipment, metal products, paper and pulp, petroleum products, printing, rubber and plastic products, wood products, recyclers, laundries and other cleaning services, businesses which offer pools and spas as amenities, hotels, hospitals, nursing homes, and schools.
- Identify opportunities in land use permitting processes to get dry wells retrofitted and other BMPs installed.
- Support educational programs on water quality for industrial and commercial property owners.
- Provide incentives to property owners who voluntarily implement BMPs.
- Implement and enforce Pierce County’s Stormwater and Site Development Design Manual and Illicit Discharge ordinance.
- Establish educational and regulatory programs that will reduce the instances of improperly installed “spaghetti” drainage hose along shorelines.

The proposed Surface Water Management program includes 6 capital projects within the Gig Harbor Peninsula Plan area. Capital projects generally represent improvements and repair to existing drywells, ponds, culverts, fish ladders, floodproofing facilities, pipeline outlets, pipelines, raised roads, and habitat acquisition. The proposed financing of these capital projects is from the Surface Water Management Fund. Table E-22 describes capital facilities projects on the Gig Harbor Peninsula.

<table>
<thead>
<tr>
<th>Projects for 2001-2006</th>
<th>Projects for 2001-2006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crescent Creek Habitat Acquisition</td>
<td>Wollochet Creek Habitat Acquisition</td>
</tr>
<tr>
<td>McCormick Creek Fish Passage</td>
<td>Fox Island - 7th Avenue</td>
</tr>
<tr>
<td>Sylvia Lake Sediment Pond</td>
<td>Artondale Creek Habitat Acquisition</td>
</tr>
</tbody>
</table>

The following non-capital alternatives discuss strategies, programs, technologies, and other alternatives that do not require capital improvement projects to achieve the standards for
Surface Water Management capital facilities LOS within the Gig Harbor Peninsula Community Plan area.

- Contract with private developers to provide increased capacity to accommodate existing capacity problems/mitigate existing drainage problems.
- Acquire flood prone properties and relocate or demolish structures within flood prone areas.
- Raise existing improvements above the 100-year flood plain.
- Preclude new construction, grading, and filling within 100-year floodplain.
- Proactively enforce standards for stormwater control on new developments.
- Restrict construction of certain types and sizes during the wet season (October-March).
- Lower costs to the Surface Water Management Utility for land acquisition by pursuing shared use of County-owned property for the construction of detention/retention facilities. In some instances, these facilities could be located in the existing County Park property and County Transportation Services Division facility property.
- Inspect and enforce the maintenance of private stormwater facilities. Require that these private facilities function as they were originally intended.
- Consider a requirement of retrofitting private stormwater facilities to bring these stormwater systems up to current standards over time.
- Promote coordination between Surface Water Management and Planning and Land services by involving Surface Water Management at an early stage in the project planning process and in the comprehensive planning process.
- Acquire, enhance, expand, or create wetlands for use in a wetland banking program.
- Utilize areas for stormwater disposal in conjunction with wetlands creation.

**DOMESTIC WATER**

Groundwater must be managed so that withdrawal rates will not exceed recharge rates in order to preserve the quality and supply of the Peninsula’s groundwater resource. Pierce County does not provide domestic water service on the Gig Harbor Peninsula. The County shall advise applicants seeking County building or development permit approval who are also seeking City of Gig Harbor water utility services to contact the city early in the permit review process for information on city contracted requirements and utility construction standards.

Water conservation measures should be encouraged and implemented by Pierce County whenever possible. Pierce County and the T.P.C.H.D should work together to limit new wells and development activities that require water withdrawals in those areas on the Peninsula that have been identified as being at risk for saltwater intrusion. The County should identify and protect the aquifer recharge areas throughout the Gig Harbor Peninsula through the Kitsap Water Resource Inventory Plan for WRIA #15. Pierce County should implement adaptive management strategies based upon the information received from groundwater monitoring programs.
**SOLID WASTE**

The Gig Harbor Peninsula should be provided with an environmentally sound, economically responsible means of solid waste management that balances the need for this service with the costs of waste disposal. Pierce County should encourage recycling and promote programs that reduce the volume of solid waste. Private industry should be encouraged to provide sufficient disposal capacity for waste collection and processing capacity for recyclables produced in the plan area. All residents of the Gig Harbor Peninsula should have access to refuse disposal and recycling collection services.

**POWER - ELECTRIC AND NATURAL GAS**

Reliable utility service should be provided in the community plan area to accommodate growth in a way that balances public concerns over the impacts of utility infrastructure with the consumer's interest in paying a fair and reasonable price for utility products. Utility providers should consider the community's natural environment and the impacts that utility infrastructure may have on it together with the community's desire that utility projects be aesthetically compatible with surrounding land uses when planning for and constructing utility facilities.

Regional electrical and natural gas facilities should be permitted in the plan area. Pierce County should support expansion of electric utility facilities to meet future load requirements and support conservation measures to aid in meeting future growth needs.

**FIRE PROTECTION**

Cost effective fire protection services should be maintained in the community. Response times should not exceed the current average of 5 to 6 minutes throughout the community plan area. Pierce County and the County's Fire Prevention Bureau should continue to support the efforts of Fire District # 5 in responding to the increasing population and demand for services on the Gig Harbor Peninsula. Enforcement of fire and life safety codes should continue to be part of the review process for all building permits issued by Pierce County.

**LAW ENFORCEMENT**

The three separate entities providing law enforcement within the community plan area should provide support outside of their primary jurisdictional territory when necessary.

The level of service standard for Sheriff Department buildings is calculated in the Pierce County Comprehensive Plan at 0.31 square feet of office space per capita. This method for evaluating the LOS for Sheriff services may not be the most accurate or best approach. The County should evaluate the number of on-duty commissioned officers within the plan area to determine if a more accurate LOS is appropriate. Requiring an LOS based on the number of on-duty commissioned officers in the community would more accurately reflect the true LOS in the community.
Pierce County should also consider locating a new Sheriff’s station on the Gig Harbor Peninsula. Any new law enforcement facilities should be located in the UGA in an area that provides direct access to major arterial roads.

PUBLIC SCHOOLS

Peninsula School District Number 401 provides public education facilities in the community plan area. Pierce County should coordinate future capital facilities planning with the Peninsula School District. School district facility needs and requirements should be considered when making land use decisions that could impact district facilities. New schools should be sited in the UGA near the student population that would be served by the proposed school facility.

The school district provides many of the recreational facilities and play fields in the community. The Pierce County Parks Department should continue to work with the Peninsula School District to coordinate a schedule for limited community use of the school district facilities.

The student enrollment should not exceed classroom capacity. School impact fees should be paid to the district to adequately mitigate the impacts to school facilities that are generated by new residential growth within the community plan area.

CAPITAL IMPROVEMENTS FOR ACHIEVING LOS

Peninsula School District’s Capital Facilities Plan for 1999-2005 provides for the construction of an additional elementary school with a capacity for 550 students, an additional middle school with a capacity for 650 students, and an additional high school with a capacity for 1,300 students for a total capacity increase of 2,500 by the year 2005.

These schools will address the current net capacity deficiency of -832 students as well as accommodate the projected demand for 905 additional students by the year 2005. The projected 2005 totals of 9,954 enrolled students would be served by with a total student capacity of 10,717, leaving a net reserve capacity for 763 students.

LIBRARY SERVICES

The plan area is served by the Pierce County Library System. The 15,214 square foot Peninsula library is classified as a regional branch library. This library service should continue to be provided in the community and the LOS should keep up with population growth. Any additional library facilities should be located within the UGA in a location that is convenient to people using them.

CAPITAL FACILITIES POLICIES

GOALS

Ensure that the infrastructure, facilities, and services which are necessary to support development are adequate to serve new projects at the time the buildings are available for
occupancy and use without decreasing service levels below locally established minimum standards.

**Urban Facilities and Services**

**GOAL GH CF-1**  Pierce County shall pursue a joint planning agreement with the City of Gig Harbor addressing urban services and facilities within the Urban Growth Area.

GH CF-1.1  A joint planning agreement with the City of Gig Harbor should specify the following:

GH CF-1.1.1  Standards for determining the adequacy and availability of public facilities and services;

GH CF-1.1.2  A process for coordinating the expansion of public facilities and services; and

GH CF-1.1.3  A process for coordinating capital improvement projects within the UGA.

GH CF-1.2  The City of Gig Harbor, at its discretion, may impose its standards for outside utility contracts on those properties that will connect to the city's public utility systems.

GH CF-1.3  Work with the City of Gig Harbor in ranking possible sites for planned public facilities and services using a priority system. Coordinate the provision of public services, sanitary sewer in particular, to sites which provide the greatest possible returns, unless private property owners can assist with the costs involved in extending or providing service.

**Rural Facilities and Services**

**GOAL GH CF-2**  Develop airport-compatible uses at the Tacoma Narrows Airport without urban levels of service.

GH CF-2.1  New uses that require urban levels of service, such as sanitary sewers, shall not be permitted in the Rural Airport designation.

**Fire Protection**

**GOAL GH CF-3**  Fire District #5 provides emergency services in the community plan area. Pierce County shall support the efforts of Fire District #5 in responding to the increasing population and demand for services on the Gig Harbor Peninsula.

**Law Enforcement**

**GOAL GH CF-4**  Three separate entities provide police protection and enforcement within the community plan area. The Pierce County Sheriff is primarily responsible for the unincorporated portion of the plan area. The City of Gig Harbor Police Department provides service in the city limits. The Washington State Patrol focuses on SR 16 and SR 302. Although each department has its own primary jurisdictional responsibilities, each department should provide support throughout the community when necessary.

Pierce County Comprehensive Plan | Gig Harbor Community Plan E-141
**Public Schools**

**GOAL GH CF-5** Peninsula School District #401 provides public education facilities in the community plan area. The Peninsula School District should be represented in all land use planning efforts in the community. Student enrollment should not exceed classroom capacity.

**Library**

**GOAL GH CF-6** The plan area is served by the Pierce County Library system. The 15,214 square foot Gig Harbor Library is classified as a regional branch library. This service should continue to be provided in the community and the level of service should keep up with population growth.

**Parks and Recreation Policies**

**Goals**

Provide adequate park and recreational facilities within the community plan area that satisfy the highest standards for environmental protection while meeting the needs of Peninsula residents. Provide and maintain a level of service for regional parks in the community that meets or exceeds the countywide standard. Promote various methods for park and recreation organizations and other interested citizens in providing community and neighborhood parks.

**Regional Parks**

**GOAL GH PR-1** New regional parks within the community plan area should be designed and located to serve the needs of community residents as well as providing countywide benefits. New regional parks should meet the following criteria:

- **GH PR-1.1** Locate park sites to take advantage of the physical amenities on the Peninsula. Priorities include shorelines, forested areas, and natural areas.
- **GH PR-1.2** The size of a regional park typically exceeds 40 acres; however, these parks may be developed on larger or smaller parcels. Parks that provide shoreline access are considered regional parks regardless of size.
- **GH PR-1.3** The various park and recreation providers on the Peninsula should acquire property for parks, trails, and open space when land becomes available and prior to actual need.

**Community Parks**

**GOAL GH PR-2** Community parks should provide primarily active recreation uses. Appropriate community park facilities include:
### Table E-23: Gig Harbor Community Park Facilities

<table>
<thead>
<tr>
<th>Facility</th>
<th>Minimum Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-use indoor sports complex</td>
<td>3.5 acres for a site containing an aquatic facility, multi-purpose gymnasium, aerobics room, weight room, and support space</td>
</tr>
<tr>
<td>Formal baseball fields</td>
<td>3 acres for official field, 1.2 acres for little league</td>
</tr>
<tr>
<td>Formal soccer fields</td>
<td>2.1 acres per field</td>
</tr>
<tr>
<td>Fields for softball and youth baseball</td>
<td>1.5 acres per field</td>
</tr>
<tr>
<td>Fields for soccer, football, or pick-up games</td>
<td>1.7 acres per field</td>
</tr>
<tr>
<td>Multi-use outdoor paved courts (tennis, basketball)</td>
<td>7,200 square feet (full court)</td>
</tr>
<tr>
<td>Tennis court</td>
<td>7,200 square feet</td>
</tr>
<tr>
<td>Basketball court</td>
<td>5,000 square feet</td>
</tr>
<tr>
<td>Volleyball court</td>
<td>4,000 square feet</td>
</tr>
<tr>
<td>Space for special outdoor events (amphitheater)</td>
<td>Variable depending on facility</td>
</tr>
<tr>
<td>Children's play area</td>
<td>2,500 square feet</td>
</tr>
<tr>
<td>Picnic area</td>
<td>2,000 square feet</td>
</tr>
<tr>
<td>Picnic shelter building</td>
<td>750 square feet</td>
</tr>
<tr>
<td>Trails or pathways</td>
<td>NA</td>
</tr>
<tr>
<td>Natural open space</td>
<td>NA</td>
</tr>
<tr>
<td>Restrooms</td>
<td>500 sq. ft. - sewer or holding tank</td>
</tr>
<tr>
<td>Parking</td>
<td>162 square feet per stall</td>
</tr>
</tbody>
</table>

### Neighborhood Parks

**GOAL GH-PR-3**  
Create a system of neighborhood parks on the Peninsula. Require an adequate amount of land within new subdivisions and existing neighborhoods to meet the non-organized recreational needs of residents. Homeowner organizations typically maintain and operate subdivision parks.

**GH PR-3.1**  
Neighborhood parks should be separated from one another in a relatively even manner throughout the Peninsula. Neighborhood parks should be reasonably central to the neighborhood they are intended to serve.

**GH PR-3.2**  
Neighborhood park location is most often determined by site availability and land cost; however, site features such as topography and physical constraints should be considered prior to site acquisition.

**GH PR-3.2.1**  
A one to two-mile separation between neighborhood parks is desired.
GH PR-3.3  Neighborhood parks should be sized and improved to be consistent with the area the park is intended to serve.

GH PR-3.4  Neighborhood parks should provide both passive and active recreation uses. Appropriate facilities include:

<table>
<thead>
<tr>
<th>Table E-24: Gig Harbor Neighborhood Park Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Facility</strong></td>
</tr>
<tr>
<td>Practice field for softball and youth baseball</td>
</tr>
<tr>
<td>Practice field for soccer, football, or pick-up games</td>
</tr>
<tr>
<td>Multi-use paved games court (tennis, basketball)</td>
</tr>
<tr>
<td>Children's play area</td>
</tr>
<tr>
<td>Picnic area</td>
</tr>
<tr>
<td>Picnic shelter building</td>
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<tr>
<td>Trails or pathways</td>
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<tr>
<td>Natural open space</td>
</tr>
<tr>
<td>Restrooms</td>
</tr>
<tr>
<td>Parking</td>
</tr>
</tbody>
</table>

GH PR-3.5  When sport fields for league play are located on school grounds, the recreation management agency should contribute to field investment and maintenance.

GH PR-3.6  Subdivision parks (mini-parks) should generally be provided in all new residential developments.

GH PR-3.6.1  Provide mini-parks in all new residential subdivisions and multifamily residential developments except when a fee in lieu of the park land dedication has been provided to the Peninsula Park and Recreation District that will mitigate for the impacts associated with the new residential development.

GH PR-3.6.2  The recreational area in a required mini-park shall consist of a minimum of 5,000 square feet and shall be in a separately dedicated park tract.

GH PR-3.6.3  Each mini-park should be improved with a variety of amenities such as a playground, sports court, tot lot, picnic facility, gazebo, on-site water line, and associated landscaping.

GH PR-3.6.4  Connect open space tracts, screening buffers, and stormwater facilities with any mini-park when possible to create the opportunity for a system of walking trails.
**TRAILS**

**GH PR-3.7** Opportunities for property acquisition that provide shoreline access trails, create looped or circuit trails, and trails that connect to the Tacoma-Lake Cushman Transmission Line Trail are a priority.

**GH PR-3.8** The trail system on the Gig Harbor Peninsula should eventually be linked with trail systems on the Longbranch Peninsula, in Kitsap County, and the regional trail system on the east side of the Tacoma Narrows Bridge.

**GH PR-3.9** Provide development incentives such as bonus densities and increased impervious coverage for projects that incorporate trails into the project site plan.

**GH PR-3.9.1** Consider designated trails for each subdivision and site plan approval.

**GH PR-3.9.2** Utilize the development incentives described in the Land Use Element to encourage trails in new development.

**RECREATION**

**GOAL GH PR-4** Encourage the development of a community-based sports complex to reduce dependence upon County, city, and school district facilities.

**GOAL GH PR-5** Encourage the development of a community center.

**GOAL GH PR-6** Encourage the multi-use system of sport fields for practice, league play, and tournaments (3-tiered concept).

**GH PR-6.1** Facilities generating crowd noise should be located in a manner as not to disturb adjoining residential uses.

**GOAL GH PR-7** Support the efforts of land trusts, the Peninsula Metropolitan Park and Recreation District, Tahoma Audubon, other open space organizations, and individuals in their efforts to acquire natural areas and environmentally sensitive lands on a Peninsula-wide basis.

**SHORELINE ACCESS**

**GOAL GH PR-8** Encourage acquisition of shoreline access points that provide opportunities for boat launches, public docks or piers, beach walking, wildlife viewing and other shoreline-dependent uses.

**GH PR-8.1** Boat launch length should be adequate to make the facility usable year-round at high and low tides. The site should be located in sheltered waters that have some protection from high winds if possible. Boat launch facilities should include a dock or pier to facilitate boat ingress and egress as appropriate for the location.
GH PR-8.2 Promote development of public and private pedestrian access to shorelands and tidelands. Property owners that provide public access to marine waters may be eligible for a property tax reduction.

GH PR-8.3 Prohibit the vacation or trading of unopened public rights-of-way at shoreline locations except when the vacation or trade would enable a public authority to acquire the vacated property for public purposes.

GH PR-8.4 Public easements dedicating access to designated public waterfront areas should be included as a part of private upland development projects prior to site development of the private development.

**TRANSPORTATION POLICIES**

GOAL GH T-1 Pierce County supports the efforts of Pierce Transit to acquire property and develop an effectively buffered park-and-ride lot near the proposed 24th/36th Street NW interchange. Such a lot will allow more direct access to eastbound bus service for residents of Fox Island and the southern Gig Harbor Peninsula.

GOAL GH T-2 Require site design that separates auto, pedestrian, and bicycle traffic access for safety purposes.

GOAL GH T-3 The County shall consult with the city of Gig Harbor and consider applying the city of Gig Harbor Public Works standards when constructing nonmotorized transportation improvements within the Urban Growth Area.

GOAL GH T-4 Buffer any new road in the unincorporated area that would otherwise be visible from SR 16 through retention of existing native vegetation and/or new native plantings, including shrubs and evergreen trees. Additional buffering provisions are included in other elements of this community plan.

GOAL GH T-5 Plant and maintain landscaped areas at the north side of the Purdy spit bridge and those areas within public rights-of-way at freeway interchanges to promote visually pleasing entrances to the community.

GOAL GH T-6 Encourage the Washington State Department of Transportation (WSDOT), Department of Corrections, and Pierce County to manage and replant any forested areas within their control along Highway 16 so as to maintain a complete visual screen along this highway.

GOAL GH T-7 Pierce County and the city of Gig Harbor should enhance landscaping within freeway rights-of-way in cooperative planting efforts undertaken with the Washington State Department of Transportation.

GOAL GH T-8 Street lighting, pedestrian facilities, and other safety improvements are a high priority adjacent to community facilities.
GOAL GH T-9  Utilize the results of the Pierce Conservation District's (PCD) survey of fish passage barriers that has been prepared for the Gig Harbor Peninsula and prioritize correction of any barriers in the next Capital Improvement Program (CIP) update.

GOAL GH T-10  Pierce County shall take an active role in coordination with WSDOT concerning proposed projects on state highways in Pierce County.

   GH T-10.1  Pierce County shall encourage completion of SR 16 interchange improvements to adequately accommodate future traffic levels and provide accessibility for motorists and nonmotorized travelers.

   GH T-10.2  Overcrossings and undercrossings of freeways should include safe and accessible sidewalks and/or paved shoulders for pedestrian and bicycle traffic.

   GH T-10.3  Pierce County shall coordinate with the WSDOT concerning the provision of adequate roadway improvements to accommodate changes in traffic patterns related to the proposed Narrows interchange at 24th/36th Street NW and any other interchange revisions.

   GH T-10.4  Pierce County shall encourage the WSDOT to avoid steep cuts that will not sustain natural growth, and to replant and maintain native vegetation, including shrubs and evergreen trees, on all existing cuts and fills on freeway interchanges where sight distance would not be affected.

   GH T-10.5  Pierce County shall support the dialogue with any community forum for the purpose of discussing local transportation issues and the study of related programs and projects.

   GH T-10.6  Pierce County recommends improvements to SR 302, including rehabilitation of the Purdy spit bridge, operational improvements at the SR 302/SR 302 spur intersection, and establishment of a new SR 302 route in Kitsap County that connects to a reconstructed Burley-Ollala interchange (as proposed in the State Route 302 Corridor Study, WSDOT, August 1993).

UTILITIES POLICIES

SANITARY SEWER AND WASTEWATER

GOAL GH U-1  Pierce County does not provide sanitary sewer or wastewater treatment on the Gig Harbor Peninsula. Pierce County shall support the City of Gig Harbor's efforts to provide sewer service in the Urban Growth Area that accommodates planned urban densities and urban development patterns, consistent with the Countywide Planning Policies.

   GH U-1.1  Pierce County shall advise applicants seeking County building or development permit approval who are also seeking City of Gig Harbor sewer utility services (sewer) to contact the city early in the permit review process for information on city-contracted requirements and utility construction standards.
GH U-1.2 Prohibit new uses that require urban levels of service, such as sanitary sewers, in the Rural Airport designation. Urban levels of service shall be permitted only in the rural area pursuant to code.

GOAL GH U-2 Pierce County and the City of Gig Harbor should coordinate the phased expansion of sewer interceptors within the Urban Growth Area.

GH U-2.1 The City of Gig Harbor should continue to plan for capacity and facilities needed to serve the anticipated growth within its Urban Growth Area.

<table>
<thead>
<tr>
<th>Stormwater</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOAL GH U-3 Provide assistance to property owners for reducing stormwater flows and implementing best management practices.</td>
</tr>
<tr>
<td>GH U-3.1 Consider underground stormwater retention systems by providing development incentives.</td>
</tr>
<tr>
<td>GH U-3.2 Contract with private developers to provide increased capacity to accommodate existing capacity problems/mitigate existing drainage problems.</td>
</tr>
<tr>
<td>GOAL GH U-4 Raise existing improvements above the 100-year floodplain.</td>
</tr>
<tr>
<td>GH U-4.1 Preclude new construction, grading, and filling within the 100-year floodplain.</td>
</tr>
<tr>
<td>GOAL GH U-5 Restrict construction of certain types and sizes during the wet season (October-March).</td>
</tr>
<tr>
<td>GOAL GH U-6 Lower costs to the Surface Water Management Utility for land acquisition by pursuing shared use of County-owned property for the construction of detention/retention facilities.</td>
</tr>
<tr>
<td>GH U-6.1 Inspect and enforce the maintenance of private stormwater facilities. Require that these private facilities function as they were originally intended.</td>
</tr>
<tr>
<td>GH U-6.2 Consider a requirement of retrofitting private stormwater facilities to bring these stormwater systems up to current standards over time.</td>
</tr>
<tr>
<td>GOAL GH U-7 Acquire, enhance, expand, or create wetlands for use in a wetland banking program. Utilize areas for stormwater disposal in conjunction with wetlands creation.</td>
</tr>
<tr>
<td>GOAL GH U-8 Evaluate streams within the plan area for evidence of scouring, erosion, and other evidence of an increase in peak stormwater flows and velocities or a reduction in biological activity.</td>
</tr>
<tr>
<td>GH U-8.1 Develop a prioritization list of habitat improvement projects for the plan area.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Domestic Water</th>
</tr>
</thead>
<tbody>
<tr>
<td>GOAL GH U-9 Encourage the regional management of small water systems on the Peninsula.</td>
</tr>
<tr>
<td>GH U-9.1 Encourage the physical inter-tying of small water systems whenever possible.</td>
</tr>
</tbody>
</table>
GOAL GH U-10  
Mandate water conservation measures for all land uses.

GH U-10.1  
Promote the development of cost-sharing programs to help people purchase low-flow fixtures (e.g., appliances, faucets, and toilets) for their existing homes.

GOAL GH U-11  
Pierce County shall work with the Tacoma Pierce County Health Department to limit new wells and development activities that require water withdrawals in those areas on the Peninsula that have been identified as being at risk for saltwater intrusion. Saltwater intrusion (i.e., chloride levels exceeding 100 mg/L) has been identified through sampling of private wells on Allen Point, Point Evans, Henderson Bay near Kopachuck, Fox Island, Point Fosdick, and Horsehead Bay. The most significant saltwater intrusion has occurred in wells bordering Horsehead Bay.

GH U-11.1  
Promote water conservation measures in the summer months when saltwater intrusion tends to peak as pumping rates are the highest and rainfall (aquifer recharge) is the lowest.

GOAL GH U-12  
Planning and Land Services shall work with the Surface Water Management division of Public Works to identify and protect aquifer recharge areas throughout the Gig Harbor Peninsula through the Kitsap Water Resource Inventory Plan (addressing water supply and availability) for Water Resource Inventory Area (WRIA) #15. Coordinate the planning for WRIA #15 with other planning efforts in Pierce County.

GH U-12.1  
Utilize the WRIA #15 Plan information in future updates to the community plan.

GH U-12.1.1  
Coordinate the WRIA #15 Plan with the Gig Harbor Peninsula Basin Plan (addressing surface water management and capital facilities).

GH U-12.2  
Involve the Gig Harbor Peninsula Basin Advisory Committee in the WRIA #15 planning effort.

GOAL GH U-13  
Request the TPCHD to start a program to prevent septic failures through public education and routine septic checks.

GOAL GH U-14  
Require systems to satisfy current regulations prior to expanding service to additional customers.

GOAL GH U-15  
Explore the feasibility of a regional water supply system.

GOAL GH U-16  
Promote educational programs that provide information to property owners concerning wellhead protection measures.

GOAL GH U-17  
Standardize water monitoring on a regional basis.

SOLID WASTE

GOAL GH U-18  
Explore opportunities to reduce per capita solid waste generation to less than 3.45 pounds per person per day.

GH U-18.1  
Reduce the volume of solid waste by encouraging manufacturers and retailers to reduce packaging waste at the retail level.
GH U-18.2  Implement local, state, and national waste reduction measures.
GH U-18.3  Support local recycling programs and increase participation in the single-family curbside program to 90% and in the yard waste curbside program to 50%.
GH U-18.4  Encourage recycling at multifamily residences by providing information to managers of apartment complexes and to developers on how to size recycling bins to meet code and to provide efficient services.

GOAL GH U-19  Provide opportunities for recycling at transfer locations for the public and commercial haulers.
GH U-19.1  Expand the number and capacity of drop-off and buy-back recycling facilities.
GH U-19.2  Consider a requirement for mandatory curbside solid waste and recycling collection throughout the Peninsula.
GH U-19.3  Encourage the Pierce County Solid Waste Division to work with the haulers and recyclers to develop additional programs, such as conducting a pilot community recycling day or facilities for disposal of hard to handle solid waste such as appliances, tires, used batteries, etc.
GH U-19.4  Work with the local newspaper to regularly promote the location of and the proper use of the free recycling drop-off sites that are located throughout the community.

GOAL GH U-20  Only those waste processing technologies that are protective of human health and the environment (e.g., no adverse odor impacts to neighboring properties) shall be permitted.

GOAL GH U-21  Encourage businesses to accept the return of problem waste (i.e., oil, batteries) from products they sell, for proper disposal.

POWER

GOAL GH U-22  Accommodate natural gas storage facilities within Employment Centers.
GOAL GH U-23  Support the installation of natural gas supply facilities across the Tacoma Narrows to the southern portion of the Gig Harbor Peninsula through the appropriate land use permitting and environmental review process.

IMPLEMENTING ACTIONS

The following is a list of actions that needs to be completed in order to implement the policies contained within the Facilities and Services Element. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the Gig Harbor Peninsula Community Planning Board (GHPCPB), the Peninsula Advisory Commission (PAC), or
Pierce County Planning and Land Services (PALS). Those actions assigned to the GHPCPB are completed as part of the adoption and implementation of this plan.

**SHORT TERM ACTIONS**

1. Require urban development standards and urban levels of service as a component of all new development in the Urban Growth Area. If level of service standards are not being met, amend regulations as necessary. (PALS, PWU)

2. Require that new development supports the costs associated with public facility and service expansions that are made necessary by each development project. (PALS, PWU)

3. Ensure that the UGA includes only those areas that are capable of providing urban levels of service over the next 20 years. (PALS, City of Gig Harbor)

4. Require that the level of service (LOS) standards for facilities and services that are adopted in the Pierce County Comprehensive Plan or Gig Harbor Peninsula Community Plan are maintained. (PALS, PWU, T.P.C.H.D)

5. Amend regulations as necessary to allow interim on-site approved septic systems in the UGA where sewer facilities are not available. (PALS, T.P.C.H.D)

6. Facilitate protection and conservation of groundwater supplies contained within the Gig Harbor Peninsula aquifer. (PALS, T.P.C.H.D)
   - Support efforts to establish a water budget for the Gig Harbor Peninsula.

7. Promote reliable and cost-effective solid waste service that is consistent with the Tacoma-Pierce County Solid Waste Management Plan. (PWU)

8. Encourage recycling and a reduction in the volume of solid waste in the community. (PWU)

9. Amend regulations to permit regional electrical and natural gas facilities in the plan area. (PWU)

10. Support expansion of electric utility facilities to meet future load requirements and support conservation measures to aid in meeting future growth needs. (PALS)

11. Support the efforts of Fire District Number Five in responding to the increasing population and demand for services on the Gig Harbor Peninsula. (PALS)

12. Coordinate capital facilities planning with the Peninsula School District. (PALS, PWU)

13. Work with the Peninsula School District to coordinate a schedule for limited community use of the school district facilities. (PALS, PC Parks, Peninsula School District)

**Parks**

14. Require that the level of service (LOS) standards for facilities and services that are adopted in the Pierce County Comprehensive Plan or Gig Harbor Peninsula Community Plan are maintained. (PALS, PWU, T.P.C.H.D)
15. Require that regional parks and recreational facilities are provided within the community plan area that meets the County-wide LOS standard. (PC Parks)

16. Provide opportunities for community involvement in siting and developing the County’s regional park system on the Gig Harbor Peninsula. The Pierce County Parks Department should forward park improvement recommendations to the PAC. (PC Parks, PAC)

**Transportation**

17. Require that the level of service (LOS) standards for facilities and services that are adopted in the Pierce County Comprehensive Plan or Gig Harbor Peninsula Community Plan are maintained. (PALS, PWU, T.P.C.H.D)

18. Annually consult with the Peninsula School District to prioritize safety improvements near schools and established bus stops. (PALS, PWU, Peninsula School District)

19. Ensure that transportation facilities are developed in a manner that will not encourage or promote growth or development beyond the UGA. (PALS, PWU)

20. Require that new roads are designed and constructed in a manner that minimizes impacts to streams, wetlands, wildlife habitat, and other critical areas. (PALS, PWU)

**Mid-Term Actions**

1. Work with the City of Gig Harbor in ranking possible sites for planned public facilities and services using a priority system. (PALS, City of Gig Harbor)

2. Coordinate the provision of urban services and utilities within the Urban Growth Area.

3. Develop a joint planning agreement with the City of Gig Harbor addressing urban services and facilities within the Urban Growth Area. This agreement should address the following: (PALS, City of Gig Harbor, PC Council)
   - Standards for determining the adequacy and availability of public facilities and services.
   - A process for coordinating the expansion of public facilities and services.
   - A process for coordinating capital improvement projects within the UGA.

4. Pursue planned actions within the UGA pursuant to WAC 197-11-165, 197-11-168, and 197-11-172. (PALS, City of Gig Harbor)

5. Utilize the results of the Pierce County Conservation District’s (PCCD) survey of fish passage barriers that has been prepared for the Gig Harbor Peninsula and prioritize correction of any barriers in the next Capital Improvement Program (CIP) update. (PALS, PCCD, PWU)

6. Coordinate the phased expansion of sewer interceptors within the Urban Growth Area. (PALS, PWU, City of Gig Harbor)
7. Amend development regulations to provide standards that establish near zero change in hydraulic and hydrologic function on a property after development. (PALS, PWU, PAC)
   - Implement low impact site development techniques.
   - Revise existing development standards when the standard does not adequately prevent new development from increasing surface water drainage problems or where the standard does not eliminate the possibility of damage from storm events.

8. Review existing allowable limits of impervious surface against the best available science to determine the adequacy of these standards. (PALS, PWU, WSDOE)

9. Implement programs to reduce impacts associated with stormwater runoff in the plan area. (PALS, PWU)
   - Evaluate streams within the plan area for evidence of scouring, erosion, and other evidence of an increase in peak stormwater flows and velocities or a reduction in biological activity.
   - Develop a prioritization list of habitat improvement projects for the plan area.
   - Provide assistance to property owners for reducing stormwater flows and implementing best management practices.

10. Amend and adopt regulations that integrate stormwater detention and retention facilities into the natural environment. (PALS, PWU)

11. Develop and adopt an enforcement and maintenance program for private stormwater facilities. (PALS, PWU)

12. Study a regional water supply system on the Gig Harbor Peninsula. (PALS, T.P.C.H.D)

13. Prohibit new individual wells within the Urban Growth Area. (PALS, T.P.C.H.D)

14. Prohibit new wells on sites that are at high risk for saltwater intrusion, unless it can be demonstrated through a hydrogeologic assessment that additional groundwater withdrawal will not worsen the problem in the vicinity. (PALS, T.P.C.H.D)

15. Amend the Capital Facilities Plan to adopt a level of service, based on the number of on-duty commissioned officers in the community, which would more accurately reflect the true level of service in the community. (PALS, PC Sheriff, PC Council)

16. Work with the Peninsula School District to determine if impact fees for schools are adequate to mitigate the impacts to the facilities that are generated by new residential growth within the community plan area. Amend the school impact fee ordinance if necessary. (PALS, PC Council, PAC)

Parks

17. Acquire property that will contribute to the community-wide system of parks, recreational facilities, trails, and open space. (PC Parks, PALS, PCCD, Land Trust, PPRD)
18. Work with the various park and recreation providers on the Peninsula to provide community park facilities throughout the plan area. (PC Parks, PALS, PCCD, Land Trust, PPRD)

19. Work with the various park and recreation providers on the Peninsula to provide a system of neighborhood parks in the community. (PC Parks, PALS, PCCD, Land Trust, PPRD)

20. Require subdivision parks in all new residential developments unless a fee in lieu of park dedication is provided. (PC Parks, PALS)

21. Work with the various park and recreation providers on the Peninsula to provide a community-wide system of trails that will serve park, recreation, and open space needs. (PC Parks, PALS, PCCD, Land Trust, PPRD)

22. Work with the various park and recreation providers on the Peninsula to develop indoor and outdoor recreation facilities throughout the community at regional, community, and neighborhood parks and at school sites. (PC Parks, PALS, PCCD, Land Trust, PPRD)

23. Acquire open space tracts for passive recreation including shoreline access and wildlife viewing. (PC Parks, PALS, PCCD, Land Trust, PPRD)

24. Acquire shoreline access points whenever possible. (PC Parks, PALS, PCCD, Land Trust, PPRD, DNR)

25. Prohibit the vacation or trading of unopened public rights-of-way at shoreline locations except when the vacation or trade would enable a public authority to acquire the vacated property for public purposes. (PWU, PALS)

26. Work with the City of Gig Harbor, the Peninsula School District, the Peninsula Park and Recreation District, the Peninsula Park and Recreation Council, and other interested citizens in providing park and recreational facilities in the community. (PC Parks, City of Gig Harbor, Peninsula School District, PPRD, PPRC, PAC)

- Pierce County Parks Department should provide the various park and recreation provider’s technical expertise in site planning and facility needs assessments.
- Pierce County Parks Department should provide assistance in the preparation of grants for property acquisition, operation, and maintenance.
- Pierce County Parks Department should work with the Peninsula School District to coordinate a schedule for limited community use of the school district facilities.

27. Adopt rules that allow developers to offer a payment in lieu of park land dedication when they are developing subdivisions. (PALS, PC Parks)

28. Develop park facilities that generate funds. Incorporate revenue collection into the design of new parks. (PALS, PC Parks)

29. Charge user fees at sites that provide recreational opportunities at a rate that will support the facilities maintenance and operating costs. (PC Parks)
Transportation

30. Work with Pierce Transit to develop a transit system to serve the internal and external travel needs of Peninsula residents. (PALS, PWU, PC Transit)

31. Implement transportation demand management programs. (PALS, PWU, PC Transit)
   - Assist Pierce Transit and other agencies in evaluating boundary and service extensions, additions, and revisions.
   - Implement programs that encourage carpooling, bicycling, walking, transit usage, telecommuting, and compressed work-weeks.
   - Examine the possibility of requiring developers of employment sites to implement transportation demand management measures.
   - Consider providing developers with incentives or credits for implementing transportation demand management measures.

32. Pursue the expansion of the existing park and ride lots and development of new lots in the regional park and ride lot system. (PALS, PWU, PC Transit)

33. Require that new and reconstructed arterial roadways within the UGA are provided with curb, gutter, and sidewalks and facilities to accommodate bicyclists. (PALS, PWU)

34. Pursue consistent short and long-term transportation planning in the UGA. (PWU, City of Gig Harbor, WSDOT)

35. Explore joint funding of transportation projects when viable, including application for state and federal grants.

36. Study the viability of developer impact fees for funding transportation improvements within the Gig Harbor Peninsula Community Plan area. Create an impact fee ordinance to fund transportation improvements if feasible. (PALS, PWU, PC Council, City of Gig Harbor)

Long Term Actions

1. Implement adaptive management strategies based upon the information received from groundwater monitoring programs. (PALS, T.P.C.H.D)

2. Monitor and evaluate projects that utilize LID standards to determine the effectiveness of the established goals. (PALS, PWU)

3. Implement the changes to the stormwater regulations identified in this Element in the next substantive revision to the County’s Stormwater Management and Site Development Manual and related regulations. (PALS, PWU)
Gig Harbor Community Plan

Park Acquisition Recommendations

- Potential Park Site
- Potential Trail

Department of Planning and Land Services
Plot Date: July 10, 2007
Chapter 7: 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 Gig Harbor Peninsula 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.

This section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to achieve the vision of the plan. Actions may include the development and implementation of regulations and design standards, working with the City of Gig Harbor to coordinate the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. This framework for monitoring provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information obtained from the monitoring program will be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.

**How to Measure the Effect of Standards**

The Gig Harbor Peninsula 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. PALS staff and the Peninsula Advisory Commission (PAC) 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. PALS 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 PAC 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 PAC, which review such applications, as well as PALS staff, would need to be included in the monitoring. PALS 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 PAC, and PALS 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 PAC and PALS staff. PALS 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 Gig Harbor Peninsula 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 Gig Harbor Peninsula 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 PALS 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 PAC 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.
The Graham 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 Graham Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2006-52s, Effective 3/1/2007).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1:  Introduction

GREATER GRAHAM COMMUNITY

The greater Graham area in Pierce County has experienced a significant amount of growth during the past several decades. Some of this growth has been at the expense of the areas’ rural atmosphere. Pierce County and representatives from the community have identified a community vision, discussed issues and created policies that will assure sensible and appropriate levels of development within the plan area over the next 20 years.

The result of this work is the creation of a community plan that provides a framework for consistent land use standards in both the urban areas and in the outlying rural and natural resource lands. Higher density and intensity development is directed into urban areas, where it can be supported by urban level services and facilities. This also allows rural and natural resource areas to retain the low density, agricultural, and forested character that the community values.

GENERAL DESCRIPTION OF THE PLAN AREA

The Graham Community Plan area is located in south central Pierce County at the fringe of the County’s urban growth area limits. The plan area is bounded by the communities of Spanaway, Frederickson, and South Hill to the north. The northernmost limits range from 208th St. E. at the western edge up almost to 176th St. E. at SR 161 (Meridian Avenue). SR 7 (Mountain Highway) is located along the western boundary of the plan area and 352nd St. E. represents the southern boundary. The plan area extends as far east as the Puyallup River Valley. The intersection of 264th St. E. and SR 161 is roughly the geographic center of the plan area.

The plan area is approximately 76.5 square miles in size and encompasses almost 49,000 acres of urban, rural and natural resource lands. Many small, distinct communities are located within the plan area including Graham, Elk Plain, Kapowsin, Thrift, and Rocky Ridge, and some plan area residents associate themselves with other neighboring communities such as Eatonville and Orting. Major north/south transportation routes within and adjacent to the plan area include Mountain Highway, SR 161,
which bisects the center of the plan area, Webster Road and the Orting-Kapowsin Highway. The main east/west access routes through the plan area are 224th, 304th, and 352nd Streets E.

While a small portion of the northern plan area is located within the County’s Urban Growth Area boundaries, the majority of the plan area is very rural in character with rolling pasturelands, timberlands and low density rural residential housing. There are many unique environmental features within the plan area including a myriad of lakes and a complex system of rivers and creeks, many of which are salmonid bearing. These systems also support a variety of wildlife species. Morse Nature Preserve, located at the headwaters of Muck Creek, provides an excellent opportunity within the plan area for bird watching and educational events.

**GROWTH TRENDS, POPULATION AND DEMOGRAPHICS**

**GROWTH TRENDS**

During the years between 1990 and 2000, the Graham plan area had a higher percentage of population growth than the surrounding communities and Pierce County as a whole. The following is an example of the comparative growth (expressed in percent) from 1990 to 2000 between the plan area and other areas:

- Graham - 58%
- South Hill - 44%
- Frederickson - 52%
- Pierce County (incorporated and unincorporated) - 20%

**CURRENT POPULATION**

The year 2000 population within the plan area was calculated at 32,513 people. Of the total plan area population, it is estimated that 2,837 of those people reside inside the Comprehensive Urban Growth Area (CUGA) boundary while the remaining 29,676 residents live in either designated rural or natural resource areas.

**TWENTY-YEAR POPULATION FORECAST**

Population forecasting is an inexact science. A number of different assumptions are put into population models in an attempt to predict what the population will look like in the future. Another layer of complexity is added to this task when considering the implementation of social policies, such as the Growth Management Act, and determining how they may affect growth. To acknowledge these differences, the projected population growth between the years 2002 and 2022 for the Graham plan area is estimated between 6,700 and 13,000 people.
The lower population projection is a product of the Pierce County Population Allocation process. Through this process, substantial emphasis is placed on the urban growth policies adopted in cities’ and towns’ comprehensive plans that have the effect of redirecting growth back within city limits. The accuracy of this low range relies on the success of implementing those policies. The higher estimate results from the same modeling process; however, the results were not further refined to incorporate cities’ and towns’ policies. In general, the exclusion of these policies from the forecasting process generates higher growth estimates in urban and rural areas of unincorporated Pierce County.

Demographics

Demographics for the plan area were compiled from information contained within the year 2000 U.S Census survey. The following nine census tracts encompass the plan area and were used to derive the demographic information; 731.07, 731.09, 731.13, 731.14, 731.15, 731.16, 731.17, 731.18, 731.19.

The age of the population within the plan area is generally younger than Pierce County’s average. Approximately 62 percent of the population is between 18 and 65 years of age, while 31.4 percent of the population is under the age of 18. The County as a whole has roughly 27 percent of its population under the age of 18.

The income characteristics indicate the households in the plan area have a higher income level than Pierce County as a whole. The median household income for Pierce County is approximately $45,200 and 64 percent of the households in the plan area have an income of $45,000 or higher. Roughly 10 percent of the households within the plan area have an income less than $20,000 and approximately 11.6 percent have an income level of $100,000 or higher.

History of the Plan Area

Early History through the 1900s

Pre-1850s

Before the 1850s, the Graham and Kapowsin areas were largely forested and the Elk Plain area was a vast prairie. Native Americans inhabited these areas for thousands of years and maintained a fire regime to help foster the oak woodland and prairie areas. The community planning area was part of the traditional lands of the Nisqually and Puyallup Indian Tribes. The Puyallup villages were located near the northeastern portion of the community planning area. The Nisqually people considered the area a major part of...
their “bread-basket” as the area was teeming with fish and wildlife and the prairies provided nuts, roots and other edible plants. The variety of resources was also used for shelter, clothing and other household provisions. The Nisqually people called Kapowsin Lake “Tuh-powt-se,” Muck Creek “Y’ll-whaltz,” and Orting Prairie “Tu-wa-quotes.”

Also prior to 1850, Elk Plain was utilized by the Hudson’s Bay Company as a grazing area and its employees lived in the Muck Creek Area. In 1850, the Donation Land Claim Act was passed by U.S. Congress. The only donation land claim within the community plan area was filed by John McCloud for 320 acres near Muck Creek. Prior to this, Native Americans used the site as a summer campground. John McCloud married a local Native American woman and had a daughter. Some of their descendents still live in the area.

### 1850s – 1900

In 1862, The Homestead Act was passed by U.S. Congress bringing more settlement into the area. The area was still largely forested with huge trees and it took months to clear an acre of land. Some of the first settlements included the Peter Leber Settlement, the first post office in 1884, and the Barling Place, which raised and sheared sheep for wool. The cultivation of hops as a cash crop was widespread in the area until 1890 when hops lice devastated hops production.

During this time many school districts, often one-room schools, were formed and churches were constructed to serve new parishes. Newly formed school districts included: Muck Creek/Oak Knoll School District (S.D.) No. 5 in 1859; Spanaway S.D. No. 6 in 1860; Spanaway S.D. No. 25 in 1882; Kirby S.D. No. 49 in 1888; Thrift S.D. No. 41 in 1891; Rocky Ridge S.D. No. 59 in 1891; and Elk Plain S.D. No. 80 in 1892. In 1898, Bethany Lutheran Church was constructed.

Railroads played an especially important role in shaping the character and pattern of development in the plan area. Railroads were brought through the hinterlands of Pierce County to reach the areas where natural resources such as timber, coal, and mineral resources were extracted. They also provided transportation for livestock and farm products and milled wood products. Tacoma Eastern Railroad was extended in 1900 to Frederickson, Graham, Thrift and Tanwax Junction. In 1901, the railroad reached Kapowsin and by 1904 the line was extended to Elbe and Ashford.

From an early period, Mountain Highway (SR 7) and Meridian (SR 161) were the two main north-south thoroughfares that connected the rural communities located within the plan area to the bigger cities and towns. In the 1890s, Mountain Highway was a country road, extending southward through prairie and into a forested area at Benston’s Hill after crossing Muck Creek. In the early 1900s, daily horse-drawn stage coaches traveling on the road from Tacoma to Ashford passed by Elk Plain. Webster Road and many other roads in the area were also constructed during the 1880s and 1890s.
The Early 1900s through the Early 1950s

1900 – 1920s

During the early 1900s, many logging camps were established in the eastern portion of the plan area at Kapowsin and along the Tacoma Eastern Railroad line and logging mills sprang up along the shores of Lake Kapowsin. By mid-1906, five shingle or saw mills were in full operation at Lake Kapowsin, 23 mills were in full operation along the Tacoma Eastern railroad line, and several additional mills were under construction.

The Electron Hydropower Plant was also constructed and went into service in 1904. Electron was the first major hydroelectric project in Pierce County and the largest in the state at the time.

Mountain Highway became one of the first concrete paved highways in the state largely due to the extraordinary efforts of Torger Peterson, an early settler of the Ohop Valley. By the fall of 1926, 49 miles of highway from Tacoma to the Mt. Rainier park entrance was paved with concrete.

Farming continued to flourish in the plan area during the early 20th century. Most farmers tended chickens, cows, and vegetable gardens and logged timber for their livelihood. Granges were organized in the 1920s to promote farmers' interests in taxation, water and utility provisions, pricing, distribution, and transportation issues. They also provided for agricultural research, education, and as community gathering places for social and family activities and events. During this time period the following granges were established.

- Loveland Grange No. 782, May 23, 1921, later renamed Elk Plain Grange No. 782.
- Thrift Grange No. 804, 1921, rechartered to Kapowsin Grange No. 804.
- Benston Grange No. 892, November 5, 1928, later consolidated with the Elk Plain Grange.

1930s – 1950s

By the 1930s through 1950s timber mills were starting to decline due to dwindling timber resources. Some mills, such as the one in Harding, that were burned in fire accidents were not
replaced. As logging activity decreased, so did employment in the area. Former loggers and sawmill workers had to find work elsewhere. During this time many plan area residents began commuting to work in Tacoma, DuPont, Fredrickson, and other urban centers.

Much of the existing road network within the plan area was constructed by this time period and tourism on Mountain Highway to Mt Rainier became more active. Some of the earlier roads included the Orting-Southern Road which later became Orting-Kapowsin Highway, L. C. Tallman Road (158th Ave. E.), Mathias-Webster Road, Eustis Hunt Road East, Muck-Kapowsin Road (224th St. E.), Thrift Extension Road, McDonald Road (264th St. E.), and the Graham Farm-to-Market Road (Meridian [SR 161]).

During 1945 planning for the area’s first park (Frontier Park) began. The St. Paul and Tacoma Lumber Company was persuaded to donate 20 acres of land just north of Graham, with the proviso that it be used as a park. The first picnic was held there that same spring. The local residents donated labor and funds to make improvements to the land. Soon the field was prepared for baseball and other activities. By 1952, the Rainier Riding Club was given permission to use some of the park’s space to create a quarter mile track and other improvements.

**THE 1950S THROUGH THE 1970S**

During post-World War II, farming continued within the plan area including berries, cherries, bulbs such as daffodils and tulips, poultry farms and dairy farms. Logging and timber mill production dwindled but plywood milling was introduced and became established in the plan area. During the 1960s, residential growth started expanding.

In May 1963, a Board of Directors for Frontier Park was created and incorporated under the new name. In 1967, the Pierce County Fair Board was invited to hold its annual fair at the park and the board accepted. The fair moved from Sumner to Frontier Park in August 1968. The Pierce County Fair has remained at the park since that time. It remains one of the sources of community pride.

**THE 1970S THROUGH PRESENT**

During the 1970s through the early 1990s, the plan area experienced a building boom in residential housing, including mobile home placement. Zoning within the plan area was General, which allowed for virtually all uses. Crime also increased during this time period and police protection became an important issue.

In 1994, the County adopted the Pierce County Comprehensive Plan. This plan designated most of the plan area as rural with low residential densities permitted. Commercial areas within the plan area were contained within designated Rural Activity Centers (e.g., 224th St. E. and Meridian) and Rural Neighborhood Centers. Further commercial sprawl down Mountain Highway and Meridian was stopped by defined centers and rural zoning.
## Individual Community Histories

### Benston

Benston was originally called Huntersville. The name was changed in 1892 to honor local citizen Adam Benston, an employee of the Hudson’s Bay Company, who later served as a mail carrier. The Benston School District split from the Muck District in 1878 and operated until 1930 when it merged with the Kapowsin District. Benston was an agricultural community raising crops such as wheat, oats, and barley, and livestock for beef and dairy products.

### Electron

Electron was the first major hydroelectric project in Pierce County and the largest in the state at the time it was constructed. When the construction of the facility was at its peak, the project employed between 1,500 and 2,000 workers who were stationed in “camps” at the various project sites. The Electron [Hydroelectric] Plant went into service in 1904. The Electron Plant became part of a power distribution system that included Snoqualmie Falls (1898), White River (1911), the Georgetown Steam Plant (1906), Nooksack Falls (1906), the York Street Stream Plant in Bellingham, gas properties in Bellingham and coal mines in Renton. A 300 mile long 55,000 volt transmission line connected these systems and provided a regional power supply system in the Puget Sound area.

The importance of the Electron Plant has been diminished by the development of other power sources in the area over the past decades. However, the Electron dam and powerhouse were still operational in 2004 and celebrated its 100th anniversary with nearly 60 employees and retirees.

### Elk Plain

Elk Plain got its name from the herds of elk that grazed the prairie area. Native Americans who inhabited the area kept the land open for grazing through regular burning of the area. By the mid-1840s, the Hudson’s Bay Company used Elk Plain as a grazing area for their estimated 6,000 sheep and 3,500 head of cattle. The former Puget Sound Agricultural Company land was not open to settlers until Washington Territory and Pierce County could purchase the land for $750,000 in 1867 after a long court battle over the sale price. Early industry included a sawmill that used to be located at about 240th St. E. Some of the pioneer families included Beattie, Ockfen, Wright, Moe, Theil, Rohr, Ehlers, Fisher, Kinsman, and Fuchs. Many of their descendents still live in the area.

The Elk Plain School District was created in 1892 on land donated by S. E. “Amos” Moe. A two-room schoolhouse was built on the site where Elk Plain Elementary is located today. In 1901, the Elk Plain Café was built as a gas station and roadside café. Within a couple of years, cabins were added in back for weary tourists traveling on the road to the mountain.

Loveland Grange No. 782 was formed in 1921. This grange was started by local residents who wanted to form an organization for mutual support in seeking fairer compensation for their properties when the local area was condemned for the construction of Camp Lewis, which
began in 1917. The grange meetings also led to the formation of the Loveland Mutual Light Company. The company’s interests were sold in 1971 to what is now Tacoma Public Utilities. Elk Plain School District No. 80 was consolidated into Bethel School District No. 403 in 1949.

### Graham

Around 1900, Smith Graham, foreman for the Cascade Timber Company, was among the first who started harvesting timber in the area. In the early 1900s, the Tacoma Eastern Railroad (later the Milwaukee Railroad) built tracks from Tacoma through Frederickson, Harding, Graham, Thrift, Tanwax Junction, Kapowsin, and Elbe. The railroad and lumber companies established mills and logging camps in the Graham area. Graham was a necessary stop for the trains transporting lumber to mills located in Kapowsin.

Between 1905 and the 1960s a variety of businesses operated in the community such as a shingle mill, barbershop, blacksmith shop, feed and supplies, auto and tractor repair shop, tavern, restaurant, cold storage lockers, and a meat market.

### Harding

The settlement of Harding was a railroad stop and mill site located along a spur line adjacent to the Tacoma Eastern Railroad right-of-way. It was located one mile west of present-day Graham and was named after Henry and Charles Harding, the first mill operators at that place. With a mill operating in the community and active logging operations in the vicinity, Harding was a small but thriving community from the 1900s to 1920s, complete with a store, boarding house, dance hall, cookhouse, and several smaller homes. In its heyday, an interesting addition was the Japanese village, which consisted of neatly kept homes admired by the community.

### Kapowsin

The community settled by Euro-Americans in 1888 got their start through the booming logging industry like many other small communities in the southern portion of the County. The name of the community is likely to have been derived from the Native American name Kapousen which means “shallow place” and was also the name of the leader of the local Native American band that lived along the lakeshore.

From 1888 to 1929 the rise and growth of Kapowsin was tied inextricably to logging, milling, and railroads. The Kapowsin Post Office opened in 1890. The Tacoma Eastern Railroad reached the area from Tacoma in 1901 and was joined later by the Northern Pacific Railroad to transport timber resources harvested from the area. The first sawmill in Kapowsin was built by the Kapowsin Lumber Company in 1901. By mid-1906, five mills were in full operation on the lake - two shingle mills and three lumber mills.
By 1915, Kapowsin was a thriving community with an estimated population of 750. It had a vibrant business section that served the community that included a restaurant, café, theater, three general stores, two churches, telephone and telegraph office, bakery, bank, laundry, hotels, and doctor’s office. Electricity was provided to the community as early as 1905 by the Electron Power Plant. Samuel Fix installed a water system from 1913 to 1914. A very small four-room school was built in late 1904. Later, a much bigger school building was built which housed students from grade one through twelve with an average student population of 280 students. Its first high school class graduated in 1914. A major gymnasium, which included a swimming pool, was built in 1922. The gymnasium was considered the finest in the County at the time.

By 1928, logging in Kapowsin was in sharp decline because much of the surrounding timberland had been cleared. Workers in the logging industry and those who served their needs started to move on. Most of the mills closed down except one. The demise of the community accelerated in 1928 when the City of Tacoma, which coveted Kapowsin Lake for a municipal water supply, announced plans to acquire considerable land around the shores of the lake. The city announced its plans to purchase the mills, stores, homes, churches, and any other standing buildings and level them. However, the City soon discovered a major artesian source of water in South Tacoma and no longer needed the water from the lake, which required transporting water 25 miles to the City.

By 1930, Kapowsin reverted back to being a rural farming community. Kapowsin School District continued to provide a sense of civic identity. Eventually, Kapowsin School District was consolidated with Bethel School District in 1949. The influx of new residents seeking the quiet solitude of Kapowsin Lake has been gradual. Kapowsin is now a community of a variety of residents engaged in dairy and fruit farming, logging, and recreational fishing, in addition to retirees.

**Kirby**

Kirby was a small sawmill camp on the Tacoma Eastern Railroad, 14 miles southeast of Tacoma. The railroad reached there in about 1900. There was no village at Kirby. It was a train stop from which lumber was hauled to Tacoma. The North Star Lumber Company built a mill in about 1908 and in 1912 the mill was bought by the Kirby Lumber Company. The mill burned in 1913. At the time, there were 55 men employed at the mill. Kirby was also the site of a small schoolhouse.

**Leber**

Leber, a small community located about 340th St. E. and Mountain Highway, included the old Weyerhaeuser Elementary School, a fire station, and a small grocery and gas station. This is one of the oldest communities in Pierce County. The Leber Post Office was established in 1884. It was named after an early settler, Peter L. Leber, who served as the first postmaster. Mr. Leber’s small log cabin served as the original post office. His home site still contains several of the rough hewn cedar out-buildings he constructed. A train route was extended from Tanwax Junction through Leber and on to the Silver Lake area lumber mills in the early 1900s.
**ROCKY RIDGE**

Rocky Ridge is an area from approximately 260th St. E. over the North Fork of Muck Creek to the ridge of Muck Creek hill and between 8th Ave. E. (Pole Line Road) and Webster Road. The current Rocky Ridge Elementary School is located on part of the William Benston Sr. family homestead. The original Rocky Ridge School District used a one room schoolhouse from 1910 to 1949 when it was consolidated into the Bethel School District. The history of settlement in the area extends back to the days of Fort Nisqually.

**TANWAX JUNCTION**

Tanwax Junction was a creation of the railroad and logging industries which flourished in the area from 1901 to 1928. It did not begin as a residential community but as a railroad switching station serving the Tacoma Eastern Railroad, as well as the spur lines of the Tan wax and Western Railway and the Tide Water Lumber Company. It was located on the flat plain above the bustling logging community of Kapowsin, just off the now Orting-Kapowsin Highway. The Junction may also have met the immediate needs of the logging industry by serving as a small collector point for railroad cars hauling logs to the Tacoma logging mills.

**THRIFT**

The first homesteaders of this area arrived in the 1880s. The settlement dwindled in the late 1890s but increased in size after 1900 with the arrival of the Tacoma Eastern Railroad. The Thrift family arrived in 1903. Earlier the railroad stop located in the area was called Summit due to the steep grade the logging trains had to ascend. The name was changed to Thrift to avoid confusion with another community called Summit located near Puyallup. Thrift was an early logging site and hop growing area near the turn of the century.

The first store in Thrift was called Edmans Corner. It was located on the corner of Orting-Kapowsin Road and Muck-Kapowsin Highway (224th St. E.). After being sold a couple of times, it was renamed the Thrift General Store. The first two-room Thrift School was built across Muck-Kapowsin Highway from the store. Thrift School District No. 41 organized in 1891 was consolidated into Kapowsin School District No. 347 in 1949.

**PLANNING HISTORY**

Pierce County has been conducting comprehensive planning and regulating land use for over four decades. The following is a brief description of the major planning efforts initiated within Pierce County during this time period.

**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 1962 plan did not offer much protection from incompatible uses nor recognize the unique individuality of communities. Under this plan, most of the plan area was zoned General, which allowed a variety of use types and higher levels of residential density than what is currently allowed in the rural and resource zones.

1994 PIERCE COUNTY COMPREHENSIVE PLAN

The Growth Management Act (GMA) was passed by the Washington State Legislature in 1990. This legislation required Pierce County to engage in countywide planning with the cities and towns located within Pierce County and to update its existing comprehensive plan and development regulations in conformance with the requirements outlined in the new law.

In 1991, Interim Growth Management Policies were adopted as a transition between the 1962 Comprehensive Plan and the new planning required under the GMA. The Pierce County County-Wide Planning Policies were adopted in 1992, which provided the framework and process by which Pierce County and the cities and towns within the County established urban growth areas, provided infrastructure and services, and preserved agricultural and natural resource lands.

In 1994, per the requirements of the GMA, Pierce County adopted a new Comprehensive Plan, which replaced the 1962 Pierce County Comprehensive Plan in its entirety. This plan established population projections, urban growth areas, rural areas and natural resource lands. The new Countywide plan became effective January 1995, with its implementing development regulations becoming effective July 1995. The majority of the plan area was redesignated to rural as a result of the 1994 Comprehensive Plan.

COMMUNITY PLANNING

Although the GMA does not require comprehensive plans to provide for community plans, Pierce County Ordinance No. 90-47s directed County officials to prepare a community plans element of the Comprehensive Plan. The Comprehensive Plan community plans element identifies which communities will receive a community plan; provides the framework for community planning; and establishes the flexibility for communities to refine comprehensive plan land use designations and associated densities and apply design standards to achieve a local vision, while remaining consistent with the Comprehensive Plan and the GMA.

Since 1994, several community plans have been adopted throughout unincorporated Pierce County including the Upper Nisqually Valley, Gig Harbor Peninsula, Parkland-Spanaway-Midland (PSM), South Hill, Frederickson and Mid-County. The majority of unincorporated County residents now live in community plan areas.
SCOPE OF THE COMMUNITY PLAN

LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN

The 1994 Pierce County Comprehensive Plan Community Plans Element identifies Graham as an area to receive a community plan. In 2001, the County Council authorized the initiation of a community plan for the greater Graham area.

In 2002, the County Council adopted Resolution No. 2002-65s, which required the community planning boards and the Planning and Land Services Department to use the adopted Upper Nisqually Valley, Gig Harbor Peninsula, and PSM community plans, and implementing regulations for these plans, as a template for developing future community plans and regulations. Specifically, this Resolution encourages communities to use the existing menu of land use designations and classifications, employ the established use types and levels of use, and recommend changes to administrative processes or development regulations that apply at a countywide scale (e.g., nonconforming use provisions and critical area and stormwater regulations).

PURPOSE AND USE OF THE COMMUNITY PLAN

The Graham Community Plan gives the residents, businesses, property owners, and the County a clear and more detailed sense of how the community should develop in the future and what standards should be utilized to control the character of the community. The purpose of the plan is to:

- Develop a long-range vision for the community;
- Evaluate the vision for the community in light of the Pierce County Comprehensive Plan and make refinements as necessary to ensure consistency between the overall countywide plan and the community plan; and
- Identify actions necessary to implement the community plan, including: adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements, such as sidewalks, street landscaping, street lights, water-related improvements, and park development; social programs; economic programs, etc.

COMPONENTS OF THE COMMUNITY PLAN

DEVELOPMENT OF THE VISION STATEMENT

Visioning is a process completed through a series of public meetings or workshops structured to allow the community to articulate hopes for the future. A vision is a statement that provides direction and represents a reflection of who and what the community is and wants to become. Statements, thoughts, and ideas brought forth in the visioning process become the basis for the overall vision statement and provide a context for the individual goals outlined in each plan element.
PLAN ELEMENTS

Each community plan contains elements that address land use, community character and design, economic development, natural environment and facilities and services. These elements contain a description of existing conditions (background information), description of desired conditions, policies and implementing actions.

POLICIES (GOALS, OBJECTIVES, PRINCIPLES AND STANDARDS)

Policies can be categorized into a hierarchy of goals, objectives, principles and standards and collectively serve to implement the vision. Goals describe a desirable future for the community and identify specifics on how the values and hopes set forth in the vision statement will be accomplished. Goals provide the framework for developing the objectives, principles and standards and implementing actions within each element. Objectives are statements which specifically define goal actions. Principles set a particular course of action to accomplish objectives. Standards are specific benchmarks or targets, either quantitative or qualitative, for achieving objectives and principles. When applying the policy statements, each is afforded equal weight and consideration.

IMPLEMENTING ACTIONS

Implementing actions provide the mechanism to accomplish the vision, goals, objectives, principles and standards. Implementing actions are phrased as directives to refine or change policy documents, regulations, capital facility plans, or programs; implement studies or other data collection efforts; or coordinate agencies and community groups to work towards accomplishing other non-regulatory measures.

CONSISTENCY WITH THE PIERCE COUNTY COMPREHENSIVE PLAN

The Growth Management Act requires consistency between plans and implementing development regulations. Furthermore, the Pierce County Comprehensive Plan Community Plans Element contains specific policies that require consistency between the Comprehensive Plan and community plans. The goals, objectives, principles, and standards in the Graham Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan.

PUBLIC INVOLVEMENT

Public involvement is an essential component in the development of an effective community plan. Development of the plan incorporated a variety of public involvement strategies including the formation of a Community Planning Board (CPB), public workshop and open house, and community surveys and assessments. These efforts help ensure that the plan represents the general will and values of the community.
COMMUNITY PLANNING BOARD

The development of the Graham Community Plan could not have been accomplished without the Graham Community Planning Board (CPB). Appointed in the spring of 2002, this board consisted of fifteen members representing a variety of interests and geographic locations throughout the community plan area.

This group was charged with the following responsibilities: 1) serving as a sounding board for the community; 2) developing a community plan and implementing development regulations that address community concerns while remaining consistent with the Comprehensive Plan; and 3) forwarding a recommended plan to the Pierce County Planning Commission and Pierce County Council.

The CPB conducted bi-monthly public meetings starting in March 2002 and continuing through December 2005. A total of 83 CPB meetings were held during this time period and many members of the community attended, enriching the planning process. In addition, a history subcommittee of the CPB conducted 14 separate meetings to work on development of the historic resources section of the plan.

OPEN HOUSES

The CPB worked on developing an overall vision for the community and goal statements for each element throughout the spring and summer of 2002. In September 2002, the CPB held its first open house at Graham Elementary School. This open house was used to provide information to the general public on the community planning process and receive public opinion on the draft vision and goal statements. Many members of the community attended and offered feedback and some suggested changes to the draft documents.

A second open house was held at Kapowsin Elementary School on December 12, 2005 to present the CPB’s final recommendations. This open house gave the public an opportunity to review and comment on the draft plan and proposed implementing regulations prior to its transmittal to the Pierce County Planning Commission and County Council. The CPB used the open house forum to solicit important community feedback regarding their proposed recommendations.

WDOT HIGHWAY 161 ROUTE DESIGN PLANNING (RDP) PROCESS

The Washington State Department of Transportation (WDOT) prepares Route Development Plans (RDPs) for state routes and highways within Washington. These plans typically address issues such as highway mobility needs (tied to existing traffic volumes and forecasts of future demands), highway safety, transit services, nonmotorized transportation needs, access, and environmental constraints.

WDOT commenced an RDP on SR 161 from 234th St. E. south to its intersection with SR 7, in the spring of 2003. The WDOT conducted five stakeholder group meetings for the RDP planning process. Both County staff and community planning board members served on the...
stakeholders group. Three open houses were held (April, June and September 2003) within the community to solicit input on highway needs including improvements to the segment traversing Graham Hill. Approximately 100 residents participated in these open houses. This is the first time that WDOT has developed an RDP at the same time a local community plan is being developed.

**SURVEYS AND ASSESSMENTS**

**GRAHAM COMMUNITY ASSESSMENT - 1999**

The Tacoma-Pierce County Health Department (TPCHD) conducted a community assessment within the Graham area in 1999. The purpose of the assessment is to help communities identify and understand their public health issues and then implement actions which will make the community a healthier place to live and work. This assessment was one of the catalysts to begin a community plan for the greater Graham area and provides valuable insight into community values and issues.

The assessment contains a series of recommendations centered on the following major themes: controlling growth and development, sharing data and information, improving the natural environment, supporting schools and school related activities, reducing crime and increasing safety, and improving County relations. Other miscellaneous recommendations relevant to the community planning process include: developing a community center(s), creating alternative non-sports related activities in the community such as art and theatre, and constructing road improvements to increase safety.

**GRAHAM COMMUNITY PLAN SURVEY - 2002**

In late December 2001/early January 2002 the Pierce County Planning and Land Services Department mailed surveys to 3,337 households throughout the community plan area. An additional 150 surveys were conducted by telephone. A total of 3,487 surveys were distributed by either mail or telephone.

The intent of the survey was to solicit input on a variety of issues including perceived quality of life; adequacy of facilities and services within the plan area; quality of the natural environment; and location and intensity of residential, commercial, and industrial uses. The survey was divided into three categories: existing conditions in the community, policy choices for the community, and household characteristics. Respondents were provided space at the end of the survey to add their own comments.

A total of 257 mailed surveys were completed and returned. This equates to a return rate of 7.7%. When added together with the additional 150 telephone surveys, a total of 407 surveys were completed. Statistically, this represents a sufficient number of surveys returned to obtain an accurate representation of household opinion to within approximately +/-5 percent.
In December 2001 the Washington Department of Ecology (WDOE) published a document titled “Assessment of Surface Water and Groundwater Interchange within the Muck Creek Watershed Pierce County.” This assessment focused on two creek systems located within the plan area including South Creek and Muck Creek. The study was initiated because of intermittent stream conditions negatively affecting salmonids using these systems. The purpose of the assessment was to evaluate the potential cause(s) of intermittent flow conditions within the watershed, provide a general overview of the hydrologic setting which gives rise to problematic conditions, and offer recommendations to help guide area residents and water use managers as they work to enhance or restore instream habitat.

The TPCHD has initiated a watershed plan, under State legislation ESHB 2514, within the Clover/Chambers Creek watershed (WRIA 12). The Nisqually Indian Tribe is the lead for developing the same type of watershed plan for Nisqually River Watershed (WRIA 11), which is also currently underway. These planning efforts will help determine groundwater availability and allocation of groundwater within the watershed. The plans will also analyze water quality and habitat conditions, which are related to water supply issues. Both of these plans provide an assessment of existing environmental conditions within the plan area.

**Summary of the Graham Community Plan**

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

**Land Use Element**

The Land Use Element addresses the location and intensity of land uses throughout the community. A complete description of land use designations and their implementing zone classifications can be found in this element.

**Community Character and Design Element**

The Community Character and Design Element addresses community character, historic and cultural resources, design (commercial, residential, signs, etc.), viewsheds and other aesthetics. This element contains policies that will guide the creation of implementing design standards and guidelines.

**Natural Environment Element**

The Natural Environment Element examines the natural resources found in the area. The policies contained within this element address environmental concerns and guide future development with consideration of on-site environmental constraints and natural hazards.
**Economic Element**

The Economic Element analyzes at the economy of the area and considers a myriad of opportunities to diversify the economic base. The policies within this element provide guidance on ways the community can enhance its economic environment.

**Facilities and Services Element**

The Facilities and Services Element addresses infrastructure and services needed to support the proposed land use growth and development. Infrastructure includes capital facilities such as roads, trails, sewage disposal, parks, and utility lines. The policies within the community plan identify the capital improvements that are necessary to support the plan (sewers, water, sidewalks, etc.) and discuss potential partnerships and sources for funding opportunities.

**Plan Monitoring**

The Plan Monitoring section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to better fulfill each of the visions in the plan. This framework provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information from this program will be used in the next plan update cycle to help identify what changes the communities plan may need in order to attain specified goals and meet the visions in the plan.

**Implementation**

The plan also contains proposed actions, located at the end of each element, which serve to implement various plan policies. These actions are grouped into short-term, mid-term and long-term endeavors. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to a lead entity or entities as the primary responsible party to complete. Examples include the Graham Land Use Advisory Commissions (LUAC), Tacoma-Pierce County Health Department (TPCHD), Public Works & Utilities (PWU), Parks and Recreation (Parks), Economic Development (ED), Pierce County Sheriff, Pierce County Planning and Land Services (PALS) or other county departments or outside agencies and entities as noted.

**Vision Statement**

The greater Graham community, a vibrant, largely rural community, strives to enhance its country image while responding positively to the increasingly diverse needs and expectations of its citizens. It is a community that appreciates its history and maintains the best aspects of rural
living -- safe and peaceful neighborhoods, small town friendliness, affordability, and an abundance of natural beauty highlighted by the splendor of Mount Rainier. It maintains its distinctive natural environment by preserving open space, greenbelts, lakes, streams, wetlands, and agricultural areas. Planned growth is designed to enhance the community's rural atmosphere while protecting natural resources, and incorporates a level of public infrastructure to meet current and future needs. A variety of transportation modes are interconnected within the community, operate efficiently, and provide convenient access to nearby urban areas. Businesses, schools, fire district, law enforcement, and other community services are recognized as an important part of the community's resource base. A compact and attractive town center serves as the focal point for commerce and community activities for all ages. Passive and active parks, trails, and recreational facilities are accessible throughout the community.
Chapter 2: Land Use Element

**INTRODUCTION**

The Land Use Element of the Graham Community Plan provides direction regarding the location of different uses (residential, commercial, industrial, resource lands, etc.) and the density or intensity related to those uses (i.e., how many dwelling units or how big structures can be). This element serves to refine the policies contained in the Pierce County Comprehensive Plan and where the community plan provides more specific guidance or criteria regarding land uses, the provisions of this plan shall govern. In cases where this plan does not provide specific guidance, then the policies in the Pierce County Comprehensive Plan shall be used to determine land use objectives and standards. Finally, the policies contained in this element provide the foundation for changes to the County’s Development Regulations including the zoning maps and codes.

**DESCRIPTION OF CURRENT CONDITIONS**

**EXISTING LAND USES, VESTED PROJECTS, AND NONCONFORMING USES**

**EXISTING LAND USES**

The Pierce County Assessor-Treasurer’s Office (A/T’s office) identifies information for current uses, acreage, and land ownership. The existing land uses within the plan area have been classified by the A/T’s office into various categories such as residential, commercial, industrial, etc. Table F-1 provides specific information regarding existing land uses within the plan area including acreage, percent of plan area, and total parcels in each category. Map F-2 illustrates where these various land use categories are found within the plan area.

**Table F-1: Existing Land Uses**

<table>
<thead>
<tr>
<th>Built Environment</th>
<th>Land Use</th>
<th>Acreage</th>
<th>Percent Of Plan Area</th>
<th>Total Parcels</th>
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<td>Residential Categories</td>
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<td>Group Homes</td>
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<td>Mobile Homes</td>
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<td>Nursing/Retirement Homes</td>
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<td>Land Use</td>
<td>Acreage</td>
<td>Percent Of Plan Area</td>
<td>Total Parcels</td>
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<tr>
<td>----------------------------------------------</td>
<td>---------</td>
<td>----------------------</td>
<td>---------------</td>
<td></td>
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<tr>
<td>College Dormitories</td>
<td>0.00</td>
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<td>Residential Outbuildings</td>
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<td><strong>Commercial Categories</strong></td>
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<td>Finance, Insurance, Real Estate, Professional</td>
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<td>Lodging</td>
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<td>Automotive</td>
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<td>General Commercial Service</td>
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<td>Food</td>
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<td>Automotive</td>
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<td>Bldg. Material, Hardware, Farm Equip.</td>
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<td>Furniture, Home Furnishings</td>
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<td>Apparel And Accessories</td>
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<td>General Retail Commercial</td>
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<td>Wholesale Trade</td>
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<td>Shopping Centers</td>
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<td><strong>Total Commercial</strong></td>
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<td>Industrial Services And Repair</td>
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<td>0.00</td>
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<td>Warehousing</td>
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<td>Manufacturing/Assembly</td>
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<td>Other Industrial</td>
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<td>Communication</td>
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<td>Utilities</td>
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<td>Other T/C/U</td>
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<td><strong>Total T/C/U</strong></td>
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<td><strong>Education</strong></td>
<td></td>
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<tr>
<td>Education (K-12)</td>
<td>211.64</td>
<td>0.45</td>
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<td>Land Use</td>
<td>Acreage</td>
<td>Percent Of Plan Area</td>
<td>Total Parcels</td>
<td></td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>----------</td>
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<td></td>
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<tr>
<td>Total Education</td>
<td>211.64</td>
<td>0.45</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td><strong>Public &amp; Quasi-Public Facility</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Public Facilities</td>
<td>108.80</td>
<td>0.23</td>
<td>13</td>
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<tr>
<td>Quasi-Public Facilities, Public Assembly</td>
<td>1.83</td>
<td>0.00</td>
<td>3</td>
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<tr>
<td>Religious Assembly</td>
<td>57.82</td>
<td>0.12</td>
<td>16</td>
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<tr>
<td>Health Services</td>
<td>1.12</td>
<td>0.00</td>
<td>2</td>
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<tr>
<td><strong>Total Public &amp; Quasi-Public Facility</strong></td>
<td>169.57</td>
<td>0.35</td>
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<td><strong>Total Built Environment</strong></td>
<td>22,090.43</td>
<td>47.17</td>
<td>10,898</td>
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<tr>
<td><strong>Unbuilt Environment</strong></td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>Open Space/Recreation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreation, Non-Profit</td>
<td>200.47</td>
<td>0.43</td>
<td>33</td>
<td></td>
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<tr>
<td>Open Space</td>
<td>874.24</td>
<td>1.87</td>
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<tr>
<td><strong>Total Open Space/Recreation</strong></td>
<td>1,074.71</td>
<td>2.30</td>
<td>85</td>
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<td><strong>Natural Resource Categories</strong></td>
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<tr>
<td>Mineral Extraction</td>
<td>73.19</td>
<td>0.16</td>
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<tr>
<td>Forestry</td>
<td>7,835.05</td>
<td>16.74</td>
<td>263</td>
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<tr>
<td>Agriculture</td>
<td>5,028.10</td>
<td>10.74</td>
<td>269</td>
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<tr>
<td><strong>Total Natural Resource</strong></td>
<td>12,936.34</td>
<td>27.64</td>
<td>535</td>
<td></td>
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<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vacant Use</td>
<td>10,408.39</td>
<td>22.24</td>
<td>2,543</td>
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<tr>
<td>Water Bodies</td>
<td>27.59</td>
<td>0.06</td>
<td>5</td>
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<tr>
<td><strong>Total Unbuilt Environment</strong></td>
<td>24,447.03</td>
<td>52.24</td>
<td>3,168</td>
<td></td>
</tr>
<tr>
<td>Uncategorized Land</td>
<td>272.99</td>
<td>0.59</td>
<td>108</td>
<td></td>
</tr>
<tr>
<td><strong>Total Graham Community Plan Area</strong></td>
<td>46,810.45</td>
<td>100.00</td>
<td>14,174</td>
<td></td>
</tr>
</tbody>
</table>

A little more than half the plan area is classified as unbuilt environment, primarily in the natural resource and vacant categories. Of the approximate 12,936 acres categorized as natural resource, 7,835 acres is in forestry use while 5,028 acres is being utilized for agriculture. These two uses represent over a quarter of the plan area (27%), while vacant lands comprise just under a quarter of the plan area (22%). The smaller number of total parcels for the unbuilt environment classification indicates that generally these uses are located on large sized parcels of land. The most prevalent use category within the built environment classification is residential (43%), with the majority designated as single family (28.3%). Residential categories cover over 22,447 acres of land throughout the plan area. Commercial and industrial uses represent only 2% of the total plan area situated on less than 1,000 acres land.
Vested Projects

Washington State law allows for the vesting of land use and building applications. Vesting is a term that means a fully completed application is grandfathered to be reviewed (and a site subsequently developed) under the land use regulations that were in effect at the time that a fully completed application was submitted. In contrast to Washington’s vested rights doctrine, in most other states the regulations that apply to a project are those in effect on the date that the local government grants a permit. Many applications, especially those for longer-term project types such as formal subdivisions (preliminary and final plats) and short plats may be in the “pipeline” for years going through the review and approval process. The County has enacted vesting regulations which require vested applications (pending on July 28, 1996) that have remained in an inactive status be expired (i.e., become null and void) after a one-year time period has elapsed from notification to the property owner. The Hearing Examiner has the authority to grant a single, one-year time period extension to this requirement.

Any fully completed project applications submitted prior to January 1, 1995 were vested under the County’s pre-Growth Management Act (GMA) land use regulations, which established the comprehensive urban growth area (CUGA) and rural lands and associated residential densities. In some cases, pre-GMA vested applications for subdivisions of land contain a higher proposed residential density than is now allowed in the urban zones (e.g., MSF) or rural zones (e.g., Reserve 5 and Rural 10). Table F-2 provides a more detailed description of the pre-GMA vested, pending status formal subdivision applications. Map F-3: Vested Preliminary Plats identifies where the lands for these applications are located throughout the plan area.

Table F-2: Vested Formal Subdivision Applications

<table>
<thead>
<tr>
<th>Locator #</th>
<th>Project Name</th>
<th>Zoning</th>
<th>Estimated Number of Vested Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Fairway Estates</td>
<td>RSV5</td>
<td>79</td>
</tr>
<tr>
<td>2</td>
<td>Noble Firs</td>
<td>RSV5</td>
<td>10</td>
</tr>
<tr>
<td>3</td>
<td>Heartland Homes</td>
<td>RSV5</td>
<td>143</td>
</tr>
<tr>
<td>4</td>
<td>Sporting Green Meadows</td>
<td>R10</td>
<td>37</td>
</tr>
<tr>
<td>5</td>
<td>Southwell Addition</td>
<td>R10</td>
<td>20</td>
</tr>
<tr>
<td>6</td>
<td>Summer Run</td>
<td>R10</td>
<td>24</td>
</tr>
<tr>
<td>7</td>
<td>Dayspring</td>
<td>RSV5</td>
<td>20</td>
</tr>
<tr>
<td>8</td>
<td>Park View Manor II</td>
<td>R10</td>
<td>7</td>
</tr>
<tr>
<td>9</td>
<td>Mountain View Plaza *</td>
<td>RAC</td>
<td>6</td>
</tr>
<tr>
<td>10</td>
<td>The Oaks</td>
<td>RSV5</td>
<td>Expired</td>
</tr>
<tr>
<td>11</td>
<td>Grand Firs</td>
<td>R10</td>
<td>402</td>
</tr>
<tr>
<td>12</td>
<td>Sterling Silver Estates</td>
<td>RSV5</td>
<td>25</td>
</tr>
<tr>
<td>13</td>
<td>Sunwood</td>
<td>R10</td>
<td>24</td>
</tr>
<tr>
<td>14</td>
<td>Ashton Court</td>
<td>MSF</td>
<td>24</td>
</tr>
<tr>
<td>15</td>
<td>Camary Lane</td>
<td>MSF</td>
<td>23</td>
</tr>
<tr>
<td>Locator #</td>
<td>Project Name</td>
<td>Zoning</td>
<td>Estimated Number of Vested Lots</td>
</tr>
<tr>
<td>---------</td>
<td>------------------------------------</td>
<td>--------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>16</td>
<td>Lost Creek Division II</td>
<td>R10</td>
<td>104</td>
</tr>
<tr>
<td>17</td>
<td>Barclay Place Division 2</td>
<td>MSF</td>
<td>49</td>
</tr>
<tr>
<td>18</td>
<td>Lipoma Firs North</td>
<td>MUD</td>
<td>1,259</td>
</tr>
<tr>
<td>19</td>
<td>Tiger View I &amp; II</td>
<td>R10</td>
<td>8</td>
</tr>
<tr>
<td>20</td>
<td>Garden Oaks Div. I Phase II</td>
<td>RSV5</td>
<td>25</td>
</tr>
<tr>
<td>21</td>
<td>Country Ridge</td>
<td>R10 &amp; R20</td>
<td>87</td>
</tr>
<tr>
<td>22</td>
<td>Golden Pond</td>
<td>R10</td>
<td>11</td>
</tr>
<tr>
<td>23</td>
<td>Erickson Subdivision</td>
<td>R10</td>
<td>12</td>
</tr>
<tr>
<td>24</td>
<td>Tanwax Ridge</td>
<td>R10</td>
<td>Expired</td>
</tr>
<tr>
<td>25</td>
<td>Foxbury Park PPD</td>
<td>MSF</td>
<td>149</td>
</tr>
<tr>
<td>26</td>
<td>Michael’s Landing</td>
<td>MSF</td>
<td>27</td>
</tr>
<tr>
<td>27</td>
<td>Fairway Village South</td>
<td>MUD</td>
<td>81</td>
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<td>28</td>
<td>Winterwood Park</td>
<td>MSF</td>
<td>235</td>
</tr>
<tr>
<td>29</td>
<td>Foxbury Park Division II</td>
<td>MSF</td>
<td>12</td>
</tr>
<tr>
<td>30</td>
<td>Thrift Pond</td>
<td>R10</td>
<td>19</td>
</tr>
<tr>
<td>31</td>
<td>Rhoades Country Estates</td>
<td>R10 &amp; RSV5</td>
<td>8</td>
</tr>
</tbody>
</table>

| **Total Number of Estimated Lots** | 2,930 |

* Records indicate that the applicant plans on developing commercial uses on five lots and a senior housing facility on remaining lot

The plan area contains approximately 31 active vested applications for formal subdivisions of land, with an estimated 2,930 new lots. Two of the applications, Dayspring and Tanwax Ridge, appear to be expired, which would trip conformance with existing land use regulations should the applicant wish to resubmit a new application for land division. Several of the applications exceed the current allowable density for either MSF or rural residential zones.

**Nonconforming Uses**

A nonconforming use is a use or activity that was lawful prior to the adoption, revision, or amendment of the Comprehensive Plan or development regulation but that fails by reason of such adoption, revision, or amendment to conform to the present requirements of the Comprehensive Plan or development regulation. Title 18A, Pierce County Development Regulations – Zoning contains nonconforming use standards that regulate continued existence and expansion of existing, legal nonconforming uses. These standards allow for expansions in the rural area, through application of a nonconforming use permit, with no maximum cap on the percentage of increase. However, expansions are limited to the parcel on which the use was originally established.
CURRENT COMPREHENSIVE PLAN DESIGNATIONS, ZONING CLASSIFICATIONS, AND OVERLAYS

Land use designations, zone classifications and overlays indicate the type, intensity and density of land uses authorized by the Comprehensive Plan. The 1994 Pierce County Comprehensive Plan, as amended, establishes 10 different land use designations within the plan area. These designations are implemented with 10 zones of the same names. One overlay (Mineral Resource Overlay) is located within the plan area; however, several other areas that function as overlays, such as Shoreline jurisdiction and open space corridors, are also found within the plan area and therefore warrant additional discussion. The Thun Field Airport Overlay, which lies just to the north of the plan boundary, is also included in this discussion because of its impact on and applicability to portions of the plan area. Some of these designations and zones, found inside the County’s comprehensive urban growth area (CUGA) are intended for urban levels of development and uses. Other designations and zones apply to rural and natural resource areas.

The CUGA boundary traverses the northern portion of the plan area generally located at 208th St. E. and jogs at Meridian north to 200th St. E. Rural designations and natural resource designations are located outside identified urban growth areas (UGAs) and the amount of public facilities directed within these areas is very limited, with one key provision being the prohibition on extension of sewer service into these rural areas. It should also be noted that the County’s specified land use designations may not be consistent with the existing uses described in the previous section, which results in a nonconforming use status.

Table F-3 depicts the various comprehensive plan designations, zoning classifications, and overlays, contained in the plan area. Map F-4: Historic Land Use Designations illustrates geographically where these land uses are applied.

### Table F-3: Comprehensive Plan Land Use Designations, Zoning Classifications and Overlays

<table>
<thead>
<tr>
<th>Land Use Designations, Zones And Overlays(1)</th>
<th>Acreage</th>
<th>Percent Of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Designations And Zones</strong></td>
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<td></td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>17.47</td>
<td>.04</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>669.37</td>
<td>1.37</td>
</tr>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>1,283.47</td>
<td>2.62</td>
</tr>
<tr>
<td><strong>Total Urban</strong></td>
<td>1,970.31</td>
<td>4.03</td>
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<tr>
<td><strong>Rural Designations And Zones</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural Activity Center (RAC)</td>
<td>440.73</td>
<td>.90</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>83.14</td>
<td>.17</td>
</tr>
<tr>
<td>Reserve 5 (Rsv5)</td>
<td>3,679.18</td>
<td>7.52</td>
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<tr>
<td>Rural 10 (R10)</td>
<td>36,268.52</td>
<td>74.09</td>
</tr>
<tr>
<td>Rural 20 (R20)</td>
<td>1,438.77</td>
<td>2.94</td>
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<tr>
<td><strong>Total Rural</strong></td>
<td>41,910.34</td>
<td>85.62</td>
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</table>

Pierce County Comprehensive Plan | Graham Community Plan

F-31
### Natural Resource Designations And Zones

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent Of Plan Area</th>
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<tr>
<td>Designated Forest Land</td>
<td>2,233.16</td>
<td>4.56</td>
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<tr>
<td>Agricultural Resource Land</td>
<td>2,838.21</td>
<td>5.79</td>
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<tr>
<td><strong>Total Natural Resource</strong></td>
<td><strong>5,071.37</strong></td>
<td><strong>10.35</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Overlays</th>
<th>Acreage</th>
<th>Percent Of Plan Area</th>
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</thead>
<tbody>
<tr>
<td>Mineral Resource Overlay (MRO)</td>
<td>365.76</td>
<td>.75</td>
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<tr>
<td>Airport Overlay (AO)</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Open Space Corridor Overlay</td>
<td>28,289.00</td>
<td>57.79</td>
</tr>
<tr>
<td><strong>Total Overlay Area</strong></td>
<td><strong>28,654.76</strong></td>
<td><strong>58.54</strong></td>
</tr>
</tbody>
</table>

The Comprehensive Plan And Development Regulations Contain More Land Use Designations, Zoning Classifications And Overlays Than Those Listed In Table F-3 And Discussions Of These Other Unlisted But Available Land Use Designations, Zones, And Overlays May Be Found In The Pierce County Comprehensive Plan And Zoning Code. Overlays Are Applied Over An Underlying Land Use Designation And Zone And Are Therefore Not Calculated In The Total Land Acreage For The Plan Area.

The Moderate Density Single-Family (MSF); Reserve 5; and Rural 10 and 20 land use designations and zones are intended to primarily accommodate residential uses. The Mixed Use District (MUD), Rural Activity Center (RAC), and Rural Neighborhood Center (RNC) zones provide for a range of commercial and light industrial activities. The Employment Center (EC) zone allows for heavy industrial and warehousing uses. Natural resource uses are facilitated in the Designated Forest Land (FL), Agricultural Resource Lands (ARL), and Mineral Resource Overlay (MRO) designations/zones. The Airport Overlay (AO) addresses compatibility issues between public use airports and adjacent land uses; however, this overlay has not yet been applied in the plan area. The zones vary by the level of density and intensity that is allowed. Each land use designation/zone classification contained within the plan area is described in greater detail below.

**EMPLOYMENT CENTER**

The Employment Center (EC) designation and zone is located within the CUGA and allows for industrial, manufacturing, warehousing, and related office and service jobs. Within these categories a variety of uses may occur including product assembly, fabrication, processing, heavy trucking, wholesale activities, corporate office, and office park development. Some commercial uses that are subordinate to and supportive of employment uses are also permitted. There are 17 acres of designated EC, located along SR 7 just south of 224th St. E., which represents less than .04% of the total plan area.

**MIXED USE DISTRICT**

The Mixed Use District (MUD) designation and zone is located within the CUGA and offers opportunities for auto-oriented commercial and land intensive commercial uses along major arterials, state highways, and major transit routes. Commercial activity within a MUD is
intended to serve a customer base beyond the surrounding neighborhoods or community. The MUD also allows a mixture of high density residential uses. The plan area contains 669 acres of MUD, comprising a little over one percent of the total plan area. There are two places with MUD designation/zoning; one area is located north of 200th St. E. on either side of SR 161 and the other area is situated along SR 7 at the intersection with 224th St. E.

**Moderate Density Single-Family**

The Moderate Density Single-Family (MSF) designation and zone is located within the CUGA and provides areas for urban level single-family and two-family residential development at densities of two to six dwelling units per acre. The “bright-line” for urban level residential development has been established through Puget Sound Growth Hearings Board decisions to be four dwelling units per acre. This designation and zone is located north of 208th and 200th Streets E. and encompasses less than 3% (1,283 acres) of the total plan area.

**Rural Activity Center**

The Rural Activity Center (RAC) designation and zone create areas where residents can gather, work, shop, and entertain, and tourists traveling to outlying recreation areas can obtain needed services. A broad range of commercial, service, and residential uses is envisioned within a RAC. These areas should have immediate access onto state routes or major arterials and should be configured to provide an alternative to the strip development typically found along these types of road systems. There are two RACs within the plan area; one located at SR 161 centered in the vicinity of 224th St. E. (Graham) and the other at the intersection of SR 161 and 304th St. E. (Benston). There are currently 440 acres designated/zoned RAC, representing less than 1% of the total plan area.

The Pierce County Comprehensive Plan outlines specific location, size and expansion criteria for RACs including:

- RACs should be located no closer than five miles from any satellite city UGA or the CUGA boundary.
- RAC boundaries may only be expanded if an evaluation of existing developable lands and unoccupied commercial building square footage demonstrates a need for more land and the expansion area comes no closer than five miles to a UGA or CUGA as described above.
- Proposed expansions of RACs should be compatible with other adjacent uses and should not go into areas of natural hazards.
- New RACs should not exceed 125 acres in size.

**Rural Neighborhood Center**

The Rural Neighborhood Center (RNC) designation and zone provides for limited convenience shopping, services, and residential uses consistent with density allowed in surrounding designation(s), and should have immediate access onto state routes, major arterials, or secondary arterials. There are six RNCs within the plan area situated on 83 acres, which constitutes less than 1% of the total plan area. The RNCs are located in the following areas:
• SR 7 at the intersection with 260th St. E. (Rocky Ridge).
• SR 7 at the intersection with 304th St. E. (Johnson’s Corner).
• SR 7 at the intersection with SR 702/352nd St. E. (Eatonville Cutoff).
• Orting-Kapowsin Highway at the intersection with Kapowsin Highway East (Kapowsin).
• Orting-Kapowsin Highway at the intersection with 224th St. E. (Thrift).
• 208th St. E. at the intersection with 54th Ave. E. (Shady Acres).

The Pierce County Comprehensive Plan outlines specific location, size and expansion criteria for RNCs including:

• RNCs should be located no closer than two miles from any satellite city UGA or the CUGA boundary.
• RNC boundaries may only be expanded if an evaluation of existing developable lands and unoccupied commercial building square footage demonstrates a need for more land and the expansion area comes no closer than two miles to a UGA or CUGA as described above.
• RNCs that provide for development in a continuous strip pattern along road systems is discouraged.
• RNCs should be of a scale and intensity that is appropriate for maintaining a rural character.

**RESERVE 5**

The Reserve 5 (Rsv 5) designation and zone was established to accommodate expansions of the UGA at such a time in the future when the land capacity within the CUGA or satellite city’s UGA has been depleted. The Rsv 5 allows for residential development at a density of one dwelling unit per five acres, with the criteria that proposed lot sizes shall not exceed 12,500 square feet (except that new lots may be increased to 21,780 square feet in the Rsv 5 when residential densities are reduced to one unit per ten acres) and shall be clustered in groups of not more than 12 lots. The plan area contains 3,679 acres of Rsv 5, which represents a little more than 7% of the total plan area. This land use designation and zone is located in the northwest portion of the plan area and generally contains an existing land use pattern of smaller platted lots. The southern edge of the Rsv 5 was established along the boundary between the Chambers Clover Creek Watershed (WRIA 12) and the Nisqually Watershed (WRIA 11).

The Pierce County Comprehensive Plan establishes specific criteria for expansion of the CUGA or a UGA into the Reserve designations including:

• Land capacity within the CUGA or UGA is evaluated and the need for additional land capacity is clearly demonstrated.
• The housing affordability and density objectives of applicable comprehensive plans have been monitored and evaluated.
• Demonstration that adequate public facilities and services can be provided to service urban development and ensure a high quality of life.
• Adequate land use regulations are in place to discourage sprawl and strip development.
Rural 10 and Rural 20

The Rural 10 (R10) and Rural 20 (R20) designations and zones provide for a range of low density residential uses. The intent is to accomplish a rural land use pattern that promotes rural uses, while not requiring urban level services. Cluster development is encouraged within rural residential designations and zones and density bonuses are provided within developments for the dedication of permanent open space. One accessory dwelling unit is also allowed on a residential lot where an existing single-family dwelling exists. The designation and zone number (e.g., 10) represents the base number of acres required per primary dwelling unit (du) as follows:

- R10 allows a density of one du per 10 acres with a density incentive of two dwelling units per 10 acres when 50% of the property is dedicated as open space.
- R20 allows a density of one du per 20 acres with a density incentive of two dwelling units per 20 acres when 50% of the property is dedicated as open space (note: open space dedications shall be located in an area adjacent to Designated Forest Lands zones).

The majority of the plan area (74%) is designated as R10 (36,268 acres). There are 1,438 acres of R20 land (almost 3% of the plan area), which are mostly located in the eastern portion of the plan area near the fringe of designated forest land.

Designated Forest Land

The Designated Forest Land (FL) designation and zone are intended to provide an adequate supply of forest lands for long-term commercial timber harvesting activities. The FL designation and zone allow for timber harvesting, associated forestry activities, and limited residential development at a density of one du per 80 acres. The plan area contains 2,233 acres of FL, which is almost 5% of the total plan area. This designation/zone is located along the eastern edge of the plan boundary.

Agricultural Resource Land

The Agricultural Resource Land (ARL) designation and zone represent lands that have been designated as having long-term commercial agricultural significance. The lands within this category meet the minimum guidelines outlined in WAC 365-190-050 and are comprised of lands that are primarily devoted to the commercial production of horticultural, viticultural, floricultural, dairy, apiary, vegetable, or animal products, or of berries, grain, hay, straw, turf, seed, Christmas trees not subject to the excise tax imposed by RCW 84.33.100 through 84.33.140, finfish in upland hatcheries, or livestock, and that has long-term commercial significance for agricultural production.

Designation of agricultural lands of long-term commercial significance requires consideration of growing capacity, productivity, and soil composition of the land for long-term commercial production and parcel size and proximity to other uses for long-term viability of agricultural use. Urban lands, lands that are already characterized by urban growth and designated forest lands are excluded from this designation. The Comprehensive Plan ARL policies provide specific
criteria for removal of lands from the ARL designation, which includes amendment through adoption of a community plan.

In addition to farming or ranching activities, the ARL designation/zone also allows one du per 10 acres and limited development related to agriculture. Community plans may provide for variations in the density and uses allowed under prescribed guidelines. A community plan may also provide for some civic uses (religious assemblies, small public safety stations such as fire and police) on ARLs following specific criteria.

About 5% of the plan area is designated ARL, situated on 2,838 acres of land. Designated ARLs occur in a scattered pattern but the majority of these lands are generally located in the central and southern portions of the plan area.

**Mineral Resource Overlay**

The Mineral Resource Overlay (MRO) identifies lands that are intended for long-term mineral extraction activities. Typically, lands designated as MRO have an existing surface mining operation that has been permitted through the Washington State Department of Natural Resources (WDNR) and a County issued conditional use permit or historic unclassified use permit, which dictates time limitations, performance standards during mining activities, and reclamation actions.

There are 365 acres of designated MRO land within the plan area, representing less than 1% of the total land area. These lands are located in the extreme northeast corner of the plan area and at the southeast corner of 224th St. E. and Mountain Highway (Elk Plain Road Shop). All of the land within the plan area designated as MRO is currently owned by Pierce County – Public Works and Utilities Department.

**Airport Overlays**

The Growth Management Act (RCW 36.70A) recognizes the inherent social and economic values of aviation. The law specifically lists public use airports as essential public facilities (RCW 36.70A.200) and requires counties and cities to protect general aviation airports from incompatible development (RCW 36.70A.510 & 547) with implementation through comprehensive plan policies and development regulations.

The Pierce County Comprehensive Plan and Zoning Regulations contain policies and land use regulations regarding lands that are located around airports. The intent of these policies/regulations is to minimize land use incompatibilities and reduce risks to life safety through establishment of performance standards, maximum building coverages, limitations on the number of persons on site at any one time, or requirements to construct buildings with noise attenuation features.

The Zoning Code establishes an Airport Overlay Zone that provides specific standards for the Pierce County (Thun Field) Airport area of influence. The recently adopted South Hill Community Plan identifies the area of influence for the Pierce County Airport. Part of this area of influence (4-outer safety zone and 6-traffic pattern zone) covers the northern portion of the plan area (see Map F-6: Pierce County Airport - Thun Field Area of Influence). Maximum height
limits within this area of influence are prescribed through Federal Aviation Administration standards, which are illustrated in Map F-7: Pierce County Airport - Thun Field Object Height. However, the current Zoning Code regulations only apply within the South Hill Community Plan area and do not apply to the affected area within the Graham Community Plan boundaries.

The Zoning Code also contains a Rural Airport Overlay (RAO) that includes standards for airports in designated rural lands. This overlay provides use and density restrictions intended to protect the airport from neighboring land uses that are incompatible with aviation activities and buffer requirements designed to minimize impacts between the different uses.

The plan area does not currently have any RAO despite the fact that there are several small, residential airfields located within the plan area. According to the Washington State Department of Transportation, Shady Acres Airport is considered a Public Use Airport and as such should receive consideration for an Airport Overlay.

**SHORELINE JURISDICTION**

The Shoreline Management Act (RCW 90.58) provides for the management of water bodies or watercourses identified as Shorelines of the State. Areas under jurisdiction of the SMA include the water body/course, all lands within 200 feet of the ordinary high water mark, and associated wetlands and floodplains.

The Pierce County Shoreline Master Program and Shoreline Management Use Regulations identify policies and land use regulations for designated shorelines. The Shoreline Management Use Regulations establishes a shoreline jurisdiction; provides five different shoreline environment categories; outlines allowable uses, densities, bulk standards such as setback requirements within these environments; and identifies permit processes for each type of proposed use. The five types of shorelines environments include Urban, Rural Residential, Rural, Conservancy, and Natural. These environments are similar to zoning designations in that they allow different land uses, densities and activities ranging from the most intensive uses (Urban) to very limited uses (Natural).

The plan area contains four of the five designated shoreline environments including: Rural Residential, Rural, Conservancy, and Natural. Designated shorelines within the plan area are described and mapped in greater detail in the Natural Environment Element, Description of Existing Conditions.

**CRITICAL AREA**

The Growth Management Act (RCW 36.70A) requires local jurisdictions to adopt regulations addressing critical areas. Critical areas are defined under five categories including: wetlands, frequently flooded areas, geologically hazardous areas (landslide, erosion, seismic, mine, and volcanic), aquifer recharge areas, and fish and wildlife habitat conservation areas. The County’s Critical Area Regulations, as amended, act as an overlay by providing standards for development in and adjacent to critical areas that may affect the location, density and intensity, layout and design of proposed development as envisioned in the various land use designations and zones.
Title 18A, Development Regulations-Zoning sets forth criteria for calculating the allowable number of dwelling units. Within urban zone classifications the allowable number of dwelling units (i.e., allowable density) is calculated by multiplying the net developable acreage of the site by the allowed density in dwelling units/acre. Net developable acreage is determined by removing the total amount of land designated as environmentally constrained from the total parcel size. Environmentally constrained land is defined as erosion hazard areas, landslide hazard areas, and wetlands (as set forth in the Critical Area Regulations) and all land below the ordinary high water mark of lakes, streams, ponds, and tidal waters. This provision does not apply to rural zone classifications, in which density is calculated based on gross site acreage.

There are a variety of critical areas scattered throughout the plan area. Critical areas within the plan area are described and mapped in greater detail in the Natural Environment Element, Description of Existing Conditions.

**Open Space Corridor**

The Growth Management Act (RCW 36.70A) contains a goal to encourage the retention of open space [36.70A.020(9)]. The GMA also requires local jurisdictions to provide for open space corridors and greenbelts within and between urban growth areas and explicitly states that these open space corridors include lands useful for recreation, wildlife habitat, trails, and connection of critical areas.

The Pierce County Comprehensive Plan contains policies that address open space. Map F-8: Open Space Corridors identifies the designated open space corridors throughout Pierce County, which is based upon high priority open space categories (fish and wildlife habitat, wetlands, rivers, streams, creeks, marine waters, and wooded areas). These designated open space areas serve as an overlay in which more detailed land use regulations can be applied to accomplish the preservation of open space corridors. For example, special requirements and standards contained within Title 18A, Zoning and Title 18J, Design Standards and Guidelines can be utilized within open space corridor overlay areas. In addition, several County programs address open space preservation, including the Conservation Futures Program (fair market value acquisition of properties and conservation easements for open space purposes) and the Current Use Assessment Program-Open Space (tax reductions given to retain property in an open space condition).

The plan area contains 28,289 acres of land identified within the open space corridor overlay. These areas are described and mapped in greater detail in the Natural Environment Element, Description of Existing Conditions.

**Solid Waste Facilities**

The Graham Community Plan area contains the County’s main solid waste landfill facility, which is located at 304th Street East and east of SR 161. This landfill was authorized pursuant to Conditional Use Permit CP8-89/AE9-95/AE10-95. Solid waste handling facilities are listed in the Growth Management Act as essential public facilities [RCW, 36.70A.200 (1)]. This section of the Act requires each County and City planning under GMA to include a process for identifying and siting essential public facilities. In addition, the Pierce County Comprehensive Plan and Solid
Waste Plan identify this landfill as a public facility. However, this facility is currently not labeled with an essential public facility overlay. Consideration should be given to application of an essential public facility – solid waste facility to this landfill facility. This would be consistent with what has been done for other essential public facilities such as creating an airport overlay for Thun Field Airport and Tacoma Narrows Airport or a state corrections overlay for McNeil Island State Corrections Center.

**Vacant, Redevelopable, and Underdeveloped Lands and Vacancy Rates**

As described above, many of the Pierce County Comprehensive Plan policies require an analysis of existing developable lands and unoccupied commercial building square footage that demonstrates a need for additional lands prior to proposing expansions of various land use designations and zones. The amount of vacant, redevelopable, and underdeveloped lands provides part of this analysis. Evaluating the amount of available commercial space and the limitations on future development also affects such decisions.

**Vacant Lands**

Vacant lands include unimproved parcels and also properties that have had structures removed or where uses, such as farming, have been abandoned. The vacant category does not include lands that are being used for agricultural or forestry purposes or that may be large parcels with a single-family dwelling, as these lands would be classified as agricultural, designated forest land, or single family.

Table F-4 provides an analysis of the amount of vacant acreage throughout the plan area and the percentage this represents. Map F-9: Vacant Land illustrates where these parcels are located.

**Table F-4: Vacant Parcels by Land Use Designation**

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage of Vacant Parcels</th>
<th>Percent of Vacant Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment Center</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Moderate Density Single-Family</td>
<td>281.64</td>
<td>21.94</td>
</tr>
<tr>
<td>Mixed Use District</td>
<td>181.99</td>
<td>27.19</td>
</tr>
<tr>
<td>Rural Activity Center</td>
<td>136.26</td>
<td>30.91</td>
</tr>
<tr>
<td>Rural Neighborhood Center</td>
<td>41.92</td>
<td>50.42</td>
</tr>
<tr>
<td>Rural 5</td>
<td>745.02</td>
<td>20.25</td>
</tr>
<tr>
<td>Rural 10</td>
<td>8,564.81</td>
<td>23.61</td>
</tr>
<tr>
<td>Rural 20</td>
<td>395.88</td>
<td>27.52</td>
</tr>
<tr>
<td>Designated Forest Land</td>
<td>21.85</td>
<td>0.98</td>
</tr>
<tr>
<td>Agricultural Resource Land</td>
<td>444.14</td>
<td>15.65</td>
</tr>
<tr>
<td><strong>Total Within Plan Area</strong></td>
<td><strong>10,813.51</strong></td>
<td>---</td>
</tr>
</tbody>
</table>
Table F-5 identifies the amount of total acreage and vacant acreage within each individual commercial and industrial center. This table also illustrates the total percentage the quantity of vacant represents within the center.

### Table F-5: Vacant Commercial & Industrial Land by Center

<table>
<thead>
<tr>
<th>Center Name &amp; Location</th>
<th>Total Acreage(^{(1)})</th>
<th>Acreage of Vacant Parcels</th>
<th>% of Vacant Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elk Plain EC (SR 7 south of 224th St. E.)</td>
<td>17.47</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Meridian MUD (SR 161 north of 200th St. E.)</td>
<td>565.35</td>
<td>180.93</td>
<td>32.00</td>
</tr>
<tr>
<td>Elk Plain MUD (SR 7 and 224th St. E.)</td>
<td>104.02</td>
<td>1.06</td>
<td>1.01</td>
</tr>
<tr>
<td>Graham RAC (SR 161 and 224th St. E.)</td>
<td>370.74</td>
<td>110.73</td>
<td>29.87</td>
</tr>
<tr>
<td>Benston RAC (SR 161 and 304th St. E.)</td>
<td>69.99</td>
<td>25.53</td>
<td>36.48</td>
</tr>
<tr>
<td>Shady Acres RNC (208th St. E. and 54th Ave. E.)</td>
<td>6.24</td>
<td>6.24</td>
<td>100.00</td>
</tr>
<tr>
<td>Rocky Ridge RNC (SR 7 and 260th St. E.)</td>
<td>41.33</td>
<td>25.83</td>
<td>62.50</td>
</tr>
<tr>
<td>Johnson’s Corner RNC (SR 7 and 304th St. E.)</td>
<td>2.20</td>
<td>0.00</td>
<td>0.00</td>
</tr>
<tr>
<td>Eatonville Cutoff RNC (SR 7 and SR 702/352nd St. E.)</td>
<td>5.80</td>
<td>4.02</td>
<td>69.31</td>
</tr>
<tr>
<td>Kapowsin RNC (Orting Kapowsin Hwy and Kapowsin Hwy E.)</td>
<td>11.22</td>
<td>2.89</td>
<td>25.75</td>
</tr>
<tr>
<td>Thrift RNC (Orting Kapowsin Hwy and 224th St. E.)</td>
<td>16.35</td>
<td>2.94</td>
<td>17.98</td>
</tr>
<tr>
<td><strong>Total in Centers</strong></td>
<td><strong>1,210.71</strong></td>
<td><strong>360.17</strong></td>
<td><strong>---</strong></td>
</tr>
</tbody>
</table>

\(^{(1)}\) This is the total acreage of the RAC or RNC which may include land area outside the Graham Community Plan boundaries.

Vacant lands account for 10,813 acres of land within the plan area, representing almost one-quarter of the total plan area. The majority of vacant lands are located within the R10 designation/zone. However, some of this land area may be currently utilized for unaccounted agricultural or forestry activities. There are 360 acres of vacant land in the commercial and industrial centers located within the plan area. The total amount of vacant land within commercial and industrial designations signifies that there is currently room for additional new development; however, a more detailed analysis is warranted to determine if expansion should be proposed for any of the individual centers. Most of the centers have large vacant land areas. Several areas (Elk Plain EC, Johnson’s Corner RNC, and Thrift RNC) have no vacant lands and the Mixed Use District in Elk Plain has a small level (1.01%) of vacant acreage. This situation may indicate a need to increase the size of these centers to accommodate future growth but this should be evaluated in conjunction with whether the total amount of redevelopable lands is also low and consistency with the GMA provisions for Limited Areas of More Intensive Rural Development (LAMIRD) criteria.

**REDEVELOPABLE AND UNDERDEVELOPED LANDS**

Redevelopable commercial and industrial parcels are zoned for commercial or industrial uses with a land value greater than or equal to the improved value. Underdeveloped residential parcels are either zoned for residential uses where the existing land use is residential, with an
area greater than or equal to 43,560 square feet, or zoned for commercial that allows residential uses where the existing land use is residential with an area greater than or equal to one-quarter acre. Underdeveloped only applies to urban land use designations.

Table F-6 provides an overview of redevelopable and underdeveloped lands. Map F-10: Underdeveloped and Redevelopable Land illustrates where these parcels are located in the plan area.

Table F-6: Redevelopable Commercial & Industrial Land and Underdeveloped Residential Parcels by Land Use Designation

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Redevelopable Parcels</th>
<th></th>
<th>Underdeveloped Parcels</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Acreage</td>
<td>Percent</td>
<td>Acreage</td>
<td>Percent</td>
</tr>
<tr>
<td>Employment Center</td>
<td>1.89</td>
<td>0.0000</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Moderate Density Single-Family</td>
<td>--</td>
<td>--</td>
<td>502.01</td>
<td>0.0107</td>
</tr>
<tr>
<td>Mixed Use District</td>
<td>324.28</td>
<td>0.0069</td>
<td>12.79</td>
<td>0.0003</td>
</tr>
<tr>
<td>Rural Activity Center</td>
<td>149.37</td>
<td>0.0032</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Rural Neighborhood Center</td>
<td>3.22</td>
<td>0.0001</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Rural 5</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Rural 10</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Rural 20</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Designated Forest Land</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>Agricultural Resource Land</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td><strong>Total Plan Area</strong></td>
<td><strong>480.76</strong></td>
<td><strong>0.0102</strong></td>
<td><strong>514.80</strong></td>
<td><strong>0.0110</strong></td>
</tr>
</tbody>
</table>

There are a total of 480 acres of properties identified as redevelopable within the commercial and industrial centers. Within the MUD designation/zone, there are 324 acres identified as redevelopable for commercial uses and 149 acres within the RACs. The MSF designation and zone has 502 underdeveloped parcels for residential uses. This reflects the fact that single-family dwelling units are situated on larger, more rural sized parcels. Only 12.79 acres within the MUD designation/zone are identified as underdeveloped which indicates that there is currently single-family or some other types of residential uses mixed in with the commercial uses.

Table F-7 identifies the amount of total acreage and redevelopable acreage within each individual commercial and industrial center. This table also depicts the total percentage the quantity of redevelopable land represents.

Table F-7: Redevelopable Commercial & Industrial Land by Center

<table>
<thead>
<tr>
<th>Center Name &amp; Location</th>
<th>Total Acreage</th>
<th>Redevelopable Acreage</th>
<th>% of Redevelopable Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elk Plain EC (SR 7 south of 224th St. E.)</td>
<td>17.47</td>
<td>1.89</td>
<td>10.81</td>
</tr>
<tr>
<td>Meridian MUD (SR 161 north of 200th St. E.)</td>
<td>565.35</td>
<td>258.13</td>
<td>45.65</td>
</tr>
</tbody>
</table>
### Center Name & Location

<table>
<thead>
<tr>
<th>Center Name &amp; Location</th>
<th>Total Acreage</th>
<th>Redevelopable Acreage</th>
<th>% of Redevelopable Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elk Plain MUD (SR7 and 224th St. E.)</td>
<td>104.02</td>
<td>66.15</td>
<td>63.59</td>
</tr>
<tr>
<td>Graham RAC (SR161 and 224th St. E.)</td>
<td>370.74</td>
<td>109.86</td>
<td>29.63</td>
</tr>
<tr>
<td>Benston RAC (SR161 and 304th St. E.)</td>
<td>69.99</td>
<td>39.51</td>
<td>56.45</td>
</tr>
<tr>
<td>Shady Acres RNC (208th St. E. and 54th Ave. E.)</td>
<td>6.24</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Rocky Ridge RNC (SR7 and 260th St. E.)</td>
<td>41.33</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Johnson’s Corner RNC (SR7 and 304th St. E.)</td>
<td>2.20</td>
<td>1.15</td>
<td>52.27</td>
</tr>
<tr>
<td>Eatonville Cutoff RNC (SR7 and SR702/352nd St. E.)</td>
<td>5.80</td>
<td>1.04</td>
<td>17.93</td>
</tr>
<tr>
<td>Kapowsin RNC (Orting-Kapowsin Hwy and Kapowsin Hwy E.)</td>
<td>11.22</td>
<td>1.03</td>
<td>9.18</td>
</tr>
<tr>
<td>Thrift RNC (Orting-Kapowsin Hwy and 224th St. E.)</td>
<td>16.35</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,210.7</strong></td>
<td><strong>478.76</strong></td>
<td><strong>---</strong></td>
</tr>
</tbody>
</table>

Nearly half (45%) of the properties within the Meridian MUD and over half (63%) of the properties in the Elk Plain MUD are considered redevelopable. The Graham RAC has 109 acres that are redevelopable, which represents approximately one-third (29%) of the total properties. The Shady Acres RNC indicates zero redevelopable properties but the entire six acres are also listed as vacant (see Table F-4). The Thrift RNC has no redevelopable parcels; however several of the properties within the RNC contain single-family/mobile homes that could possibly convert to or redevelop as commercial uses. The Kapowsin RNC has a small percentage (9%) of redevelopable parcels.

### Vacancy Rates

A windshield survey of tenant space vacancy within the plan areas’ MUDs and RACs was conducted in September 2003. This information was used during discussions regarding the size of commercial centers within the plan area. At that time very little vacant (leasable) space was available. The survey found two spaces in Graham Square, three spaces in Graham Town Center, one space in Bethel Station (in the Time Oil building), and one space north of the barber shop. About 15,200 sq. ft. of vacant commercial space was identified, out of the 425,575 sq. ft. estimated to exist in the Graham MUD and RAC zones, which reflects a vacancy rate of about 3.57%.
RURAL DEVELOPMENT CRITERIA AND LIMITED AREAS OF MORE INTENSIVE RURAL DEVELOPMENT (LAMIRD) EVALUATION

GROWTH MANAGEMENT ACT REQUIREMENTS FOR RURAL DEVELOPMENT

The Growth Management Act (GMA) was enacted to prevent the inappropriate conversion of undeveloped land into sprawling, low-density development and development that conflicts with agricultural and forestry activities. Contained within the GMA are specific criteria for what constitutes rural development. Acceptable rural uses include rural residential development, forestry and agriculture. Rural areas may also provide for a variety of rural densities, uses, essential public facilities, and rural governmental services needed to serve the permitted densities and uses.

In 1997, the GMA was amended to include new criteria for limited areas of more intensive rural development (LAMIRD). The LAMIRD criteria allows for limited areas of more intensive rural development, including necessary public facilities and public services to serve a limited area. Limited areas are defined as infill, development or redevelopment of existing commercial, industrial, residential, or mixed-use areas, whether characterized as shoreline development, villages, hamlets, rural activity centers, or crossroads developments. Development or redevelopment (in terms of building size, scale, use or intensity) within these areas shall be consistent with the character of the existing areas. Development and redevelopment may include changes in use from vacant land or a previously existing use so long as the new use conforms to an existing area or existing use that was in existence on or before July 1, 1990.

More intensive rural development may also include small-scale recreational or tourist uses, including commercial facilities to serve those recreational or tourist uses, which rely on a rural location and setting, but that do not include new residential development. A small-scale recreation or tourist use is not required to be principally designed to serve the existing and projected rural population. Public services and public facilities shall be limited to those necessary to serve the recreation or tourist use and shall be provided in a manner that does not permit low-density sprawl.

The LAMIRD criteria also allows for the intensification of development on lots containing isolated nonresidential uses or new development of isolated cottage industries and isolated small-scale businesses that are not principally designed to serve the existing and projected rural population and nonresidential uses, but do provide job opportunities for rural residents. Rural counties may allow the expansion of small-scale businesses as long as those small-scale businesses conform to the rural character. Public services and public facilities shall be limited to those necessary to serve the isolated nonresidential use and shall be provided in a manner that does not permit low-density sprawl.

Each county is tasked with the responsibility to adopt measures to minimize and contain the existing areas or uses of more intensive rural development, as appropriate. Lands included in such existing areas or uses shall not extend beyond the logical outer boundary of the existing area or use, thereby allowing a new pattern of low-density sprawl. Existing areas are those that are clearly identifiable and contained and where there is a logical boundary delineated...
predominately by the built environment, but that may also include undeveloped lands if limited. In establishing the logical outer boundary the following shall be addressed: the need to preserve the character of existing natural neighborhoods and communities; physical boundaries such as bodies of water, streets and highways, and land forms and contours; the prevention of abnormally irregular boundaries; and the ability to provide public facilities and public services in a manner that does not permit low-density sprawl.

**Pierce County Comprehensive Plan Policy Regarding LAMIRD**

In 2004, Pierce County initiated a review to complete the 10-year update of the Comprehensive Plan as required by the GMA. The update process included reviewing any new provisions that were incorporated into the GMA since the County adopted its Comprehensive Plan in 1994. One of the issues raised was the new LAMIRD criteria and the need to conduct an evaluation of all the Rural Centers (Rural Activity Centers and Rural Neighborhood Centers) in the County. The County Council made the policy choice to conduct this evaluation at the community plan scale. A new policy was incorporated into the Pierce County Comprehensive Plan that states upon the initiation or update of a community plan in the rural area of the County, all rural centers shall be evaluated and updated as necessary to be consistent with GMA provisions in RCW 36.70A.070(5) for LAMIRDS. This policy became effective on February 1, 2005 and applies to the Graham Community Plan process.

**LAMIRD Evaluation of the Rural Centers**

Review of the Rural Activity Centers and Rural Neighborhood Centers logical outer boundaries and uses consisted of a determination of what uses were in existence within the current Rural Center boundaries on or before July 1, 1990; what commercial or industrial uses were developed between July 1, 1990 and the present; what parcels contain vested applications for a commercial or industrial use; vacant lands; and other low density residential (mobile homes, single family) or agricultural uses. While the GMA establishes a July 1, 1990 date for determining logical outer boundaries and uses it is also important to consider uses that were developed in legal conformance with the applicable regulations during the time period that spans between 1990 and today. These uses either relied upon the previous non-GMA zoning or on the RAC and RNC zoning to develop. Applications for conforming uses have a vested right to develop under the regulations that were in place at the time of application.

The following text, tables, and Map F-11 through Map F-18 illustrate the LAMIRD evaluation for each rural center. A series of maps for each rural center visually depict the uses in place on or before July 1, 1990, uses developed between 1990 and today, vacant lands, vested applications and other types of uses (i.e., single-family, single-wide or double-wide mobile homes, etc.). The Rural Activity Centers and Rural Neighborhood Centers contain a range of uses that are more intensive than single-family residential, such as commercial, industrial and civic uses. These uses include mixed retail, business offices, grocery stores, sales of general merchandise, personal services, banks, churches, schools, auto repair and service facilities, fire stations, warehouses, medical and veterinary offices, restaurants and taverns, granges, and manufacturing. Table F-8 provides a more detailed description of uses and vested applications for each rural center.
<table>
<thead>
<tr>
<th>1990 Uses&lt;sup&gt;(1)&lt;/sup&gt;</th>
<th>Current Uses&lt;sup&gt;(2)&lt;/sup&gt;</th>
<th>Vested Applications</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Graham RAC (SR 161 and 224th St. E.)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mixed Retail/Office</td>
<td>Auto Salvage &amp; Parts</td>
<td>Pet Clinic</td>
</tr>
<tr>
<td>Medical Office</td>
<td>Service Garage</td>
<td>Commercial Binding Site Plan</td>
</tr>
<tr>
<td>Shopping Center</td>
<td>Office</td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td>Shopping Center</td>
<td></td>
</tr>
<tr>
<td>Bank</td>
<td>Mini-Mart/Gas Station</td>
<td></td>
</tr>
<tr>
<td>Church</td>
<td>Medical Office</td>
<td></td>
</tr>
<tr>
<td>Food Store</td>
<td>Junior High School</td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warehouse</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Veterinary Clinic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Church</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Benston RAC (SR 161 and 304th St. E.)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mini-Mart/Gas Station</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>Shady Acres RNC (208th St. E. and 54th Ave. E.)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vacant</td>
<td>Vacant</td>
<td>None</td>
</tr>
<tr>
<td><strong>Rocky Ridge RNC (SR 7 and 260th St. E.)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Realty Office</td>
<td>Mini-Warehouse</td>
<td>None</td>
</tr>
<tr>
<td>Mini-Mart/Gas Station</td>
<td>Manufacturing</td>
<td></td>
</tr>
<tr>
<td><strong>Johnson’s Corner RNC (SR 7 and 304th St. E.)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Warehouse/Office</td>
<td>Warehouse</td>
<td>None</td>
</tr>
<tr>
<td>Tavern</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mini-Mart/Gas Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Eatonville Cutoff RNC (SR 7 and SR 702/352nd St. E.)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td>None</td>
<td>Fuel Station (in portion of RNC outside plan area)</td>
</tr>
<tr>
<td><strong>Kapowsin RNC (Orting-Kapowsin Hwy and Kapowsin Hwy E.)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grocery Store</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Fire Station</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grange</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Post Office</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1990 Uses⁽¹⁾</td>
<td>Current Uses⁽²⁾</td>
<td>Vested Applications</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Tavern</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Thrift RNC (Orting-Kapowsin Hwy and 224th St. E.)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Store</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Storage/Warehouse</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contractor Yard Type Use</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Uses that existed on or before July 1, 1990 that are considered more intensive than single-family residential development. These uses may be commercial, industrial or civic in nature.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2) Uses that developed between 1990 and present time under current zoning provisions for RACs and RNCs.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**GRAHAM RAC (SR 161 AND 224TH ST. E.)**

The uses in existence before July 1, 1990 form a logical outer boundary of the rural commercial center located at the intersection of SR 161 and 224th St. E. In addition, 232nd Street East, 234th Street East and a railroad right-of-way provide a logical outer boundary at the southern boundary. There is a range of commercial and light industrial uses that were in existence on or before July 1, 1990 and that were developed between 1990 and today. In addition, there are several vested applications for commercial uses within this RAC.

**BENSTON RAC (SR 161 AND 304TH ST. E.)**

Within the Benston RAC there is a gas station/mini-mart located at the northeast corner of the intersection which was established before July 1, 1990. The parcel at the northwest corner of that intersection contains a hay and portable building sales operation. The two parcels at the southwest corner are developed with a vacant house and pole building that have historically accommodated several commercial uses including a restaurant, beauty salon, and sign business. The other parcels within the RAC are vacant and, as of the writing of this plan, there are no vested applications for development proposals on any of these properties.

**SHADY ACRES RNC (208TH ST. E. AND 54TH AVE. E.)**

The Shady Acres RNC is currently comprised of one vacant parcel and, as of the writing of this plan, there is no vested application for a development proposal.

**ROCKY RIDGE RNC (SR 7 AND 260TH ST. E.)**

Within the Rocky Ridge RNC there are existing commercial/industrial uses (realty office, mini-warehouse, manufacturing and mini-mart/gas station) between 260th St. E. and 267th St. E. The current RNC boundaries south of 260th St. E. form a logical outer boundary. The properties to the north of 260th St. E. are currently vacant and fall outside the logical outer boundary and, as of the writing of this plan, there are no vested applications for development proposals on either of these properties.
Johnsons Corner RNC (SR 7 and 304th St. E.)

The portion of the Johnson’s Corner RNC that falls within the plan area is developed with intensive uses (mini-mart, warehouse, and tavern) that were in existence before July 1, 1990.

Eatonville Cutoff RNC (SR 7 and SR 702/352nd St. E.)

The parcels within the Eatonville Cutoff RNC that are located within the plan area are currently vacant and, as of the writing of this plan, there are no vested applications for development proposals.

Kapowsin RNC (Orting-Kapowsin Hwy and Kapowsin Hwy E.)

The Kapowsin RNC is an example of the classic rural node containing a small grocery store, fire station, grange, post office, and tavern. These uses are tightly clustered at the intersection of Orting-Kapowsin Highway and Kapowsin Highway. All these structures were in existence on or before July 1, 1990 with several dating back to the earlier part of the century. Two parcels contained within the RNC are developed with single-family residences. These parcels are either between existing commercial uses or serve to form a regular boundary.

Thrift RNC (Orting-Kapowsin Hwy and 224th St. E.)

The properties within the Thrift RNC that are located to the north and south of 224th St. E. on the west side of Orting-Kapowsin Highway are developed with more intensive uses (general store, church, mobile home park and warehouse) that were in existence before July 1, 1990. These uses form a logical boundary. The three properties to the east of Orting-Kapowsin Highway are either vacant or single family and property owners and others have verified that these parcels have been used for contractor yard type uses.

Description of Desired Conditions

One of the most significant issues addressed within the community plan process is land use. How land is utilized within a community directly affects the community’s character and quality of life perceived by its residents. Generally speaking, the land uses within the plan area should reflect a rural character and provide a stepped-down scale from the intensity and density of uses found in the more urban neighboring community plan areas of South Hill, Frederickson, and Parkland-Spanaway-Midland. As such, the community has chosen to lower the maximum urban residential densities and commercial intensities. In addition, rural residential densities have also been amended to reflect a larger lot pattern or provide increased protections for or from critical areas. Finally, agriculture is very important to citizens within the plan area and the area designated as farm land has been significantly increased to more accurately reflect current farming and agricultural activities. The following section describes in greater detail the proposed land use designations and zoning classifications as recommended in this plan.
Two new land use designations (Rural Sensitive Resource and Rural Farm) will be applied within the Graham Community Plan area. Five new zoning classifications (Community Employment, Single Family, Moderate High Density Residential, Rural Sensitive Resource, and Rural Farm) and one zoning overlay (Thun Field Airport Overlay) will also be applied to the Graham Community Plan area. Although the community plan proposes to change two land use designations within the area, one of the proposed designations (Rural Sensitive Resource) is already defined and policy direction is included in the County Comprehensive Plan. The Rural Farm designation establishes new policy language in the Comprehensive Plan. The proposed zoning changes outlined in the community plan also create one new zone classification (Rural Farm) within the Pierce County Zoning Code, and otherwise utilize existing zone classifications applied either Countywide or in other community plans. The following text, tables, and maps illustrate the proposed changes in land use designations, zone classifications, and overlays contained within the community plan and correlating acreage changes for each. (See Map F-1: Land Use Designations, and Map F-19: Proposed Open Space Corridors)

Table F-9: Overview of Proposed Land Use Designation Changes

<table>
<thead>
<tr>
<th>Proposed Land Use Designations</th>
<th>Current Land Use Designation Acreage</th>
<th>Proposed Land Use Designation Acreage</th>
<th>Acreage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Designations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>17.47</td>
<td>16.70</td>
<td>-0.77</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>669.37</td>
<td>674.00</td>
<td>+4.63</td>
</tr>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>1,283.47</td>
<td>1,280.22</td>
<td>-3.25(1)</td>
</tr>
<tr>
<td><strong>Total Urban</strong></td>
<td>1,970.31</td>
<td>1,970.92</td>
<td>+0.61(1)</td>
</tr>
<tr>
<td><strong>Rural Designations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks and Recreation (PR)</td>
<td>0.00</td>
<td>65.11</td>
<td>+65.11</td>
</tr>
<tr>
<td>Rural Activity Center (RAC)</td>
<td>440.73</td>
<td>205.77</td>
<td>-234.96</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>83.14</td>
<td>53.15</td>
<td>-29.99</td>
</tr>
<tr>
<td>Rural 5 (R5)</td>
<td>3,679.18</td>
<td>3,688.55</td>
<td>+9.37(1)</td>
</tr>
<tr>
<td>Rural 10 (R10)</td>
<td>36,268.52</td>
<td>12,347.68</td>
<td>-23,920.84</td>
</tr>
<tr>
<td>Rural 20 (R20)</td>
<td>1,438.77</td>
<td>1,163.49</td>
<td>-275.28(1)</td>
</tr>
<tr>
<td>Rural Sensitive Resource (RSR)</td>
<td>0.00</td>
<td>22,470.34</td>
<td>+22,470.34(1)</td>
</tr>
<tr>
<td>Rural Farm (RF)</td>
<td>0.00</td>
<td>4,144.25</td>
<td>+4,144.25</td>
</tr>
<tr>
<td><strong>Total Rural</strong></td>
<td>41,910.34</td>
<td>44,138.34</td>
<td>+2,228.00(1)</td>
</tr>
<tr>
<td><strong>Natural Resource Land Designations</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Designated Forest Land (FL)</td>
<td>2,233.16</td>
<td>2,230.97</td>
<td>-2.19(1)</td>
</tr>
</tbody>
</table>
### Table F-10: Overview of Proposed Zone Classifications Changes

<table>
<thead>
<tr>
<th>Zone Classification Types</th>
<th>Current Zone Classifications Acreage</th>
<th>Proposed Zone Classifications Acreage</th>
<th>Acreage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Urban Zones</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Employment (CE)</td>
<td>17.47</td>
<td>16.70</td>
<td>-0.77</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>0.00</td>
<td>186.66</td>
<td>+0.05(1)</td>
</tr>
<tr>
<td>Moderate High Density Residential (MHR)</td>
<td>669.37</td>
<td>487.33</td>
<td>+4.35</td>
</tr>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>1,283.47</td>
<td>0.00</td>
<td>-1,283.47(1)</td>
</tr>
<tr>
<td>Single Family (SF)</td>
<td>0.00</td>
<td>1,280.22</td>
<td>-3.25(1)</td>
</tr>
<tr>
<td><strong>Total Urban</strong></td>
<td>1,970.31</td>
<td>1,970.92</td>
<td>+0.61(1)</td>
</tr>
<tr>
<td><strong>Rural Zones</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks and Recreation (PR)</td>
<td>0.00</td>
<td>65.11</td>
<td>+65.11</td>
</tr>
<tr>
<td>Rural Activity Center (RAC)</td>
<td>440.73</td>
<td>205.77</td>
<td>-234.96</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>83.14</td>
<td>53.15</td>
<td>-29.99</td>
</tr>
<tr>
<td>Rural 5 (R5)</td>
<td>3,679.18</td>
<td>3,688.55</td>
<td>+9.37(1)</td>
</tr>
<tr>
<td>Rural 10 (R10)</td>
<td>36,268.52</td>
<td>12,347.68</td>
<td>-23,920.84</td>
</tr>
<tr>
<td>Rural 20 (R20)</td>
<td>1,438.77</td>
<td>1,163.49</td>
<td>-275.28(1)</td>
</tr>
<tr>
<td>Rural Sensitive Resource (RSR)</td>
<td>0.00</td>
<td>22,470.34</td>
<td>+22,470.34(1)</td>
</tr>
<tr>
<td>Rural Farm (RF)</td>
<td>0.00</td>
<td>4,144.25</td>
<td>+4,144.25</td>
</tr>
<tr>
<td><strong>Total Rural</strong></td>
<td>41,910.34</td>
<td>44,138.34</td>
<td>+2,228.00(1)</td>
</tr>
<tr>
<td><strong>Natural Resource Land Zones</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Designated Forest Land (FL)</td>
<td>2,233.16</td>
<td>2,230.97</td>
<td>-2.19(1)</td>
</tr>
<tr>
<td>Agricultural Resource Land (ARL)</td>
<td>2,838.21</td>
<td>604.06</td>
<td>-2,234.15(1)</td>
</tr>
<tr>
<td><strong>Total Natural Resource</strong></td>
<td>5,071.37</td>
<td>2,835.03</td>
<td>-2,236.34(1)</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>48,952.02</td>
<td>49,944.29</td>
<td>+992.27(1)</td>
</tr>
</tbody>
</table>

(1) Portion of acreage change is the result of parcel data shifting to centerline of the road.
### Table F-11: Overview of Proposed Overlay Changes

<table>
<thead>
<tr>
<th>Overlay Types</th>
<th>Current Overlay Acreage</th>
<th>Proposed Overlay Acreage</th>
<th>Acreage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mineral Resource Overlay</td>
<td>365.76</td>
<td>364.30</td>
<td>-1.46&lt;sup&gt;(1)&lt;/sup&gt;</td>
</tr>
<tr>
<td>Airport Overlay</td>
<td>0.00</td>
<td>250.53</td>
<td>+250.53</td>
</tr>
<tr>
<td>Open Space Corridor Overlay</td>
<td>19,758.70</td>
<td>25,182.05</td>
<td>+5,423.35</td>
</tr>
<tr>
<td>Essential Pub. Facility – Solid Waste Facility Overlay</td>
<td>0.00</td>
<td>325.67</td>
<td>+325.67</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>20,124.46</strong></td>
<td><strong>26,122.55</strong></td>
<td><strong>+5,998.09&lt;sup&gt;(1)&lt;/sup&gt;</strong></td>
</tr>
</tbody>
</table>

<sup>(1)</sup> Portion of acreage change is the result of parcel data shifting to centerline of the road.

### Table F-12: Overview of Proposed Commercial and Industrial Center Changes

<table>
<thead>
<tr>
<th>Center Name &amp; Location</th>
<th>Current Acreage</th>
<th>Proposed Acreage</th>
<th>Acreage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elk Plain EC/CE (SR 7 south of 224th St. E.)</td>
<td>17.47</td>
<td>17.47</td>
<td>0.00</td>
</tr>
<tr>
<td>Meridian MUD (SR 161 north of 200th St. E.)</td>
<td>565.35</td>
<td>80.81</td>
<td>-484.54&lt;sup&gt;(1)&lt;/sup&gt;</td>
</tr>
<tr>
<td>Elk Plain MUD (SR 7 and 224th St. E.)</td>
<td>104.02</td>
<td>104.02</td>
<td>0.00</td>
</tr>
<tr>
<td>Graham RAC (SR 161 and 224th St. E.)</td>
<td>370.74</td>
<td>136.05</td>
<td>-234.69</td>
</tr>
<tr>
<td>Benston RAC (SR 161 and 304th St. E.)</td>
<td>69.99</td>
<td>70.04</td>
<td>+0.05&lt;sup&gt;(1)&lt;/sup&gt;</td>
</tr>
<tr>
<td>Shady Acres RNC (2) (208th St. E. and 54th Ave. E.)</td>
<td>6.24</td>
<td>0.00</td>
<td>-6.24</td>
</tr>
<tr>
<td>Rocky Ridge RNC (SR 7 and 260th St. E.)</td>
<td>41.33</td>
<td>23.69</td>
<td>-17.64&lt;sup&gt;(1)&lt;/sup&gt;</td>
</tr>
<tr>
<td>Johnson’s Corner RNC (SR 7 and 304th St. E.)</td>
<td>2.20</td>
<td>2.24</td>
<td>+0.04&lt;sup&gt;(1)&lt;/sup&gt;</td>
</tr>
<tr>
<td>Eatonville Cutoff RNC (2) (SR 7 and SR 702/352nd St. E.)</td>
<td>5.80</td>
<td>0.00</td>
<td>-5.80</td>
</tr>
<tr>
<td>Kapowsin RNC (Orting-Kapowsin Hwy and Kapowsin Hwy E.)</td>
<td>11.22</td>
<td>11.11</td>
<td>-0.11&lt;sup&gt;(1)&lt;/sup&gt;</td>
</tr>
<tr>
<td>Thrift RNC (Orting-Kapowsin Hwy and 224th St. E.)</td>
<td>16.35</td>
<td>16.32</td>
<td>-0.03&lt;sup&gt;(1)&lt;/sup&gt;</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,210.71</strong></td>
<td><strong>461.75</strong></td>
<td><strong>-748.96&lt;sup&gt;(1)&lt;/sup&gt;</strong></td>
</tr>
</tbody>
</table>

<sup>(1)</sup> Portion of acreage change is the result of parcel data shifting to centerline of the road.
<sup>(2)</sup> Commercial and/or industrial center deleted.
Urban Designations and Zones

Employment Center Designation

The Employment Center (EC) designation provides land for industrial and heavy commercial uses including manufacturing, trucking and warehousing, and auto services. Under the 1994 Pierce County Comprehensive Plan, 17 acres of land within the plan area are designated EC. The community plan proposal would retain the same area as an EC land use designation and rezone this area to Community Employment.

Proposed Zoning – Community Employment

The CE zone would be applied to the same 17 acres of current EC zone along Mountain Highway just south of the intersection with 224th St. E. This new zone scales back the range of allowed industrial and commercial uses to low to moderate intensity, which better reflects a rural character. Examples of allowed industrial uses include forest based industries, contractor yards, food processing and packaging, breweries and wineries, salvage yards and vehicle storage, and industrial services and repair facilities. Commercial uses that are allowed include administrative and professional offices, educational services, indoor and outdoor amusement and recreation, building materials and garden supplies, bulk fuel dealers, business services, eating and drinking establishments, small scale food stores, motor vehicle related sales and services, personal services, pet sales and services, rental and repair services, small scale sales of general merchandise, storage and wholesale trade. Some of the uses are only allowed through the application of a conditional use permit, which will give surrounding property owners the opportunity for review of proposed uses through a public hearing process. Residential uses and lodging will be prohibited in the CE.

Mixed Use District Designation

The primary role of the Mixed Use District (MUD) is to serve auto-oriented commercial activities and a range of moderate to high intensity uses. MUDs are areas with a diversity of commercial retail, service, and office uses and are typically characterized by individual businesses on separate lots with separate access and parking lots. Commercial activity in MUDs 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. MUDs also offer the opportunity for higher density residential developments. The land area designated MUD remains the same as under the current plan (669 acres).

Proposed Zoning – Mixed Use District and Moderate High Density Residential

The MUD designation will be implemented by two zones: Mixed Use District (MUD) and Moderate High Density Residential (MHR). The MUD zone will continue to offer a variety of auto-oriented, moderate to high intensity uses including commercial, service, light industrial, office, civic, and residential. The MHR zone allows for a variety of higher density residential use types including multifamily, single-family attached, mobile home parks, and senior housing and
also some compatible civic uses. Densities within MHR range between a minimum of four dwelling units per acre up to a maximum of 15 dwelling units per acre.

The MUD zone along Mountain Highway at 224th St. E. will be retained within the current boundaries. The existing MUD zone along SR 161 north of 200th St. E. will be separated into MUD and MHR zones. The MHR zone is applied where land is already developed with a higher intensity residential use or is surrounded by residential uses and does not have direct access to SR 161. The new MHR zone is 484 acres. The remaining vacant properties that have access to SR 161 will be retained in MUD zoning. The MUD zone has been reduced to 184 acres.

**Moderate Density Single-Family Designation**

The Moderate Density Single Family (MSF) designation allows for single-family or two-family dwellings. Commercial and industrial uses are prohibited and some limited civic uses are allowed. Specific densities are based on physical constraints and the availability of urban services such as sewers. The designation generally allows two to six dwelling units per acre. The land area to which this designation applies will stay the same as established through the current plan (1,283 acres).

**Proposed Zoning – Single Family**

The MSF designation will be implemented by a new Single Family (SF) zone. This zone is intended to provide a transition zone from the higher densities allowed in South Hill to the rural portion of the plan area. The SF still allows for single-family dwellings but at a maximum density of four dwelling units per acre. Some compatible civic uses are also permitted. There are 1,283 acres proposed to be zoned SF.

**Rural Designations and Zones**

**Rural Activity Center Designation and Zone**

The Rural Activity Center (RAC) designation provides for a range of commercial, office, service, and civic uses necessary to serve a rural population. The intensity of development should be smaller scale (i.e., buildings with less square footage) than commercial development allowed within the urban portions of the plan area. The plan proposes to retain the Benston RAC located at SR 161 and 304th St. E. and the Graham RAC at SR 161 and 224th St. E. with some slight modifications, described in greater detail below. The RAC zone implements the RAC designation. The RAC designation and zone is decreased by 234 acres to 206 acres.

**Rural Neighborhood Center Designation and Zone**

The Rural Neighborhood Center (RNC) designation recognizes several historic commercial and civic centers in the rural area, typically located at cross-roads of main thoroughfares or old town centers. The uses within a RNC should be constrained in intensity and size and limited to only those uses that provide necessary services to rural residents and tourists. The RNC zone
implements the RNC designation. The RNC designation and zone is now 53 acres with a reduction of 30 acres from the current plan.

**PROPOSED CHANGES TO THE RURAL ACTIVITY CENTERS AND RURAL NEIGHBORHOOD CENTERS**

The rural centers were evaluated using the criteria in the Growth Management Act for limited areas of more intensive rural development (LAMIRDs). This criterion was also balanced with the desire to recognize the current development pattern and historic commercial activities. The following text provides a synopsis of the decisions for each rural center.

**Graham RAC:** The Graham RAC located at 224th St. E. and SR 161 includes many commercial businesses that have been in existence since before July 1, 1990. In the years between 1990 and today the Graham Town Center shopping complex was developed, which includes a range of retail and service uses. The boundaries in the Graham RAC have been adjusted to limit the area of rural commercial zoning based on LAMIRD criteria. The Commercial uses in existence in July of 1990 were identified and establish the logical outer boundary of RAC. As a result, many commercial uses that were legally developed are proposed to be redesignated to R10 and will become nonconforming.

**Benston RAC:** The Benston RAC located at 304th St. E. and SR 161 contains several existing businesses. This RAC should be retained to recognize both existing and historic businesses and provide a location for rural services, given this node’s distance from any other rural center.

**Shady Acres RNC:** The Shady Acres RNC located at 208th St. E. and 54th Ave. E. should be removed from RNC classification as the land is currently vacant and other rural centers or urban commercial areas are located in close enough proximity to serve the needs of rural residents in this area.

**Rocky Ridge RNC:** The boundaries of the Rocky Ridge RNC at SR 7 and south of 260th St. E. should be retained to recognize the historic businesses and those that developed during the last 15 years. In addition, the two vacant parcels just north of 268th St. E. should be retained to connect to the existing commercial development across Mountain Highway (located outside the plan area) in order to form a regular boundary. Removal of these parcels would truncate the RNC. However, the two vacant parcels to the north of 260th St. E. fall outside the logical outer boundary and should be redesignated to R10.

**Johnson’s Corner RNC:** The Johnson’s Corner RNC on the southeast corner of SR 7 and 304th St. E. contains a mini-mart/gas station and tavern and should be retained as RNC to recognize these existing businesses.

**Eatonville Cutoff RNC:** The Eatonville Cutoff RNC at SR 7 and SR 702/352nd St. E. should be removed from the RNC classification and redesignated to R10 as the land is currently vacant.

**Kapowsin RNC:** The Kapowsin RNC clustered at Orting-Kapowsin Highway and Kapowsin Highway E. should be maintained. This RNC contains a mix of rural uses including a tavern, grocery store, fire station, grange, and post office. The other two parcels located within this RNC contain single-family residences but inclusion of these properties in the RNC is necessary to create a logical outer boundary based on infill and the desire to create a regular form.
Thrift RNC: The Thrift RNC located at Orting-Kapowsin Highway and 224th St. E. should be retained.

Rural 10 Designation and Zone

The Rural 10 (R10) designation primarily accommodates low-density single-family residential, agricultural, forestry, and recreational uses. Some types of civic uses and recreational uses, such as parks and trails, are also permitted in this designation. The residential density within the R10 is one dwelling unit per 10 acres with a bonus density of two dwelling units per 10 acres when 50% of the property is set aside as open space. Existing parcels that are less than 10 acres and are zoned R10 can be built upon as long as the other criteria such as septic, water, critical areas, and other County requirements are met. The R10 zone implements this plan designation.

The R10 designation and zone has been modified within the plan area to include some of the Rural 20 (R20) properties and exclude lands now designated and zoned RSR, R20, and RF (explained in greater detail below). The R10 decreased by 23,882 acres to 12,385 acres.

Rural 20 Designation and Zone

The Rural 20 (R20) designation is utilized within the volcanic hazard areas of the plan area. This designation provides for very low-density single-family residential, agricultural, and forestry uses and other uses that may accommodate congregations of people or people with special needs have been restricted. Most of the areas that are located within the volcanic hazard area currently fall within designated R20. Areas designated R10 within the volcanic hazard area are redesignated to R20 and areas outside the volcanic hazard area designated R20 are redesignated to R10. The R20 designation increased by 253 acres to 1,186 acres. The R20 zone implements this plan designation.

Rural Sensitive Resource Designation and Zone

The Rural Sensitive Resource (RSR) designation includes those properties designated as open space on the Pierce County Open Space Corridor map and is located within 500 feet of sensitive water bodies such as wetlands, Muck Creek, South Creek, Kapowsin Creek, etc. This designation is intended to protect surface waters, aquifers, and fish and wildlife habitat from degradation by more intensive rural residential development and some types of civic uses that may be also be permitted in other rural classifications. New development within the RSR shall utilize low impact development techniques and the properties located within this designation are considered a high priority for community open space preservation and acquisition efforts. Residential densities within this designation are limited to a base density of one dwelling unit per 10 acres. Organizational camps are appropriate in areas designated RSR. There are 22,514 acres within the plan area that have been redesignated to RSR. The RSR zoning classification implements this plan designation.
The Rural Farm (RF) designation includes properties that are five acres or more in size, which are currently being used for or have historically been used for farming activities or have been previously zoned agriculture and that are not currently designated as Agricultural Resource Land (ARL). This new RF designation is intended to recognize properties that provide agriculture within the community but may or may not meet the soils criteria for designation as ARL. It should be noted, however, that parcels meeting the criteria for Rural Farm that fall within the volcanic hazard area will be designated R20. A variety of agricultural related uses are allowed within the RF designation as well as the protections and incentives afforded to ARL. Densities within this designation are limited to one dwelling unit per 10 acres. There are 4,206 acres within the plan area that have been redesignated to RF. The RF zoning classification implements this plan designation.

The Designated Forest Land (FL) designation is intended to conserve and reflect areas of long-term commercial forestry. Uses that are allowed within this designation include timber harvesting and related forest resource based industries. Some civic uses, such as fire and police stations, are also allowed in this designation. The FL area is located in the eastern portion of the plan area. The land area to which this designation applies will stay the same as established through the current plan (2,233 acres). The Forest Land zone implements this plan designation.

The Agricultural Resource Land (ARL) designation is intended to preserve parcels that contain prime agricultural soils for long-term agricultural activities. These properties are identified through a Countywide process. This designation allows for a variety of agricultural uses. One parcel of land that is currently being utilized for a landfill operation will be removed from the ARL designation. The ARL zone implements this plan designation.

The Thun Field Airport Overlay will be extended into the plan area based on the Thun Field - Area of Influence map. The same regulations that were adopted through the South Hill Community Plan shall be applied to the Thun Field Airport Overlay area within the Graham Community Plan. There are 250 acres within the plan area to which this airport overlay will be applied.

Pierce County has not yet conducted an evaluation of all the potential mineral resource lands within the County. Until such time as this study has been completed, no new mineral resource
overlay areas should be established within the plan area. Surface mining operations should be restricted to sites that already have issued Washington State Department of Natural Resources surface mining permits and County approval for such operations. New surface mining operations are prohibited until the Countywide evaluation of potential mineral resource lands has been conducted. The land area to which this overlay applies will stay the same as is currently established through the Pierce County Comprehensive Plan and/or zoning regulations.

**Essential Public Facility – Solid Waste Facility Overlay**

An Essential Public Facility – Solid Waste Facility Overlay will be applied to the LRI landfill site located at 304th Street East and east of SR 161 as authorized through Conditional Use Permit CP8-89/AE9-95/AE10-95. The regulations should accommodate existing and authorized landfill operations. This overlay encompasses approximately 325 acres.

**Open Space Corridor**

The Open Space Corridor Map should be amended to include additional identified areas of wetlands, oak woodlands and prairies, and wildlife habitat and movement corridors. The Open Space Corridor Overlay area has increased by 5,423 acres to 25,182 acres. Environmentally sensitive design techniques should be applied within open space corridors including the use of low impact development techniques as outlined in the Pierce County Site Development and Stormwater Management Manual. Dedication of permanent open space should be required through the site development or land division process and the amount of open space dedication should be based on the proposed density or intensity of use.

** Dwelling Unit Capacity**

Under the Growth Management Act, Pierce County is required to plan for a density of at least four dwelling units per net acre within its urban growth areas. In order to accommodate future population growth within the urban area, the community plan seeks to ensure that the overall housing capacity within the plan area is not diminished as a result of the proposed zone changes. A comparison of the existing and future urban dwelling unit capacity by zone is set forth in Table F-13.

**Table F-13: Comparison of Existing and Future Urban Dwelling Unit Capacity by Zone**

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<thead>
<tr>
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<tbody>
<tr>
<td><strong>Urban Single-Family Zones</strong></td>
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<td></td>
</tr>
<tr>
<td>MSF</td>
<td>1,740</td>
<td>0</td>
<td>-1,740</td>
</tr>
<tr>
<td>SF</td>
<td>0</td>
<td>1,740</td>
<td>+1,740</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,740</td>
<td>1,740</td>
<td>0</td>
</tr>
<tr>
<td><strong>Urban Multifamily Zones</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MHR</td>
<td>0</td>
<td>778</td>
<td>+778</td>
</tr>
</tbody>
</table>
As noted above, the community plan increases overall dwelling unit capacity in the community by 365 dwelling units. The increase in the dwelling unit capacity accommodates approximately 1,135 more people. The majority of this population (67%) would be accommodated in the SF zone with single-family homes at four dwelling units per acre. The remaining population would be accommodated at higher allowable densities within the MUD and MHR zones. It should be noted that the buildable lands analysis performed on the 2000 parcel inventory assumed existing golf courses were built-out, and thus did not consider this land acreage for additional capacity. Since that time, an application has been submitted to change the Lipoma Firs Golf Course into a Planned Development District (PDD) that proposes 1,073 single-family dwelling units and 624 multifamily dwelling units for a total of 1,697 additional dwelling units. Applying the 3.11 persons per dwelling unit this development would accommodate an additional 5,278 people for housing capacity within the plan area’s UGA.

**Community Centers**

Community centers (Mixed Use Districts, Rural Activity Center, and Rural Neighborhood Centers) are the focal points for commerce and social activities within the plan area and as such should provide a variety of business and daily services and public facilities. More intensive uses should be located in the urban areas and development in the rural centers should be smaller in scale and reflect a rural character. The existing combination of uses within the community centers is good but could be further diversified. When possible each community center should provide a mix between public facilities such as parks and recreation facilities, libraries, post offices, and fire stations, and commercial businesses such as retail shops and professional services. Co-location opportunities to provide a number of community centers should be explored and the development of farmers markets is highly encouraged.

**Land Use Policies**

**Goals**

The distribution and types of land uses in the plan area should reinforce the rural character of the area:
• Within commercial designations, concentrate commercial uses with higher intensity in the urban areas and lower intensity in rural areas.
• Identify the area at 224th St. E. and SR 161 as a primary commercial area, with commercial uses extending in all directions from the core, rather than in a strip pattern, and encourage new commercial development to occur first at the center of the core to maintain a rural character.
• Concentrate new residential development within the urban growth area to improve efficiency in providing public services, and limit multifamily development to specified locations in the UGA.
• Establish rural densities that are consistent with the rural character.
• Provide increased protection to sensitive natural resources through the use of a sensitive resource land use designation in areas subject to severe degradation when disturbed.

In the Urban Growth Area, allow for higher intensity uses that depend on urban level services while blending with Graham’s rural character.

**Agriculture and Aquaculture**

**GOAL GR LU-1** Promote agriculture activities throughout the rural portions of the plan area.

**GR LU-1.1** Parcels included in the Rural Farm should be a minimum of 5 acres in size.

**GR LU-1.2** Parcels that are located within a Rural Center or volcanic hazard area; within the Rural 5, Agricultural Resource Land, or Forest Land designation; or within a Mineral Resource Overlay should not be designated Rural Farm.

**GR LU-1.3** New parcels created within the Rural Farm should be a minimum of 10 acres in size.

**GOAL GR LU-2** Locate agricultural supply and product sales uses in designations/zones that are appropriate for the level, type, and intensity of the proposed use.

**GR LU-2.1** Limit agricultural supply sales of large scale or heavy equipment products, such as combines and tractors, to urban commercial and industrial areas.

**GR LU-2.2** Outside storage and display of products should be controlled and when necessary fenced to provide adequate screening.

**GR LU-2.3** Structures in Rural Activity Center zones should be of a scale not exceeding the rural center character.

**GR LU-2.4** Structures in Rural Neighborhood Center and Rural 10 zones should be very small scale.

**GOAL GR LU-3** Some smaller scale agricultural sales involving agricultural products such as produce, dairy products, flowers, etc., that are limited in size and products may be permitted in rural residential and agricultural areas.
GR LU-3.1 The intensity and design of structures that are used to sell produce and plants should be in an open air farmers’ market format or incorporated into a barn-like structure that maintains a rural character.

GR LU-3.2 Structures for produce and plant sales should be small in size, and outside storage and sales should be limited in scope and, when necessary, properly screened.

GR LU-3.3 Agricultural products should be grown or produced on-site or produced locally, but some small amount of other accessory retail sales may occur (e.g., value added products, products sold on consignment, handcrafted items, related wholesale sales).

GOAL GR LU-4 Apply a special review process to fish processing, hatcheries, and aquaculture uses in sensitive areas.

GOAL GR LU-5 Allow animal boarding for personal use.

GR LU-5.1 The number of animals should be based on the amount of land available to support the species.

**FORESTRY**

GOAL GR LU-6 Recognize forestry uses as a historic land use within the plan area and a desirable use to promote the rural character.

GR LU-6.1 Conduct commercial harvesting of forest products in rural residential and natural resource land areas.

GR LU-6.2 Retain the rural character by allowing Christmas tree farms in urban single-family, rural residential, and natural resource land areas.

GR LU-6.2.1 Limit the size of Christmas tree farms to no greater than 5 acres in SF.

GR LU-6.3 Locate forestry uses that involve the manufacturing of lumber and basic wood materials, etc. in Community Employment (CE) zones and through special review in Forest Land zones.

GR LU-6.4 Recognize historically authorized forestry-based industries such as Rainier Veneer and Viking Cabinets that were legally created and are now nonconforming uses, and allow these uses to remain and continue operations in a nonconforming status.

**INDUSTRIAL**

GOAL GR LU-7 Accommodate low intensity industrial uses within the plan area in locations where the mixture of uses can be internally compatible as well as adequately separated from surrounding non-industrial uses.

GR LU-7.1 Access these uses from a state highway or, when appropriate, a railroad line or airport.
GR LU-7.2 Uses should be of a type and scale that is consistent with a rural character.

GR LU-7.3 Prohibit residential uses within CE.

GR LU-7.4 Limit basic manufacturing uses to forest-based industries, which are classified under the Resource Use – Forestry category, within the plan area. Prohibit all other basic manufacturing uses within the plan area, as they exceed an intensity level that is desirable for the rural character.

GR LU-7.5 Locate contractor yards in urban commercial and industrial designations and in the Rural 10 land use designation.

GR LU-7.5.1 Adopt design and zoning standards and guidelines for contractor yards that address adequate screening and buffering requirements to enhance the aesthetic appeal of these uses.

GR LU-7.6 Allow small-scale food processing and packaging facilities in urban commercial and industrial zones, and in Rural Activity Center zone subject to special review. Allow small-scale breweries (micro-brews and brew pubs) and wineries as an accessory use for a restaurant.

GR LU-7.7 Provide for industrial services and repair facilities in urban commercial and industrial designations.

COMMERCIAL

GOAL GR LU-8 Commercial uses should provide a range of necessary businesses to the surrounding community. Concentrate commercial uses in urban centers (CE and Mixed Use District) and rural centers (Rural Activity Center and Rural Neighborhood Center) with recreational opportunities allowed in rural residential and forest areas.

GR LU-8.1 Provide adequate space within the plan area for commercial uses, and locate commercial uses primarily within urban centers or rural centers at a scale that is compatible with the surrounding uses.

GR LU-8.1.1 Prohibit billboards within the plan area.

GR LU-8.2 Designate and configure commercial areas based on consideration of the percentage of vacant and redevelopable land, existing developed uses, constrained land, distance to other urban or commercial areas, compatibility with surrounding uses, and projected population growth. In addition, apply GMA criteria for limited areas of more intensive rural development (LAMIRD) in evaluating rural centers and adjust rural center boundaries as follows:

GR LU-8.2.1 The Elk Plain Mixed Use District (east of SR 7 and 224th St. E.) shall remain as it currently exists.
**GR LU-8.2.2**  Modify the Meridian Mixed Use District (SR 161 north of 200th St. E.) to redesignate the properties that are either currently developed with residential uses or are not adjacent to Meridian to Moderate-High Density Residential (MHR).

**GR LU-8.2.3**  Modify the Graham Rural Activity Center (RAC) located at 224th St. E. and SR 161 to remove Frontier Park, properties owned by the school district, and the residential subdivision located in the northeast portion of the RAC. These parcels shall be redesignated to Rural 10. Additionally, modify this RAC to remove properties that are outside the logical outer boundaries of the rural commercial area based on those commercial uses that were established as of July 1990.

**GR LU-8.2.4**  Redesignate the Rural Neighborhood Center located at 208th St. E. and 54th Avenue E. to Rural 10.

**GR LU-8.2.5**  Revise the Rural Neighborhood Center located at SR 7 and 260th St. E. to remove the two vacant parcels north of 260th St. E. Redesignate these two parcels to Rural 10.

**GR LU-8.2.6**  Redesignate the Rural Neighborhood Center located at SR 7 and SR 702/352nd St. E. to Rural 10.

**GR LU-8.2.7**  Retain the Benston RAC (SR 161 and 304th St. E.) and the remaining Rural Neighborhood Centers at Johnson’s Corner (SR 7 and 304th St. E.) and Kapowsin (Orting-Kapowsin Hwy. and Kapowsin Hwy E.) in their current locations if they meet the LAMIRD criteria.

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**RESIDENTIAL**

**GOAL GR LU-9**  Residential areas should provide a range of uses from urban levels of density to lower rural residential densities.

**GR LU-9.1**  The scale of density should provide a step-down transition from the higher densities in the South Hill Community Plan area and reflect a rural feel.

**GR LU-9.2**  Residential density within the SF zone shall be 4 dwelling units per acre.

**GR LU-9.3**  Apply a lower rural residential density in volcanic hazard areas and environmentally sensitive areas.

**GR LU-9.4**  Apply a Rural Sensitive Resource (RSR) designation to open space corridors within rural residential designations to reduce impacts associated with development.

**GR LU-9.4.1**  Establish a RSR zone on rural residential properties located within the open space corridor that contain at least 50% of designated open space corridor area.

**GR LU-9.4.2**  At a minimum, the RSR zone should extend 500 feet in all directions from any wetland, stream, or surface water utilized for open space corridor designation.
Delineate the RSR zone using parcel boundaries.

Exclude small lots that are located within previously platted lands from the RSR unless they are contained within the main portion of the open space corridor (i.e., connectivity should be maintained).

Monitor and adjust, as needed over time, those lands given the RSR zoning designation. Lands may be added or removed from this zoning designation as information regarding the environmental carrying capacity of the land and the sensitivity of the environment changes over time.

Low density single-family housing shall be allowed to occur in RSR zones.

Limit the base residential density to 1 dwelling unit per 10 acres.

Provide bonus densities within RSR at 2 dwelling units per 10 acres when 50% of the property is set aside as permanent open space.

Ten-acre lot sizes are preferred.

Limit land uses within the Rural Sensitive Resource designation to low density residential uses and natural resource uses, and consider uses that minimize impacts in the RSR zone.

Limit land uses within the RSR designation to single-family residential, agriculture, forestry, selected civic uses such as organizational camps, and public nonmotorized recreational facilities. Prohibit commercial and industrial development.

Require a special review process to elicit greater public involvement in the issuance of permits for certain land uses within RSR. Prohibit uses that may have potential impacts to the surrounding environmental systems within RSR.

Encourage uses that create minimum impacts to the integrity of the open space corridor such as pervious trails.

Encourage uses that do not involve significant buildings or impervious surfaces such as farming and forestry.

Provide incentives to consolidate parcels to be consistent with rural densities.

Investigate streamlining the lot combination and lot boundary line adjustment application processes.

Utilize the Rural 20 (R20) designation to provide for lower residential densities and intensities of uses within volcanic hazard areas.

Prohibit Master Planned Resorts within R20.

Promote necessary civic uses within the plan area that are compatible with the designated and surrounding uses and natural environment.
GR LU-12.1 Allow administrative government services in urban commercial and industrial designations and Rural Activity Centers.

GR LU-12.2 Provide for daycare centers in close proximity to residential areas at an appropriate scale for the surrounding area while protecting children from incompatible uses and volcanic hazard areas.

GR LU-12.3 Locate community and cultural services in commercial centers and districts, organizational camps in Rural Sensitive Resource areas, and small-scale services in residential areas.

GR LU-12.4 Provide for educational facilities in close proximity to residential areas at an appropriate scale for the surrounding area while protecting children from incompatible uses and volcanic hazard areas.

Zoning Overlays

Open Space Corridor Overlay

GOAL GR LU-13 Develop special overlay standards to protect the environmentally sensitive areas or other special interest areas from incompatible uses.

GR LU-13.1 Include environmentally sensitive features on the open space map, and promote protection measures within these open space corridors.

GR LU-13.2 Apply environmentally sensitive design techniques within open space corridors and RSR zone.

GR LU-13.2.1 Apply low impact development standards as outlined in the Pierce County Site Development and Stormwater Management Manual within open space corridors and RSR zone to address best management practices such as site development (clearing, grading, and tree removal), maximum impervious surface coverage, and minimum vegetation retention.

GR LU-13.3 Require open space in new residential development.

GR LU-13.4 Limit allowable uses within open space areas to minimize impacts and enhance passive recreational experiences. Allow the following uses within designated open space areas in this priority:

GR LU-13.4.1 Preservation of natural vegetation, including fish and wildlife habitat;

GR LU-13.4.2 Critical areas protection, including steep slopes and aquifer recharge areas;

GR LU-13.4.3 Buffers between incompatible land uses;

GR LU-13.4.4 Passive recreation (pervious and impervious trails);

GR LU-13.4.5 Active recreation;

GR LU-13.4.6 On-site utilities (drainfields, stormwater retention facilities); and

GR LU-13.4.7 Pedestrian, equestrian, and bicycle trails.
GR LU-13.5 Reduce the amount of density or intensity allowed within a proposed development that lacks permanently designated usable open space.

GR LU-13.6 Permit pedestrian, equestrian and bicycle trails within designated open space tracts.

GR LU-13.7 Utilize the Comprehensive Plan Open Space Corridors Map as the basis for establishing open space overlay corridors within the plan area.

GR LU-13.8 Use open space corridors to connect wetlands and areas with hydric soils that recharge streams and groundwater.

**IMPLEMENTING ACTIONS**

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. Amend the Pierce County Comprehensive Plan to adjust land use designations according to plan policies and maps. (PALS)
2. Amend the Pierce County Comprehensive Plan to:
   - Revise the open space corridor map for the Graham Community Plan area.
   - Establish a Rural Farm designation.
   - Revise land use designations per the adopted community plan. (PALS)
3. Amend the Pierce County Development Regulations – Zoning to:
   - Establish the allowed uses in zone classifications per the plan policies.
   - Establish densities and dimensions for the zone classifications.
   - Amend the zone classifications to include Graham Community Plan zones.
   - Amend the agricultural supply sales use category to create new levels.
   - Amend other community plan zone classification tables to reconcile the new agricultural supply sales levels. (PALS)
4. Amend the Pierce County Zoning Atlas to adjust the zones for the Graham Community Plan area and extend the Airport Overlay for Thun Field to the Graham Community Plan area. (PALS)
5. Amend the Pierce County Development Regulations – Natural Resource Lands to clarify that agricultural lands include both Agricultural Resource Land and Rural Farm designations. (PALS)
6. Amend the Pierce County Development Regulations – Design Standards and Guidelines to provide open space dedication requirements. (PALS)

**MID-TERM ACTIONS (1-5 YEARS)**

1. Work with the Pierce County Assessor-Treasurer’s Office to reconcile property taxation with existing zoning and allowed uses pursuant to what is allowed in the zone. (PALS, Assessor-Treasurer’s office)
2. Amend the Pierce County Comprehensive Plan to address General Aviation Airport issues for the Shady Acres Airport. (PALS)

**LONG TERM ACTIONS (5-10 YEARS)**

1. Map potential mineral resource lands within the community plan area and develop Mineral Resource Overlay (MRO) standards. (PALS)
Map F-1: Land Use Designations

Employment Center (EC)  Rural 10 (R10)  Designated Forest Land (FL)
Mixed Use District (MUD)  Rural 5 (R5)  Agricultural Resource Land (ARL)
Moderate Density Single Family (MSF)  Rural Sensitive Resource (RSR)  Airport/Airport AOI Overlay
Rural Activity Center (RAC)  Park & Recreation (PR)  Airport Overlay - Small Airport
Rural Neighborhood Center (RNC)  Rural Farm (RF)  Ess. Pub. Fac. - Solid Waste Facility Overlay

*Note: The legend shows only the land use designations within the Graham Community Plan Area. The areas outside this plan area are masked within the map display.
Historic Land Use Designations

- Employment Center (EC)
- Community Centers (CC)
- Mixed Use Districts (MUD)
- High Density Residential (HDR)
- Moderate Density Single-Family (MSF)
- Master Planned Communities (MPC)
- Emp. Based Planned Communities (EBPC)
- Rural Military Land (RML)
- Rural Activity Center (RAC)
- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Reserve 5 (Rv5)
- Rural 20 (R20)
- Designated Forest Land (FL)
- Agricultural Resource Land (ARL)
- Airport AOI Overlay (AOI)
- Mineral Resource Overlay (MRO)

Adopted 12/6/05 - Ord. #2005-9462, Effective 3/1/06

Department of Planning and Land Services
Plot Date: February 7, 2007

Graham Community Plan

Historic Zoning

- Employment Center (EC)
- Community Employment (CE)
- Employment Services (ES)
- Community Center (CC)
- Mixed Use Districts (MUD)
- Commercial Mixed Use Districts (CMUD)
- Residential Office/Condo (ROC)
- Moderate to High Density Residential (MHR)
- High Density Single Family (HDSF)
- Moderate Density Single Family (MDSF)
- Single Family (SF)
- Residential Resource (RR)
- Temporarily Planned Commercial (TPC)
- Rural Military Land (RML)
- Rural Activity Center (RAC)
- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Reserve 5 (R5)
- Rural 20 (R20)
- Designated Forest Land (FL)
- Agricultural Resources Land (ARL)
- Airport Use District (AUD)
- Mineral Resources Overlay (MRO)

Adopted 12/6/05, Ord. 2005-062, Effective 3/1/06

Pierce County Geographic Information System

Department of Planning and Land Services
Plot Date: February 7, 2007

Graham Community Plan

https://www.piercecountywa.gov/1172/Community-Plan-Adoption
Underdeveloped & Redevelopable Land

- Underdeveloped Land
- Redevelopable Land

Source: Pierce County Assessor/Treasurer Land Use Code Information

Note: Redevelopable commercial and industrial parcels are zoned for commercial or industrial uses with a land value greater than or equal to the improved value. Underdeveloped residential parcels are either zoned for residential uses where the existing land use is residential, with an area greater than or equal to one acre, or zoned for commercial that allows residential uses where the existing land use is residential with an area greater than or equal to one-quarter acre. Underdeveloped only applies to urban land use designations.

Comp. Urban Growth Area Boundary
Graham Community Plan Boundary

Department of Planning and Land Services
Plot Date: February 07, 2006

Graham Community Plan
GRAHAM COMMUNITY PLAN
Graham Rural Activity Center

- Existing in 1990
- Existing Now
- Vacant
- Other
- Vested Application
- Existing Boundary
- Proposed Boundary

Department of Planning & Land Services
February 7, 2007  Scale 1 : 15,840
Proposed Deletion of RNC
Graham Community Plan Boundary

Proposed Deletation of Graham Portion of RNC

GRAHAM COMMUNITY PLAN
Eatonville Cutoff Rural Neighborhood Center

Existing in 1990
Existing Now
Vacant
Other
Vested Application

Existing Boundary
Proposed Boundary

Department of Planning & Land Services
February 7, 2007
Scale 1 : 4,800
Graham Community Plan Boundary

Johnsons Corner Rural Neighborhood Center

Existing in 1990
Existing Now
Vacant
Vested Application
Other

Department of Planning & Land Services
February 7, 2007
Scale 1:4,800
GRAHAM COMMUNITY PLAN
Kapowsin Rural Neighborhood Center

Existing in 1990
Existing Now
Vested Application
Vacant
Other
Existing Boundary
Proposed Boundary

Department of Planning & Land Services
February 7, 2007  Scale 1 : 4,800
Open Space Corridors

Adopted October 10, 2006 - Ord. #2006-53s
Effective March 1, 2007

Properties Considered For Proposed Addition

2. Woods and The Headwaters of the North Fork Muck Creek.
3. Woods, Wetlands, Priority Habitat, Headwaters of North Muck Creek and Key Recharge Area for Groundwater.
4. Remaining Oak/Prairie Areas.
5. Woods, and Wetlands that feed into South Creek, and add Aesthetics on Hwy 7.
6. Priority Habitat and Wetlands.
7. Wetlands next to South Creek.
8. Wetlands next to South Creek.
9. Category II Wetlands that are mapped.
10. Woodlands, Elk, and other Wildlife.
12. Category II Wetland next to Existing Open Space Corridor.
Chapter 3: Community Character and Design Element

INTRODUCTION

The character and design found within a community reflects many aspects of the citizens who live there. Some areas feel urban while others have a distinctly rural flavor. The character and design of an area often provides a glimpse into fundamental values and preferences for social interactions. Simply put, character reflects the heart and soul of a community.

Community design deals with the physical elements that compose the character of the community in terms of the look and feel. These physical elements include streets, parks, buildings, open space, and neighborhoods. Through community design policies, 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. Good design invites human presence, allowing for interaction of people and recognizes the functional and visual links between developments. Poorly designed development tends to hinder the development of desired land uses, stifles the human component, and often leads to future blighted areas.

The historic and cultural resources contained within a community provide a sense of place and can also create a link to the community’s character. These sites and structures can be highly valued and integrated into new development or when preservation is not possible or appropriate more generally incorporated into the overall design theme or style of a community.

DESCRIPTION OF CURRENT CONDITIONS

Historically, the greater Graham area has been characterized as rural and agricultural. While the northern and northwest portions of the plan area have experienced urban growth, the rest of the plan area has remained in a large lot, rural residential, or agricultural land use pattern. There are many farms (both hobby farms and commercial farms) and outdoor recreational areas surrounding the many lakes. In fact, it is still common to see people riding horses or enjoying other types of outdoor recreational activities such as biking and boating. Views of Mount Rainier, called Tahona by the indigenous Native Americans, are prominent from many locations within the plan area, and in some cases are quite spectacular.
COMMUNITIES

There are many small communities that are located within the plan area. Some of these communities, such as Elk Plain and Graham town center, have experienced development pressure over the last few decades and therefore are more urban in nature, design, and feel. The more rural portions of the plan area contain many smaller communities such as Thrift, Kapowsin, Rocky Ridge, and Johnson’s Corner that reflect a historic rural character, often with older buildings and no amenities. These areas commonly contain one or two commercial or civic structures like a little grocery store or a grange.

HISTORIC AND CULTURAL RESOURCES

Historically, meeting places, markets, stores, and landmarks were located at crossroads that accommodated access, commerce, and communication among people and communities. Many of the communities throughout the plan area, such as Thrift, Graham, Elk Plain, Tanwax, Kapowsin, and Benston, have considerable early history providing these functions.

Preservation and enhancement of special and unique features and places that relate to a community’s heritage can bring economic benefits to the community through stimulating internal and external investment, increased visitors and promoting tourism in general, and by increasing pride among the community members. A variety of historic preservation activities throughout a community can support the efforts for resource conservation and also help improve quality of life. Examples include restoration of an old farm house, reuse of a historic schoolhouse or grange, rehabilitation of an old store and retaining its commercial use through compatible commercial additions, and incorporation of historic resources and landmarks into new recreational resources and facilities, including trails or scenic bike or auto routes.

There are a number of federal, state and local laws and programs that apply to historic and cultural resource preservation. Locally, the Pierce County Cultural Resource Inventory provides an indication of those properties or structures that may hold historical or cultural significance. Table F-14 and Map F-21: Historic Resources identify historic and cultural resources within the plan area. These resources include one room schools, stores, post offices and pony express stations, homes of notable persons, noteworthy or rare surviving examples of architectural styles or construction methods or materials from a historic period, farmsteads with assemblage of farm buildings, cemeteries and granges.
### Table F-14: Historical and Cultural Resources

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
<th>Cultural Index</th>
<th>Map No.</th>
<th>Parcel No.</th>
<th>Estimated Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elk Plain</td>
<td>Elk Plain School, 22015 22nd Ave. E.</td>
<td>VI-10</td>
<td>1</td>
<td>0318113005</td>
<td>1920s</td>
<td>Listed in the Pierce County Register of Historic Places #22; remodeled 1990-92</td>
</tr>
<tr>
<td></td>
<td>House, 3912 240th St. E., east of Mountain Hwy</td>
<td>VI-13</td>
<td>2</td>
<td>0318246043</td>
<td>1880</td>
<td>Listed in the Pierce County Register of Historic Places; Adj. b. 1915</td>
</tr>
<tr>
<td>Rocky Ridge</td>
<td>Jacobson House, 26001 Mountain Hwy E.</td>
<td>VI-15</td>
<td>3</td>
<td>0318251036</td>
<td>1910</td>
<td>Listed in the Pierce County Register of Historic Places #32; Adj. b. 1910</td>
</tr>
<tr>
<td></td>
<td>Weyerhaeuser School, 34121Mountain Hwy E.</td>
<td>I-75</td>
<td>4</td>
<td>0417192031</td>
<td>1910</td>
<td>Listed in the Pierce County Register of Historic Places #32; Adj. b. 1910</td>
</tr>
<tr>
<td></td>
<td>Rocky Ridge School (the original one-room school used until 1949), moved from its original location to 25923 - 50th Ave. E.;</td>
<td>Map #5</td>
<td>Parcel No. 0318251016, b.1910</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Benston</td>
<td>Log house, 29023 Webster Road E.</td>
<td>I-80</td>
<td>6</td>
<td>0417042002</td>
<td>1889</td>
<td>First post office and pony express station; Adj. b. 1938</td>
</tr>
<tr>
<td></td>
<td>Joseph J. Richardson House, 12011 Kapowsin Hwy E.;</td>
<td>I-81</td>
<td>7</td>
<td>0417023022</td>
<td>1902, Adj. b. 1925</td>
<td>Cultural Index #I-81, Map #7; Parcel No. 0417023022, b.1902, Adj. b. 1925</td>
</tr>
<tr>
<td></td>
<td>House and Outbuildings, 27901 86th Ave. E.,</td>
<td>I-82</td>
<td>8</td>
<td>0418332700</td>
<td>1900</td>
<td>Cultural Index #I-82, Map #8; Parcel No. 0418332700, House b. 1900, Barn b. 1920</td>
</tr>
<tr>
<td></td>
<td>Farm, 29018 Webster Rd.;</td>
<td>I-83</td>
<td>9</td>
<td>0417051001</td>
<td>1975</td>
<td>Cultural Index #I-83, Map #9; Parcel No. 0417051001, House b. 1975, Storage shed, stable, barns b. 1949-1978</td>
</tr>
<tr>
<td></td>
<td>House (?) and Barns, 30014 Webster Rd. E.;</td>
<td>I-84</td>
<td>10</td>
<td>0417043029</td>
<td>1922</td>
<td>Cultural Index #I-84, Map #10; Parcel No. 0417043029, House b. 1922</td>
</tr>
<tr>
<td></td>
<td>Assembly of God Church, 9409 Kapowsin Hwy.</td>
<td>I-85</td>
<td>11</td>
<td>0417044023</td>
<td>1943</td>
<td>Completed in 1945, currently used as a retail store; Adj. b. 1950</td>
</tr>
<tr>
<td></td>
<td>Benston School, 29915 Webster Rd. E.</td>
<td>I-86</td>
<td>12</td>
<td>0417043101</td>
<td>1925</td>
<td>Presently a residence, east side of Webster Rd., north of the Kapowsin Hwy; Cultural Index #I-86, Map #12; Parcel No. 0417043101, House b. 1925</td>
</tr>
<tr>
<td></td>
<td>Benston Grange No. 892, 8120 304th St. E. (Kapowsin Hwy)</td>
<td>I-87</td>
<td>13</td>
<td>0417081014</td>
<td>1910</td>
<td>Presently, Anointed Church of Golgotha; Cultural Index #I-87, Map #13; Parcel No. 0417081014, b.1910</td>
</tr>
<tr>
<td></td>
<td>Johnson’s Corner, 30401 Mountain Hwy.;</td>
<td>I-74</td>
<td>14</td>
<td>0417072025</td>
<td>1920</td>
<td>Cultural Index #I-74, Map #14; Parcel No. 0417072025, b.1920, Adj. b. 1980</td>
</tr>
<tr>
<td>Thrift</td>
<td>House, 24018 110th Ave. E.;</td>
<td>I-88</td>
<td>15</td>
<td>0418222014</td>
<td>1925</td>
<td>Cultural Index #I-88, Map#15; Parcel No. 0418222014, b.1925, Adj. b. 1946</td>
</tr>
<tr>
<td></td>
<td>House, 24309 110th Ave. E.;</td>
<td>I-90</td>
<td>16</td>
<td>0418221002</td>
<td>1923</td>
<td>Cultural Index #I-90, Map #16; Parcel No. 0418221002, b.1923, Adj. b. 1946</td>
</tr>
<tr>
<td></td>
<td>Graham School, 23315 -108th Ave. E.</td>
<td>I-89</td>
<td>17</td>
<td>0418153001</td>
<td>1900</td>
<td>Original two-room school; Cultural Index #I-89, Map #17; Parcel No. 0418153001, b. 1900</td>
</tr>
</tbody>
</table>
House, 22912 Meridian Avenue East (Not from Cultural Resource Inventory); Map #18; Parcel No. 0418161031, b. 1900

Outbuilding, 9620 204th St. E; Cultural Index #I-94, Map #19; Parcel No. 0418044036 (Note: This structure not in Assessor’s record)

Farm remains, 21122 Eustis-Hunt Rd., behind the house, east of Hwy 161; Cultural Index # I-95, Map #20; Parcel No. 0418102021 (Note: This structure not in Assessor’s Record)

House, 15230 264th St. E., at Morgan Lake; Cultural Index #I-97, Map #21; Parcel No. 0518303000, House b. 1935, Barn b. 1983, Garage b. 1935, Storage shed b. 1925

House, 21222 Orting-Kapowsin Hwy. Presently, New Testament Christian Church; Cultural Index #I-99, Map #22; Parcel No. 0418111026, b.1940, Adj. b. 1980

House, 25203 Orting-Kapowsin Hwy; Cultural Index #I-101, Map #23; Parcel No. 0418243001, b.1900, Adj. b. 1920 (Note: Earlier owned by Albert Stidham, later by Mieky Otto)

House, 26407 Orting-Kapowsin Hwy; Cultural Index #I-98, Map #24; Parcel No. 0418253025, b.1930, Adj. b. 1930 (Note: Earlier owned by Metzner)

Orting Cemetery, 19715 Orting-Kapowsin Hwy E. (9.46 acres); Cultural Index #7-279, Map #25; Parcel No. 0418011001

Kapowsin

Kapowsin Post Office, 15711 Foster Street; Cultural Index #I-102, Map #26; Parcel No. 4885100310, b.1919, Adj. b. 1941

House, 29503 158th Ave. E.; Cultural Index #104, Map #27; Parcel No. 0517061022, b.1900, Adj. b. 1900 (Note: Earlier owned by Jim McDonald)

Store Building, 29821 Orting-Kapowsin Hwy; Cultural Index #I-105, Map #28; Parcel No. 0517063019, b.1900, Adj. b. 1900 (Note: Butler’s Store)

Kapowsin Grange No. 804, 14810 Kapowsin Hwy; Cultural Index #I-108, Map #29; Parcel No. 0417014053, Built as Clubhouse b.1923

Kapowsin School, 29408 158th Ave. E. Listed in the Pierce County Register of Historic Places #38. Building structure no longer exists; site is of historical significance. Map #30

Key: “b.” indicates year built; “Adj. b.” indicates adjusted year built

It should be noted that this inventory of historic and cultural resources is intended to be a preliminary list of resources of potential historic significance. Additional detailed individual property-based research is necessary to determine its eligibility for listing in a historic register. Further, other resources may be added to this list in the future based on additional research.

COMMERCIAL, CIVIC, AND INDUSTRIAL DESIGN

The commercial, civic, and industrial uses within the plan area have developed without any consistent architectural style or site design standards. The layout of building structures within some developments inhibits both vehicle and pedestrian movement. Some developments are experiencing problems with stormwater flooding, inadequate ingress/egress (both externally and internally), and pedestrian safety (limited sidewalks and crossways). There are little or no landscaping or pedestrian amenities within some developments. The commercial areas within
the two Rural Activity Centers reflect a more urban design in terms of building architecture, stormwater facilities, signage, and lighting.

**Residential Design**

The residential stock within the plan area contains a wide mixture of site and architectural design. Some of the newer subdivisions have a more monotonous architectural theme and are situated on small lots, devoid of native trees and vegetation. However, most of the housing stock sits on farms or large country estates, depicting a “gentleman farm” character. Occasionally, residences are used for home occupations and cottage industries.

**Signs**

As with commercial design issues, signage throughout the plan area lacks any sense of consistent style or order. Some businesses use standard corporate logos and designs which reflect “Anywhere, USA” instead of a rural character. Many of the buildings are plastered with random signage. The proliferate use and combination of sandwich boards, banners, streamers, blinking lighting, and temporary signage creates a cluttered cacophony that is visually disturbing to traveling motorists and citizens who are shopping or using other services. Signs are also attached to public utility poles and fences outside of designated commercial and industrial areas, which detract from the rural character. In some instances signs don’t match the businesses they intend to advertise, are made of unattractive materials/colors, contain information that is misspelled, or are in a state of disrepair (rusty, broken, ripped, outdated, etc.).

**Trees and Vegetation**

Within the more urban portions of the plan area (far north and northwest), trees and vegetation have been removed during the development process and little or no landscaping has been installed to replace what was lost. Stormwater facilities, often constructed as rectangular pits, are devoid of any vegetation. The rest of the plan area still retains a fair amount of vegetation, in a mix of native trees and understory and agricultural pastures and crops.


**VIEWSHEDS AND AESTHETICS**

Scenic views of Mount Rainier, the Cascade Mountain range, pastoral and agricultural settings, lakes, and other natural areas are abundant throughout the plan area. On Graham hill, the Olympic Mountain range and sunset vistas to the west can also be viewed and enjoyed. Old barns and log cabins are scattered throughout and also reflect the area’s historic rural and agricultural character. Unfortunately, junk cars and other types of debris can also be found abandoned along roadways and on properties, which creates an eyesore and nuisance to residences and tourist travelers.

**DESCRIPTION OF DESIRED CONDITIONS**

**HISTORIC AND CULTURAL RESOURCES**

Historic and cultural resources provide a link to the community’s rural and natural resource-oriented past. Structures and sites with historical or cultural significance should be retained and when feasible restored and integrated into new developments. Historic and cultural resources should receive special attention and review during the permitting process on any proposals for alterations, additions, or demolition. Signage should be installed to identify historic or cultural resources. Roads that were used as historical routes or trails should also be clearly marked. A historical society should be created to promote preservation of designated historic and cultural resources and provide education to citizens, schools, and tourists regarding the historic past of the plan area.

**DESIGN**

**DESIGN STANDARDS**

New development and structures should respect and complement the existing rural and agricultural character through the use of appropriate site design, fencing, construction materials, architectural design, signage, setbacks, and placement of structures. Site and architectural design standards and guidelines and sign regulations should be implemented to foster the rural character and a unified sense of design in a manner that embraces individual flexibility. The concept of themed communities or franchise-type development is discouraged.
**SITE DESIGN**

Areas of existing vegetation and soils should be preserved and integrated into new developments to help maintain natural hydrologic functions and ecosystems and the rural character. Where preservation of native soils and vegetation is not feasible, native plants should be utilized in the landscaping to maintain the natural character. Clearing and grading activities should be prohibited prior to permitted building activity, except for installation of roads and infrastructure, and the amount of cut and fill should be minimized to the greatest extent possible. Existing critical areas and associated buffers should be maintained and integrated into the site design. Low impact development techniques should be utilized to address stormwater drainage issues and the use of traditional conveyance and pond systems should be minimized. Where detention and retention stormwater facilities are used, these facilities should be designed to resemble natural wetland systems, employing gentle slopes and native trees and vegetation in the overall design. Buildings and infrastructure should be oriented on the site to respond in the best manner to natural elements such as sun, wind, and rain. When possible, building structures should be grounded or “nestled” into the landscape and clustered in pockets with open space situated towards any major road to preserve the rural character. Siting buildings on ridgelines should be avoided to protect the visual quality of skylines.

**RESIDENTIAL DESIGN**

Residential development should reflect the rural character of the plan area. In the urban portions of the plan area, residential designs should provide for urban amenities such as sidewalks, street trees, street lights, adequate on-street and off-street parking, school bus kiosks, and neighborhood park and recreation facilities. The scale and intensity of urban residential development should be reduced to provide a transition between the higher intensity residential uses typically found in South Hill and the rural portions of the plan area. Rural residential development should occur in a larger lot pattern and reflect a variety of rural or agricultural character through the use of design features such as covered porches and verandas. Common open space areas should be integrated into residential developments to preserve critical areas and preserve a rural feel. Design and architectural standards and guidelines should be developed for urban single-family and multifamily residential developments and to prevent monotony of dwelling units along streetscape. Home occupations and cottage industries should be allowed but only in conformance with standards that ensure these uses reflect and maintain an appropriate residential character.
Commercial, civic and industrial uses should be designed in compact nodes with an architectural style that reflects the rural character of the plan area. Architectural features such as covered entryways, walkways, sloped or stepped roof and porch designs should be integrated into storefronts and the use of wooden or natural construction materials should be incorporated to elicit a rural town feeling. All pedestrian walkways and access areas should be clearly signed, lighted, and delineated on the concrete or asphalt to promote pedestrian safety. Commercial developments should incorporate pedestrian amenities such as benches, trash receptacles, fountains, and plazas. Service areas and lighting should be designed to minimize any impacts from glare, odor, and noise through the use of appropriate location, setbacks, landscaping, fencing or screening methods, and orientation. Similarly, the mechanical and HVAC equipment for a building should be screened from public streets, building approaches, and adjacent properties.

Native plants and trees, integrated into the landscaping design, should be used to soften the built environment and enhance the pedestrian experience. Natural landscaped areas should be placed between proposed development and adjacent public streets or residential development. Buildings situated on sites that have sloping topography should follow the natural terrain in a manner that minimizes earth disturbance and integrates the building into the site.

Parking facilities for commercial uses should provide for adequate parking and include some larger spaces that accommodate bigger vehicles such as trucks, RVs and truck-trailer combinations. Landscaping within parking lots should include the use of native vegetation and trees which would provide shade during the summer months. These planting areas should be constructed in bio-retention facilities that could serve a multi-function use as stormwater facilities. The use of pervious pavements for parking lots is also encouraged to help reduce stormwater impacts. Parking areas for new commercial developments should be connected to other commercial parking facilities to increase access between commercial areas and decrease the number of access points on major arterials.
**SIGNS**

The amount, scale, and type of signage within commercial and industrial areas should be controlled in a manner that promotes a unified appearance and rural character. The use of natural materials, such as stone and wood, and colors should be integrated into the design of signage. The number and size of signs affixed to buildings and freestanding signs located adjacent to buildings should be limited. Murals on the sides of commercial buildings that reflect the community’s rural and natural resource industrial history are encouraged. Signage should be maintained to keep up visual attractiveness and old signage that is in a state of disrepair should be updated.

Signs should also be used to better convey information throughout the community plan area. Individual communities, such as Elk Plain, Graham, Thrift, Kapowsin, Rocky Ridge, etc. should contain signage at the entry points to identify them as distinct communities and mark any historical significance. The amount and quality of informational signage within the plan area should be improved. Directional signage could be installed to point out cultural and historic resources and historic routes and trails, as well as other points of community interest. Animal warning signs should be posted to notify traveling motorists of potential accident areas where deer and elk crossing is common.

**FISH/WILDLIFE HABITAT AND DEVELOPMENT**

The amount of disturbance to sensitive fish and wildlife habitat areas should be avoided or greatly minimized through a conscientious design process. Open space areas should be used in key locations to maintain fish and wildlife habitat and roadway systems and clusters of development can be located in areas where the least amount of impact will occur. In particular, roads, bridges, and culverts should be designed so that these systems will not block or impede the passage of fish or wildlife.

**VIEWSHEDS AND AESTHETICS**

Maintaining views and a pleasant looking environment is an integral component of protecting the quality of life within the plan area. Views of important scenic resources within the plan area, such as Mt. Rainier, should be preserved during any future development process as well as views of rural elements such as pastures. To accomplish this, design standards should be implemented that guide placement of structures, structure height, and tree removal/cutting and all utilities should be placed underground. Junk and debris that is located throughout the plan area should be removed and adequate requirements should be adopted to screen unsightly outdoor storage from public view. New wireless communication facilities should be limited or screened to preserve the rural character of the plan area. The type, location, and
style of fencing within the plan area should be regulated to ensure that any new fencing promotes the rural character.

**Open Space and Greenbelts**

Open space areas should be conserved through application of design standards that minimize environmental and visual impacts of proposed development. Some ideas include the use of low impact development techniques, preservation of native vegetation and soils, nestling structures to blend into the landscape, and green building techniques. Open space areas should be set aside into separate tracts of land and signage to indicate that it is being maintained as open space. Whenever possible, open space tracts should be connected to provide wildlife movement corridors. Greenbelts should be used for passive recreation and to provide buffers between uses and visual relief from the built environment.

**Cultural Resources Policies**

**Goal GR CR-1** Recognize and preserve existing places and structures of historic and cultural significance within the plan area, thereby strengthening the area’s character and sense of place.

**GR CR-1.1** Recognize the unique characteristics of individual communities within the plan area.

**GR CR-1.2** Retain existing distinctive and historic rustic structures such as farm buildings and log cabins.

**GR CR-1.3** Encourage a diverse mix of rural architecture that currently characterizes the plan area.

**GR CR-1.4** Discourage themed communities in the plan area.

**GR CR-1.5** Promote the history of the plan area through special events and maintaining unique structures.

**GR CR-1.6** Acknowledge the history of the community within proposed designs.

**GR CR-1.7** Encourage school districts to consider school names that reflect the history of the surrounding area.

**GR CR-1.8** Consider whether roads located within the plan area could be designated as historic routes or trails.

**GR CR-1.9** Investigate the feasibility of designating Kapowsin as a historic district.

**GR CR-1.10** Encourage protection and preservation of recognized landmarks and buildings through a variety of incentives, including financial, aimed at rehabilitation or restoration that meets standards.
GR CR-1.11 Encourage selection of sites that include historic resources of architectural, historical, or archeological value, for public projects involving housing, parks and recreational use, education, or civic facilities as long as the projects do not negatively impact the protection of sacred sites of religious significance or traditional cultures.

GR CR-1.12 Establish linkages to public institutions, private individuals, and non-profit, locally-based organizations to increase opportunities for cultural enrichment with a heritage component; utilize the local community to initiate and organize cultural and other programming and activities including festivals, street fairs, performances, conferences, classes, workshops, trips, tours, etc.

GR CR-1.13 Pursue the creation of a historical society for the communities of Graham, Kapowsin, Thrift, Elk Plain, Rocky Ridge, etc. located within the plan area.

GR CR-1.14 Identify historic sites through the use of signage.

**Design and Character Policies**

**Goals**

- Enhance the rural character of the plan area and preserve the history of the area.
- Preserve the natural feel and scenic beauty of the plan area. People choose to live in Graham and the surrounding area because they like the feeling of being in the country.
- Establish development standards that encourage a variety of building designs suitable to the area’s rural character, preserve open space and greenbelts, and promote surface water management using low impact development techniques.
- Support the development of a transportation network that provides for ease of travel throughout the community, convenient access to commercial centers, and a variety of modes of travel linking schools with other areas, using a variety of native plants to maintain a scenic appearance for people using the roadways.
- Ensure that signs in the plan area are at a scale and design appropriate to a rural atmosphere, while accommodating the need to provide information on events, activities, and businesses in the community.
- Promote opportunities to increase public appreciation and awareness of the history of the Graham area, encourage preservation of historic sites and structures, and promote the continuation of traditional public events.
- Designate a community service area in central Graham to accommodate a community center, recreation opportunities, museum, visitor information, and social services.
- Recognize that the Graham Community Plan area serves as a gateway to Mount Rainier and provides a transition from the higher density/intensity Urban Growth Areas to rural and resource areas.
GOAL GR D-1   Guide development in a manner that will further enhance the existing rural character and identity of the plan area. Compatibly design proposed residential, commercial, civic, and industrial development within the visual context of the surrounding area and be sensitive to existing uses and site conditions.

GR D-1.1   Site plans for all proposed multifamily, commercial, civic, office/business, utility and industrial developments shall clearly illustrate all proposed buildings, landscaping, tree retention and replacement areas, critical areas and associated buffers, parking areas, lighting, utilities, stormwater facilities, access points and streetscapes, public spaces or common areas, pedestrian amenities, loading areas, trash and recycling collection areas, fencing, sidewalks and walkways, bikeways, and adjacent properties.

GR D-1.2   Site plans for all proposed land divisions shall include items such as proposed lots, building areas, landscaping, tree retention and replacement areas, critical areas and associated buffers, parking areas, lighting, utilities, stormwater facilities, access points and streetscapes, public spaces or common areas, on-site recreational areas, native vegetation retention areas, buffers, fencing, sidewalks and walkways, bikeways, and adjacent properties.

GR D-1.3   Establish architectural standards and guidelines and an architectural design plan review and approval process for proposed urban single- and two-family, multifamily, commercial, civic, office/business, utility, and industrial developments.

GR D-1.4   Require proposed lighting to be reviewed during the design review process to ensure compatibility between adjacent uses and minimize glare impacts onto roadways and critical areas.

GR D-1.5   Create design standards for pedestrian amenities which enhance the quality of sidewalks and outdoor gathering spaces within the various rural commercial centers.

GOAL GR D-2   Encourage site design that responds to the existing character and conditions of the site and maintains the rural character.

GR D-2.1   Preserve natural character, functions, and values during the development process through techniques such as low impact development.

GR D-2.2   Maintain the rural character of the plan area’s distinctive natural environment by preserving open space, greenbelts, lakes, streams, wetlands, and agricultural areas.

GR D-2.3   Preserve areas of native vegetation and existing stands of large trees by requiring integration within proposed developments.
GR D-2.4 Provide incentives to preserve open space, native tree stands, and vegetation.

GR D-2.5 Where feasible, retain existing native vegetation in commercial centers to maintain the natural character.

GR D-2.6 Require that native vegetation be re-established on properties where unpermitted clearing has occurred.

GR D-2.7 Minimize the amount of cutting and filling on a site to ensure that the natural topography of the land is retained.

GR D-2.8 Align roads and developments to follow the natural contours of the site.

GR D-2.9 Prohibit clearing, grading, and vegetation removal in residential developments, except for construction of roads and utilities, until building permits are issued.

GR D-2.10 Incorporate critical areas and associated buffers, significant trees or stands of trees, or other important natural features into the site design.

GR D-2.11 Encourage the utilization of low impact development measures.

GOAL GR D-3 Retain native trees and vegetation and install additional landscaping to foster the rural character.

GR D-3.1 Reinforce the rural character of the plan area through the use of native plant species.

GR D-3.2 Increase the quantity of plantings within parking lots to meet screening, buffering, and functional requirements.

GR D-3.3 Emphasize the use of native plant species in landscaping design.

GR D-3.4 Provide credit for the retention of significant trees and good native vegetation in place of new landscaping.

GR D-3.5 Provide native plantings around entry signs to communities in the plan area to enhance the appearance of the entry.

GR D-3.6 Comply with countywide standards for maximum impervious surface, minimum native vegetation, and tree retention.

GR D-3.7 Salvage and replant native plants that lie in the path of development.

GR D-3.8 Plant native shrubs and trees in a design that mimics the historic natural landscape and vegetative pattern.

GOAL GR D-4 Maintain natural hydrologic cycles and functions during the development process.

GR D-4.1 Design storm drainage facilities that mimic hydrologic/environmental functions while providing adequate treatment and collection.

GR D-4.2 Design stormwater management facilities to resemble natural features by incorporating gentle side slopes, curvilinear geometry, and native vegetation.
Encourage the use of low impact development techniques which enhance the natural characteristics of the plan area and better manage storm drainage at the source to preserve native forest vegetation and minimize impervious surfaces in development.

Maintain predevelopment flow path lengths in natural drainage patterns, wherever possible.

Minimize the use of traditional conveyance and pond technologies to manage stormwater quality and quantity.

Minimize the potential impacts of runoff to existing waterways.

Ensure that appropriate erosion sedimentation controls are provided in concert with proposed development.

Integrate small, dispersed bioretention areas to capture, store, and infiltrate stormwater on-site.

Site buildings and infrastructure to respond to natural elements (e.g., sun and wind), reduce visual impact, and maintain rural character.

Orient space, streets, parking areas, buildings, and groups of buildings to take full advantage of the sun for winter warmth and mitigation of summer heat. When possible, place buildings to the north of outdoor spaces with opportunities for dappled shade from trees or trellises.

Configure streets and plazas to reduce the effect of winds on the plaza.

Locate buildings at the toes of slopes and edges of meadows to allow for natural windbreaks and create a feeling of shelter.

Cluster development to maximize visually significant, unfragmented open space.

Nestle structures below ridgelines, behind natural vegetative screens, and within the folds of hills. Where natural vegetation and topography do not allow for hiding development, locate structures in subordination to the horizon and any significant viewsheds.

Avoid siting buildings on prominent ridges to protect the visual quality of skylines and ridgelines.

Prohibit placement of building lots in floodways and floodplains.

Encourage residential design that responds to the existing character and conditions of the site and evokes a rural character.

Encourage large lot residential development in a style consistent with the rural character of the plan area.

Encourage residential developments to include school bus kiosks.
Encourage small farms, ranches, and a homestead character.

Develop specific design guidelines for single-family and multifamily residential development to address site planning and building placement. Single-family guidelines should provide for retaining the existing rural character of homes in the plan area.

Enhance the visual quality of neighborhood streetscapes through the use of tree planting and installation of native vegetation.

Encourage dwelling units that utilize architectural features, including porches and verandas which contribute to the country feeling of the plan area.

Encourage a broad variety of architectural styles that reflect the diversity of residents, yet maintain compatibility within projects.

Provide incentives for innovative architectural design.

Avoid monotonous street fronts in residential developments.

Vary the street front facades and colors of structures within the same block.

Provide and incorporate common open space areas between clusters of homes.

Open space area may encompass environmentally sensitive areas or rural farm/pasture land areas.

Connect open space areas with clusters of homes through a system of walking trails.

Consider placing the largest and most architecturally significant homes on corner lots designed with wrap-around porches.

Provide road and/or pedestrian and bike connections between subdivisions and when possible, share common open space in order to foster a sense of neighborhood.

Maintain adequate side yard setbacks

Side yard setbacks should be at least 10 feet on either side of the structure.

Provide perimeter buffers of native vegetation in new residential developments.

Perimeter buffers should be a minimum of 50 feet.

Design residential developments to allow service providers, such as fire and rescue equipment and personnel, waste and recycling collection vehicles, and school and transit buses, adequate access to conduct operations.

When structures are located closer than 5 feet of the property line or within 10 feet of each other, require fire-resistant materials (with a minimum of a one-hour fire rating) on the exterior of homes (including walls, eaves, and roofing) and sprinkler systems (minimum of NFPA 13D specifications).
GR D-6.15.2 No portion of the building setback, including decks, tip-outs, bay windows, and rofflines, should project into the building setback when homes have been allowed a variance or Planned Unit Development exception to build closer than the 10 foot side yard setback requirement.

GR D-6.15.3 Privacy fencing should contain an emergency gate access into the backyard space to allow access by fire and rescue personnel.

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<th>Commercial, Civic, and Industrial</th>
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**GOAL GR D-7** Encourage high quality, compact commercial, civic, and industrial development consistent with the rural character of the plan area.

**GR D-7.1** Create compact nodes of development appropriate to the scale and character of the surrounding rural areas.

**GR D-7.1.1** Connect buildings to create compact commercial, civic, and industrial development.

**GR D-7.1.2** Encourage campus layout of commercial, civic, and industrial developments.

**GR D-7.1.3** Incorporate historic or cultural resources into the site design.

**GR D-7.1.4** Concentrate community facilities around public squares or plazas at the intersection of community roadways or pathways.

**GR D-7.1.4.1** When possible, place major civic buildings around or near these public squares or plazas.

**GR D-7.2** Retain or create buffers of native vegetation between proposed developments and any adjacent public streets or existing residential developments.

**GR D-7.2.1** Buffers shall be a minimum of 35 feet wide.

**GR D-7.3** Service areas and outdoor storage areas shall be located in the rear of buildings and screened from adjacent properties, public streets, or public spaces.

**GR D-7.3.1** Trash/recycle areas and outdoor storage areas shall be screened with solid type fencing (e.g., board on board or stone/concrete) or dense vegetation at least 6 feet high.

**GR D-7.3.2** Loading docks shall be screened from adjacent properties and public streets through the use of densely vegetated buffers.

**GR D-7.4** Utilize separated walkways through parking lots or other motorized vehicle travel ways.

**GR D-7.5** Provide lighting in all commercial, civic, and industrial developments that is compatible with surrounding development and enhances personal safety.

**GR D-7.5.1** Direct all parking area or building lighting to prevent glare toward public streets, public open spaces, wetlands, fish or wildlife habitat areas, or adjacent properties.
**GR D-7.5.2** Lighting in parking areas and around buildings should provide an adequate amount of illumination to provide a feeling of safety.

**GR D-7.5.3** Consider the use of softer colored or diffused lighting instead of bright fluorescents.

**GR D-7.5.4** Require proposed lighting to be reviewed during the design review process to ensure compatibility between adjacent uses and minimize glare impacts onto roadways and critical areas.

**GR D-7.6** Design commercial, civic and industrial buildings and structures to reflect the rural character and to be compatible with surrounding uses.

**GR D-7.6.1** Diversify the scale and mass of proposed buildings through the use of architectural details such as covered entryways, overhangs and projections, building modulation, etc.

- **GR D-7.6.1.1** Break up large buildings with facade modulation.
- **GR D-7.6.1.2** Large box-style buildings are highly discouraged.
- **GR D-7.6.1.3** Avoid building large, monolithic structures. Buildings should comprise a complex of smaller buildings or parts that manifest their own internal social realities.
- **GR D-7.6.1.4** Vary the roof pitches, with the largest roofs over the main portion of the building and lesser, shallower roofs at the outer edges of the structure.

**GR D-7.6.2** Encourage the use of wood or other natural materials finished in natural colors in rural town or ranch houses appropriate to the rural character.

- **GR D-7.6.2.1** Use natural materials that reflect an organic integrity and harmony with the natural surroundings.
- **GR D-7.6.2.2** Stone and wood are appropriate as primary construction materials.
- **GR D-7.6.2.3** Muted natural colors are important to help buildings in prominent locations blend in with the surrounding landscape.
- **GR D-7.6.2.4** Avoid using multiple building materials and colors to prevent commonality and monotony of design.

**GR D-7.6.3** Require development on sites with more than one structure to employ similar, compatible, and complimentary architectural style, scale, form, color, use of materials, and detailing.

**GR D-7.6.4** Reduce the apparent scale of large commercial, civic, or industrial structures located adjacent to residential development through the use of techniques such as building placement, design, landscaping, and modulation of roof heights and scale. The use of architectural design features and scale reflective of rural residential building characteristics is highly encouraged.
GR D-7.6.5 Employ designs that evoke a rural feeling including the use of natural materials, appropriate scaling, and bulk limitations.

GR D-7.6.6 De-emphasize corporate logos or designs to better fit the rural character of the community.

GR D-7.6.7 Employ a variety of measures to provide visual interest such as bas relief or mural-type artwork, water features, a mixture of building materials and coordinated colors, roof treatments, cornices, window treatments, landscaping, etc. Place special details or features on large blank walls visible from pedestrian walkways and parking areas.

GR D-7.6.8 Locate or screen all mechanical or HVAC equipment, utility meters, electrical conduit, and any other exterior equipment to minimize visibility from public streets, building approaches, and adjacent properties.

GR D-7.6.9 Provide pedestrian-friendly facades on the ground floor of all buildings that orient toward public streets, public spaces, and parking areas. Utilize pedestrian-scale lighting, signage, covered areas, and other amenities.

GR D-7.6.10 Ensure that lighting within the overall development is appropriate to the architectural style and is consistently integrated.

GR D-7.6.11 Encourage the preservation and integration of historic structures into the overall architectural design.

GR D-7.6.12 Build arcades at the edge of buildings to provide shelter from sun and rain and to ease the transition between public and private space.

GOAL GR D-8 Provide parking facilities that are adequate to meet the needs of local businesses while minimizing conflicts between automobiles and pedestrians.

GR D-8.1 Ensure that there are clear indicators for internal intersections to maintain safety, including yield signs, stop lines/bars, and other methods to help direct traffic flow within parking areas.

GR D-8.2 Minimize visual impacts of parking lots through the use of landscape islands and plant materials.

GR D-8.3 Design parking lots to accommodate larger vehicles common to the rural areas.

GR D-8.4 Utilize cut-off parking lot lighting to reduce glare.

GR D-8.5 Encourage the use of permeable paving surfaces such as porous pavement for roads, driveways, and parking lots.

GR D-8.6 Utilize bioretention areas within parking lot design.

GR D-8.7 Ensure that parking lot design and circulation are appropriate to the rural scale of the surrounding area.

GR D-8.8 Provide parking areas for horses, with amenities such as hitching posts to tether horses and water troughs, within very rural Rural Neighborhood Centers (RNCs).
GOAL GR D-9  Improve the quality of development in the plan area by increasing pedestrian amenities.

GR D-9.1  Pedestrian amenities include items such as benches or other seating areas, fountains, plazas, trash receptacles, small-scale lighting, artwork, etc.

GR D-9.2  Pedestrian-oriented amenities should be located in and around commercial areas and community facilities.

GR D-9.3  Provide covered entryways, walkways, roofs, or porch designs on storefronts and civic buildings to protect pedestrians from the rain.

GR D-9.4  Require landscaping to be installed as a component of commercial, civic, and industrial developments.

GR D-9.4.1  Establish standards for the quantity and quality of landscaping around structures and within the parking lot, emphasizing the use of native plants.

GR D-9.4.2  Ensure sufficient and appropriate landscaping is provided to create a rural feel within the center.

GR D-9.4.3  Provide incentives for retaining significant trees and mature vegetation in place of new landscaping.

GR D-9.5  Utilize native plants within the landscape design.

GR D-9.6  Design buildings on sites that have sloping topography to follow the natural terrain to minimize earth disturbance and integrate the building into the site.

SIGN

GOAL GR D-10  Create sign standards that reduce the unnecessary visual clutter of signage within the community while promoting signage which successfully conveys information, advertises businesses, and reflects a positive image and rural character.

GR D-10.1  Design and locate signage to reflect the rural and historic character of the plan area.

GR D-10.1.1  Encourage the use of wall signs.

GR D-10.1.2  Limit the number and size of signs affixed to buildings.

GR D-10.1.3  Limit the number, size, and height of pole and monument signs.

GR D-10.1.4  Prohibit billboards within the plan area.

GR D-10.1.5  Limit the quantity of temporary and vendor signs.

GR D-10.1.6  Avoid creating a continuous strip of commercial signs.

GR D-10.1.7  Create sign standards that are appropriate to the community’s rural character.

GR D-10.1.8  Encourage the use of murals on the sides of commercial buildings that depict the rural or historic character of the plan area.
Limit the total amount of signage on each site (e.g., number of pole signs, monument signs, etc.).

Prohibit sign placement in public rights-of-way and on public utility poles.

Require consolidation of signage within commercial development to reduce visual clutter along streets and highways.

Eliminate the use of off-premise signs.

Design signs with details that reflect a rural character.

Encourage the use of natural rock and other natural materials in monument signs, emphasizing craftsmanship, materials detailing, and an organic quality.

Encourage neutral colors that are appropriate to the existing context and character of the plan area.

Signs should have a rustic feel appropriate to the community’s rural character.

Prohibit the use of flashing, blinking, spinning, or rotating signs or objects; video signs; roof signs; railing signs; reader board signs; inflatable signs; and signs attached to private light standards.

Prohibit signs that result in glare onto adjacent public streets or properties.

Avoid large entryway and monument signs into residential subdivisions; instead, design these signs to blend with the rural and natural landscape.

Maintain signs to be visually attractive and in good working order.

Signs should be kept in good repair.

Sign should be straight, clean, and without rust.

Faded signs should be replaced.

Construct signage that accurately and adequately conveys information.

Construct signage at the entry points of the various communities within the plan area, including Elk Plain, Thrift, Whiskey Hollar, Kapowsin, Bethel Stop, Kirby, Rocky Ridge, and others to provide a sense of entry into the given community.

Improve the amount and quality of informational signage and implement directional signage at appropriate locations.

Improve animal warning signs where appropriate.

Signs should contain current information.

Signs should match the business.

Enforce sign standards and encourage nonconforming signs to slowly come into compliance with new sign standards.
Encourage stricter enforcement of sign violations and abatement actions for dilapidated, abandoned, and illegal signs.

Ensure that temporary signs are removed promptly after the event or activity being advertised.

Promote the gradual reduction in the number of signs through the adoption of a sunset period for nonconforming signs.

Provide incentives to bring existing signs into conformance with new sign regulations.

**FISH/WILDLIFE HABITAT AND DEVELOPMENT**

**GOAL GR D-11** Identify and retain key open space corridors to maintain connectivity and enhance wildlife movement.

**GR D-11.1** Cluster development to provide open space that is configured to protect wildlife habitat and promote wildlife movement for the broadest variety of species.

**GR D-11.2** Roadways should be designed and constructed in a manner that allows for movement of wildlife.

**GR D-11.3** Where wildlife poses a threat to major thoroughfares, consider implementing a motion detection system to increase human and animal safety.

**GR D-11.4** Roads, bridges, and culverts should be designed not to block or impede fish passage or to limit a stream’s natural habitat or woody debris-forming processes (e.g., gravel or debris).

**VIEWSHEDS AND AESTHETICS**

**GOAL GR D-12** Protect the visual qualities and resources of the plan area as vital components which comprise the area’s special character and identity.

**GR D-12.1** Protect views of Mount Rainier.

**GR D-12.2** Preserve and protect existing views of mountain ranges and other scenic vistas as an integral part of the plan area’s character.

**GR D-12.3** Minimize tree removal to accommodate view creation; instead, encourage selective tree-limming as necessary.

**GR D-12.4** Work with public and private landowners to limit the visual impact of development on territorial views.

**GR D-12.5** Remove illegally operating junkyards.

**GR D-12.6** Require junkyards to be screened from the roadway.

**GR D-12.7** Clean up all trash and debris along roadways, including junk vehicles.

**GR D-12.8** Prioritize nuisance abatement at key entry points and corridors.
Establish measures to decrease glare from light sources that obscure the visibility of stars at night.

Restrict or shield lighting so as to restrict horizontal and vertical light trespass, thereby preserving the dark rural night sky.

Establish standards to ensure that fences maintain a rural character and protect the functions of the natural environment.

Construct fences of historical materials that are unobtrusive, and use locally available materials when possible.

Avoid fence types that have no historical precedent or are made from materials such as chain link, plastic, or vinyl.

Construct fences that are wildlife friendly.

Limit privacy fencing to areas immediately adjacent to a home.

Preserve and protect significant foreground views along viewing platforms or passageways such as public gathering spaces and major roadways.

Recognize SR 7, the Mountain Highway, as a scenic and recreational highway and pursue a similar designation for SR 161.

Regulate uses and signage along designated scenic and recreational highways to control negative visual impacts along these scenic corridors.

Open Space and Greenbelts

Conserve and protect open space areas through the application of design standards.

Apply environmentally sensitive design standards and techniques within open space corridors and the Rural Sensitive Resource (RSR) zoning designation, and consider uses that reduce impacts in the RSR zone.

Development within open space corridors and the RSR zoning designation shall utilize low impact development standards that address best management practices such as site development (clearing, grading, and tree removal), maximum impervious surface coverage, and minimum vegetation retention.

Any allowed non-residential uses, except school districts that utilize sustainable development methods, shall be required to use low impact development techniques.

At a minimum, low impact developments shall conform to the low impact development requirements outlined in the Pierce County Stormwater Management and Site Development Manual.
Low impact development tools that should be considered include minimizing soil disturbance and erosion, disconnecting constructed drainage courses, utilizing micro-detention facilities on each lot where feasible rather than one facility at the end of a conveyance system, and reducing/sharing parking facilities or using permeable pavement/pavers.

Vegetation and tree preservation shall be a priority on each site that is developed in the RSR designation.

Compatibility between the proposed use and designated open space tracts, as well as between adjacent uses, shall be maintained through techniques such as increased setbacks and screening utilizing native plant species.

All critical areas shall be set aside as a separate open space tract.

Consider clustering of lots, dwelling units, or building structures during the conceptual site development stage.

Integrate vehicle parking facilities into open space sites so that critical areas are not impacted and stormwater impacts are mitigated.

Design and place individual dwelling units and accessory dwelling units to avoid impacting the open space tract.

Limit and locate lawn areas, driveways, and roads to result in the least disruption to the open space tract.

Locate buildings and other structures such as fencing to protect the open space corridor. Individual structures shall not be placed where damage to the integrity of the open space tract and overall open space system is likely.

Preservation of native vegetation (Douglas fir trees, Pacific madrone trees, Oregon white oak trees, etc.) shall be a priority on each site that is developed in an open space corridor or within the RSR designation.

Require that any open space tracts (i.e., dedication area) be clearly marked and identified as a protected area through the use of fencing (when appropriate) and signage.

Utilize open space sites as part of a nonmotorized trail system.

Design and situation structures in designated open space areas so they are harmonious with their surroundings, constructed with natural materials, and well screened.

Utilize materials made of wood and stone or recycled products that look like these natural materials for benches, steps, railings, and fences.

Encourage developers to utilize green building techniques to soften the urban environment within the open space network.
GR D-15.5.1  Reduce impervious surfaces by providing a layer of plants on hard surfaces to create a new network of vegetation, linking roofs, walls, courtyards, streets, and open spaces.

GR D-15.5.2  Design buildings to complement the open space network.

GR D-15.5.3  Utilize courtyards to provide green spaces for work or relaxation, to be cultivated as wildlife habitats, or organized as attractive green areas to offer pleasing views from the home or office window.

GR D-15.5.4  Design the outside space in conjunction with design of the building structure to integrate vegetation into the design of the building.

GR D-15.5.5  Promote the use of balconies and small terraces in multifamily developments.

GR D-15.5.6  Encourage the use of vegetated rooftops in greenbelt areas or in designated open space areas.

GR D-15.6  Integrate public stormwater detention/retention facilities into the open space network to mimic the natural environment.

GR D-15.7  Maintain compatibility between the proposed use and designated open space tracts, as well as between adjacent uses, through techniques such as increased setbacks and screening utilizing native plant species.

GREENBELTS

GOAL GR D-16  Promote privately-owned greenbelts and passive recreational areas to supplement the public open space system within the community.

GR D-16.1  Establish standards for the private dedication of greenbelts and passive recreational areas within new development.

GR D-16.2  The amount of dedicated greenbelts and passive recreational areas should be proportional to the scale and impact of a development proposal.

GR D-16.3  Determine dedication requirements based on the Pierce County Parks and Recreation Plan and other available documents, including published state and national guidelines and standards.

GR D-16.4  Utilize greenbelts as buffers between uses and as visual relief from the built environment.

GR D-16.5  Utilize greenbelts and passive recreational areas for pathways, and integrate this system into the nonmotorized transportation network.

GR D-16.6  Greenbelt and passive recreational areas should integrate or bridge critical areas, such as wetlands, fish and wildlife habitat areas, or designated open space areas when possible.
IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend Title 18J, Design Standards and Guidelines to:
   - Establish site design standards and guidelines and a site plan review and approval process for all proposed commercial, civic and industrial development.
   - Establish architectural standards and guidelines and an architectural plan review and approval process for all proposed commercial, civic and industrial development.
   - Encourage the use of low impact development techniques as outlined in Chapter 10, Pierce County Stormwater Management Manual.
   - Establish maximum impervious surface standards and minimum native vegetation retention requirements.
   - Prohibit clearing, grading, and vegetation removal, except for construction of roads and utilities, until building permits are issued.
   - Establish tree retention and reforestation requirements.
   - Provide for pedestrian amenities in proposed commercial, civic, industrial and residential development.
   - Establish design standards and guidelines for single-family and multifamily residential development to address site planning and building placement.
   - Establish architectural design standards and guidelines for single-family development in urban areas and multifamily residential development.
   - Establish design standards and guidelines for fencing. (PALS)

2. Amend Title 18B, Signs to establish sign standards and a sign review and approval process including:
   - Type and placement of signs.
   - Design details.
   - Sign maintenance.
   - Conveyance of information.
   - Nonconforming signs. (PALS)
3. Adopt an inventory of cultural and historic resources within the plan area that are significant for preservation, protection, or restoration efforts. These resources may include buildings, roads, sites, or districts within communities. (PALS)

4. Review Pierce County land use applications to determine if historic and cultural resources are listed for consideration. Amend as necessary to include this as a review item. (PALS)

**Mid-Term Actions (1-5 Years)**

1. Establish a Historic Preservation society for the communities within the plan area. The preservation society may:
   - Initiate special events to promote the history within the plan area.
   - Conduct fundraising activities to raise monies to preserve historic or cultural resources.
   - Engage in restoration actions for historic or cultural resources.
   - Work with individual property owners of historic or cultural resources to encourage preservation or restoration actions.
   - Establish signage for historic or cultural resources. (PALS, LUAC)

2. Work with Pierce Transit to increase transit service within the plan area. (PWU, LUAC)

3. Amend Title 18A, Zoning cottage industry standards to:
   - Create separate categories and requirements for urban and rural levels of development.
   - Provide adequate screening between cottage industries and residential dwellings.
   - Establish buffer requirements between proposed developments and adjacent streets.
   - Require a conditional use permit for the construction of new private wireless communication facilities. (PALS)

4. Amend Title 18J, Design Standards and Guidelines to:
   - Establish viewshed guidelines.
   - Develop design standards and guidelines for wireless communication facilities. (PALS)

5. Develop a preferred master conceptual plan for development of RACs and RNCs throughout the plan area. (PALS)

**Long Term Actions (5-10 Years)**

1. The Graham Advisory Commission should work with the Pierce County Responds Program to clean up all trash, junk, and debris within the plan area. (PALS)
Historic Resources

1. Elk Plain School
2. House
3. Jackson House
4. Wayzata Lake School
5. Rocky Ridge School
6. Log House
7. J. Robertson House
8. House & Outbuildings
9. Farm
10. Barn
11. Assembly of God Church
12. Baptist Church
13. Benner George #515
14. Lambert's Corner
15. Log House
16. House
17. Graham School
18. House
19. Outbuilding
20. Farm (Remains)
21. House
22. House
23. House
24. House
25. Otting Country
26. Kepasian Post Office
27. House
28. Store Building
29. Kepasian George #664
30. School

Comp. Urban Growth Area Boundary
Graham Community Plan Boundary

Pierce County Geographic Information System
Department of Planning and Land Services
Plot Date: November 28, 2005

Graham Community Plan
Chapter 4: Natural Environment Element

**INTRODUCTION**

This is a time of extraordinary environmental change. All around the region, country and world, natural landscapes continue to be reduced and fragmented. Essential relationships within ecosystems are different than they were even just a century ago. At a local level, the recent listing of Chinook salmon as a threatened species under the Federal Endangered Species Act is indicative of this plight.

The types and intensity of human population, activities, development and resource use alter natural systems. Fortunately, many people are working towards shifting paradigms and priorities to make some effective changes in the human interaction with the natural environment. The Natural Environment Element addresses desired changes to protect and conserve natural environment resources such as air, soils, vegetation, water, and fish and wildlife species found within the community plan area.

**DESCRIPTION OF CURRENT CONDITIONS**

During the last several decades, the greater Graham area of Pierce County has experienced urban levels of growth, primarily in the northern portion of the plan area. Rural resource industries such as agriculture, forestry, and mineral extraction have also been conducted within the plan area. Both types of human activities have impacted natural systems. Some of the plan area still retains a rural residential or undeveloped character and, as a result, has incurred fewer negative impacts to the natural environment than the more urban portions of the County.

Knowledge about the condition of each component of the natural environment is important to understanding the functioning of the whole ecosystem. Therefore, each particular resource (air, earth, water, fish and wildlife) warrants a more detailed discussion. Open space is also discussed here as it relates to the natural environment.

**AIR RESOURCES**

The region's air quality is highly influenced by the Pacific Ocean, westerly wind patterns, and two mountain ranges. The typical airflow within the region is westerly winds coming from the Pacific Ocean. Most of the time, this airflow provides wind-driven mixing, which effectively disperses air pollutants. However, air inversions can occur resulting in stagnation and increased pollution levels. This condition is exacerbated by the Olympic Mountains to the west and the...
Cascade Mountain range to the east, that form the sides of a bowl, which helps trap air pollution within the urban basin. During times of air inversions, air pollution will continue to accumulate until the weather pattern changes.

Most of the air pollution within the Puget Sound region comes from urban development, emissions from motor vehicles, wood burning and industrial activities. The Puget Sound Clean Air Agency (PSCAA), in cooperation with the Washington State Department of Ecology (DOE), monitors air quality in a four-county region (Snohomish, King, Pierce, and Kitsap) for compliance with federally established standards. Air quality within the Puget Sound region is currently classified as meeting federal standards. The PSCAA’s Air Quality Index, generally rates air quality between good to moderate.

The Graham Community Plan area is part of the Puget Sound airshed. Air quality within the plan area is generally consistent with that of the greater Puget Sound region. However, the plan area does experience some localized air quality problems. Gravel roads, development sites, and some recreational activities cause dust emissions. Some natural resource industries such as dairy farms and natural resource based industries like plywood mills can emit unpleasant odors. Illegal burning in barrels or slash burns and use of uncertified fireplaces and wood stoves may increase particulate matter. There are also concerns about the impact to air quality from idling freight trains, the 304th Street landfill, and businesses in the Frederickson Employment Center.

**Earth Resources**

**Soils**

Soil types determine the ability of the ground to absorb rainfall and dictate appropriate levels and types of development. Pierce County Surface Water Management classifies soil types into hydrologic soil groups A through D. Classifications range from low runoff potential with high infiltration capacity (group A) to high runoff potential with low infiltration capacity (group D). Group A and B soils typically include sandy loam soil types such as Spanaway gravelly sandy loam, while Kapowsin gravelly loam is an example of a group D soil. These soil groups become indicators of which areas are more susceptible to surface water runoff, flooding, and groundwater recharge problems. For example, soils with high infiltration capacity can result in insufficient filtration of runoff pollutants. This may correlate to inadequate protection of groundwater quality. The poor draining soil types contribute to septic failure and quick surface runoff that creates flooding, even during smaller storm events.

The soils found within the plan area range from the extremes of well draining to poorly draining soil groups. The northwest corner of the plan area contains soils that generally are well drained. This soil group tends to become dry and droughty during the summer and early fall. The primary historic land cover types are prairies and savannahs, though this soil can also support woodlands. The rest of the plan area mostly contains soils that generally are poorly drained and typically support conifer forests and wetlands. (See Map F-22: Soils and Map F-23: Hydrologic Soil Groups)
**LANDSLIDE AND EROSION HAZARD AREAS**

Landslide areas are those lands subject to risk of mass movement. Erosion hazard areas may be vulnerable to retreat, sloughing or calving, or movement of sediments. This type of land movement is caused by a combination of geologic, topographic, and hydrologic factors such as soil composition and texture, vegetation cover, and rainfall patterns. Landslide and erosion hazard areas may potentially cause damage to structures and in extreme cases, loss of life during a severe event. About 15% of the plan area contains a designated landslide hazard or erosion hazard area. These areas are primarily located in the Rocky Ridge area and the Orting Valley Ridge. (See Map F-24: Potential Landslide Hazard Areas and Map F-25: Potential Erosion Hazard Areas)

**SEISMIC HAZARD AREAS**

Seismic hazard areas are prone to earthquake-induced landsliding, groundshaking, dynamic settlements or soil liquefaction. Structures within these areas are subject to severe risk of damage. Approximately 10% of the plan area contains soils that have the potential for liquefaction and/or dynamic settlement during a seismic (earthquake) event. These areas are primarily located in the Ohop and Orting valleys and along stream corridors such as Muck Creek and South Creek. (See Map F-26: Potential Seismic Hazard Areas)

**VOLCANIC HAZARD AREAS**

Volcanic hazard areas are subject to inundation by pyroclastic flows, mud and debris flows (lahars), or related flooding caused by a geologic or volcanic event on Mount Rainier. Potential hazard zones are typically located close to the mountain or within major riverine areas. The eastern portion of the plan area, in the Puyallup River Valley, lies within a designated volcanic hazard area. (See Map F-27: Volcanic Hazard Areas)

**Vegetation**

The historic plant communities within the majority of the plan area were mixed woodlands (hardwoods and conifers ranging from early to late seral stage), with the exception of the northwest portion of the plan area which contained prairies, savannahs, and oak woodlands. Prior to European settlement of this area, the local Native Americans induced periodic fires that prevented the prairies and savannahs from developing into a dense forest cover. At this time, the plan area contains a mixture of pasture grasses, agricultural crops, native grasslands and prairies, wetlands, and a mixture of lowland conifer forests and hardwood/shrubs.

The Washington Department of Natural Resources provides information on tree coverage and categorizes this information based upon the seral stage of the tree stands (late, mid, or early) or non-forested areas (urban, agricultural, rangeland, barren, glaciers). Late seral indicates old growth forests while early seral would signify early growth reforestation areas. The majority of tree stands within the plan area are a mixture of conifer and hardwood forests classified as early seral stage. A small amount of tree canopy cover is designated as late seral stage. A large portion of the plan area is designated as non-forested, reflective of urban and agricultural development patterns. (See Map F-28: 1991 Classified Canopy Cover)
In 1999, the Washington Department of Natural Resources (WDNR), in conjunction with the U.S. Fish and Wildlife Service and Tahoma Audubon, completed a survey of oak stands in Pierce County greater than one acre is size. This survey did not indicate any oak stands meeting the above criterion within the plan area; however, oaks stands and trees do exist in the plan area as identified in the prairie inventory described below and by area residents. Other significant tree species within the plan area worth noting are the Pacific Yew, Pacific Madrone, and the Ponderosa Pine. These species tend to be slow-growing and susceptible to impacts from adjacent development.

In the summer of 2003, Pierce County commissioned a survey to identify the location of potential prairies within the plan area. These areas were identified using information on soils that support prairie plant species (Everett gravelly sandy loam and Spanaway gravelly sandy loam series) and field verification of native prairie indicator plant and tree species such as camas, kinnikinnik, field chickweed, Idaho fescue, wooly sunflower, blue-leaf fescue, two-color lupine, Western buttercups and Oregon White Oak trees. Prairie areas are generally located in the northwestern and western portions of the plan area. (See Map F-29: Prairie Inventory/Soils)

Wetland vegetation is scattered throughout the plan area and is discussed in greater detail under the Water Resources section below.

**Water Resources**

**Water Resource Inventory Areas (WRIAs) and Watershed Basins**

Water Resource Inventory Areas (WRIAs) are watershed planning units established by Washington State. Pierce County has further divided these WRIAs into 26 watershed basins. The plan area contains three WRIAs and five watershed basins. The Nisqually WRIA (Mid-Nisqually River, Muck Creek, and Ohop Creek watershed basins) is located in the central and southern portion of the plan area. The largest basin, Muck Creek, encompasses approximately 53% of the plan area. The Tacoma WRIA (Clover Creek/ Steilacoom watershed basin) is located in the northwest portion of the plan area. The Puyallup WRIA (Upper Puyallup River and Mid-Puyallup River basins) runs the length of the eastern portion of the plan area. (See Table F-15 and Map F-30: Watersheds)
### Table F-15: WRIAs & Basins

<table>
<thead>
<tr>
<th>WRIA/Basin</th>
<th>Number of Acres</th>
<th>Percentage of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tacoma Watershed</td>
<td>5,180.03</td>
<td>10.58%</td>
</tr>
<tr>
<td>Clover Creek Basin</td>
<td>5,180.03</td>
<td>10.58%</td>
</tr>
<tr>
<td>Puyallup Watershed</td>
<td>12,455.97</td>
<td>25.45%</td>
</tr>
<tr>
<td>Upper-Puyallup River Basin</td>
<td>7,684.08</td>
<td>15.70%</td>
</tr>
<tr>
<td>Mid-Puyallup River Basin</td>
<td>4,771.89</td>
<td>9.75%</td>
</tr>
<tr>
<td>Nisqually Watershed</td>
<td>31,313.03</td>
<td>63.97%</td>
</tr>
<tr>
<td>Mid-Nisqually River Basin</td>
<td>4,834.20</td>
<td>9.88%</td>
</tr>
<tr>
<td>Muck Creek Basin</td>
<td>25,891.79</td>
<td>52.90%</td>
</tr>
<tr>
<td>Ohop Creek Basin</td>
<td>587.04</td>
<td>1.20%</td>
</tr>
</tbody>
</table>

Pierce County Water Programs Division has completed plans for the Clover Creek and Muck Creek basins. A plan for the Mid Puyallup River Basin is under development. Basin plans analyze the existing hydrologic and habitat systems and address the impacts of current and proposed land use development on surface water runoff, capital improvement projects, and habitat degradation. Both the Muck Creek and the Clover Creek Basin Plans discuss the basin boundary between the two basins. Because the basin boundaries are delineated by surface topography they do not necessarily represent the total amount of water that may be entering a basin due to groundwater. The groundwater contributing areas are much more difficult to delineate but both plans recommend some additional study to attempt to map the contributing areas and determine which basin the infiltrated water goes into.

### Surface Water Runoff and Flooding

#### Flood Hazard Areas

Pierce County regulates FEMA floodways, A zones (100-year floodplain) and B zones (500-year floodplain) as flood hazard areas. In addition to the FEMA designated floodways and floodplains, some pothole areas and areas of fast moving water (deep and/or fast flowing water) are also regulated as flood hazard areas. These areas are typically associated with rivers and streams, lands adjacent to marine waters, and depressional areas. Map F-31: Potential Flood Hazard Areas depicts where these flood hazards are located within the plan area.

#### Surface Water Flooding

As forested and natural vegetative cover is replaced with development, surface water runoff (stormwater) tends to increase both in volume and rate of runoff. Historically, rainfall would be utilized in forest evapotranspiration processes or stay on a site trapped in numerous small depressions, saturating the top several feet of soil. Flooding would only occur during larger storm events when the vegetation and soil was completely saturated. As development has occurred, vegetation has been removed and many of the small depressions were graded smooth, with the top several feet of soil removed or compacted. This type of development
removed the ability of the land to contain the smaller storm events and subsequently flooding started to become a problem at even the smaller events, particularly in areas underlain by Type C or D soils. Increases in the number and capacity of connected drainage systems, in the form of ditches and pipes intended to drain properties and remove water quickly, also increase stormwater problems downstream.

Stormwater, that has not been properly addressed, can also result in water quality and habitat degradation, negative impacts to fisheries, and erosion. Stormwater related problems can be correlated to the amount of impervious surface within a watershed or basin. Recently published research indicates that water quality problems and habitat degradation start occurring when a watershed reaches approximately 10% effective impervious surface. This percentage can be reached with a density of as little as one home per acre because of the network of roads needed to support this type of development.

**Flooding Problems in the Plan Area**

Most flooding within the Muck Creek Basin is localized and many of the flooding complaints received by the County occurred during the major storm events of 1996 and 1997. There is some regional flooding near 224th St. E. and Meridian. Stormwater in that area ends up on a vacant lot behind the shopping center and during large storm events the water has flowed south to an adjoining mobile home park. Some of the stormwater from the site flows west, and infiltrates into the ground. It is thought to emerge to the north, in the Clover Creek Basin. A regional infiltration pond has been proposed as a potential solution, subject to the results of additional studies. It appears that the majority of the flooding issues within the plan area are the result of undersized culverts. The Muck Creek Basin Plan proposes eight culvert improvements within the plan area, and improvements to one road. A small infiltration pond has been suggested to address localized flooding at 242nd St. E., near 49th Ave. E. At the southeast corner of the plan area, several homes experience flooding from runoff at Mountain Highway, near 340th St. E. A flow splitter has been proposed there to redirect stormwater.

Several minor areas of flooding have been reported in the Horsehaven Creek sub-basin of the Mid-Puyallup basin. Several private culverts conveying Horsehaven Creek under driveways do not appear to be large enough to convey estimated future flows and backwater pooling of the creek onto these properties and around the Orting-Kapowsin Highway culvert may occur if storm flows are not retained during major storm events. The Mid-Puyallup River Basin planning process is looking into alternatives to ameliorate future flooding and the erosive effects of urban stormwater flows in these areas.

Flooding problems identified in the Clover Creek Basin Plan typically occur at the transition point where ephemeral channels drain onto the lower outwash soils where typically the runoff quickly infiltrates. When these transition areas are encroached upon by development there can be inadequate area left to infiltrate the runoff coming from the ephemeral channel. This problem occurs at 224th St. E. and 46th Ave. E. where new residential development has occurred at a transition area. Another potential problem area is just west of 224th St. E. and Meridian Ave. where a transition area is zoned as Rural Activity Center. Significant flooding also occurs along a low crescent-shaped channel known as the Kirby Channel near Eustis Hunt Road.
This flooding is associated with the local groundwater level, which can rise and fall based on cumulative annual rainfall.

**GROUNDWATER**

The groundwater aquifers within Pierce County supply drinking water for over 270,000 residents and, for more than 170,000 of these residents, the aquifers serve as the sole source of drinking water. The entire plan area is underlain by a sole source aquifer. The Clover/Chambers Creek Aquifer system is located in the northwest portion of the plan area and this area also contains some areas identified as DRASTIC zones. Approximately 10% of the plan area is designated as a Wellhead Protection Area. The depth of groundwater in the plan area ranges from one to more than 100 feet. (See Map F-32: Aquifer Recharge Areas). See the Facilities and Services Element for a more detailed discussion on drinking water supplies.

**WATER QUALITY**

Water quality measurements include sediment, temperature, oxygen levels, bacteria, minerals, and chemicals. Threats to water quality come from a variety of everyday sources such as agriculture (livestock in and near streams), forest practices, failing septic systems, stormwater, construction activities, recreation (boats and marinas), road runoff, and residential, commercial and industrial activities. These sources are often referred to as “nonpoint” sources of pollution. Point sources of pollution include businesses and sewage treatment plants, which directly discharge into salt or freshwater. Given the rural character of the plan area, it is probable that the majority of water quality problems are attributable to nonpoint sources of pollution.

The primary data used to assess groundwater quality is provided by U.S. Geological Survey, Washington Department of Health (WDOH), Tacoma-Pierce County Health Department (TPCHD), and water purveyor sampling information. In terms of meeting drinking water standards, the groundwater quality within the Muck Creek Basin appears to be good. All local well samples, except one (351st Street Well Association) fell below the state standards. Groundwater within the Chambers/Clover Creek basin varies substantially, depending on soil permeability and aquifer depth. The northwest portion of the plan area, particularly along SR 7, is susceptible to groundwater contamination due to permeable surface material and lack of confining hydrogeologic units that protect deep aquifers. Water quality data demonstrate higher nitrate and chloride levels in this area. For example, a cluster of wells in the Spanaway area tested high in nitrate, which is probably the result of septic systems that rapidly drain effluent in the shallow aquifer system.

Within the Muck Creek Basin dissolved oxygen, summer stream temperatures, and fecal coliform levels seem to be problems and testing results in upper Muck Creek often fail to meet state standards for these measurements. The dissolved oxygen levels are low but not low enough to typically cause mortality to fish. However, the temperature has been recorded within the lethal range for fish and is most likely caused by lack of riparian shade. The high fecal coliform levels are related to surrounding agricultural uses.
SHORELINES

The Pierce County Shoreline Management Program (SMP) was adopted in two phases; in 1974 and 1975. Since then a limited number of amendments to the SMP have been adopted. Over the last three decades conditions in shoreline areas have changed considerably as the community has grown. Scientific understanding of natural systems and processes has also evolved. It is now time to conduct a comprehensive review and update to the SMP to reflect current conditions, scientific information regarding shoreline habitats and processes, and public attitudes toward managing shoreline resources.

The Washington State Shoreline Management Act (SMA) provides for the management of water bodies or watercourses identified as “Shorelines of the State.” Areas under jurisdiction of the SMA include the water body/course, all lands within 200 feet of the ordinary high water mark, and associated wetlands and floodplains. In the plan area this classification is applied to Lake Kapowsin, Tanwax Lake, Whitman Lake, Morgan Lake, Ohop Creek, Kapowsin Creek, and the Puyallup River and a portion of South Creek.

Shorelines of the state are designated into five types of environments including Urban, Residential Rural, Rural, Conservancy, and Natural. These environments are similar to zoning designations allowing different land uses, densities and activities ranging from the most intensive uses (Urban) to very limited uses (Natural). The Residential Rural designation is the most intensive allowed within the plan area (single family and some commercial) and is applied to Whitman Lake and the majority of Tanwax Lake. South Creek, Morgan Lake, a portion of Kapowsin Creek and a portion of the Puyallup River are designated as Rural, which allows low density residential and intensive recreational and agricultural uses. The Conservancy designation, allowing outdoor recreation and low intensity agricultural and forestry uses, encompasses all of Lake Kapowsin and Ohop Creek and a portion of Kapowsin Creek and the Puyallup River. Only a small portion of Kapowsin Creek is designated as Natural. The Natural Environment establishes very limited uses that typically require approval of a conditional use permit. (See Map F-33: Shoreline Environments)

WETLANDS

Wetlands are legally protected under the Federal Clean Water Act, the State Growth Management Act, and Pierce County Codes. Wetlands are identified by the presence of water during the growing season, hydric soils, and the presence of a plant community that is able to tolerate prolonged soil saturation. These special land areas provide many important environmental functions including: reducing the impact or frequency of flooding, providing habitat, recharging aquifers, providing clean water for fish and other aquatic species, and preventing shoreline erosion. Wetlands also provide visual buffers in the built landscape.
The plan area currently contains both isolated wetlands and wetlands which are adjacent to creeks and the lakes. In addition, there is a strong correlation between designated flood hazard areas and wetlands. Many of the scattered wetlands in the plan area are elongated troughs that are the result of underlying Dupont Muck soils, which formed when the glaciers receded. Some of these wetlands are bogs that formed as pre-historic lakes, which have filled in over time. (See Map F-34: County Wetland Inventory)

**FISH AND WILDLIFE RESOURCES**

Pierce County regulates critical fish and wildlife species and their associated habitats. Critical fish and wildlife species are either federally or state-listed as endangered, threatened, sensitive, candidate, or monitored. Associated habitats may be identified by either point locations (such as a nest or den) or by broader habitats that support some stage of the species life-cycle (such as oak woodlands or river systems). All anadromous fish species are considered critical because of the recent listing of the Chinook salmon and bull trout under the Federal Endangered Species Act (ESA) and the importance of these species to the various indigenous Native American Tribes throughout the region.

**FISH SPECIES AND HABITAT AREAS**

**ANADROMOUS FISH AND HABITAT**

Eight anadromous fish species are identified on the revised Washington State Department of Fish and Wildlife (WDFW) StreamNet Maps as known and/or predicted to occur within the plan area. (See Map F-35: Fish and Wildlife Resources). The location, status, origin and type, spawning, and ESA listing information for each anadromous fish species within the plan area is depicted in Table F-16.

**Table F-16: Anadromous Fish Species**

<table>
<thead>
<tr>
<th>Species</th>
<th>SaSI Stock*</th>
<th>Status</th>
<th>Origin and Type</th>
<th>Spawning</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Coho Salmon</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Muck Creek</td>
<td>Nisqually</td>
<td>Healthy</td>
<td>Mixed, Composite</td>
<td>mid-Nov – mid-Jan or later</td>
</tr>
<tr>
<td>South Creek</td>
<td>Nisqually</td>
<td>Healthy</td>
<td>Mixed, Composite</td>
<td>mid-Nov – mid-Jan or later</td>
</tr>
<tr>
<td>Tanwax Creek/Lake</td>
<td>Nisqually</td>
<td>Healthy</td>
<td>Mixed, Composite</td>
<td>mid-Nov – mid-Jan or later</td>
</tr>
<tr>
<td>Ohop Creek</td>
<td>Nisqually</td>
<td>Healthy</td>
<td>Mixed, Composite</td>
<td>mid-Nov – mid-Jan or later</td>
</tr>
<tr>
<td>Kapowsin Lake</td>
<td>Puyallup</td>
<td>Healthy</td>
<td>Mixed, Composite</td>
<td>mid-Oct – Jan (can be Mar)</td>
</tr>
<tr>
<td>Kapowsin Creek</td>
<td>Puyallup</td>
<td>Healthy</td>
<td>Mixed, Composite</td>
<td>mid-Oct – Jan (can be Mar)</td>
</tr>
<tr>
<td>Species</td>
<td>SaSI Stock*</td>
<td>Status</td>
<td>Origin and Type</td>
<td>Spawning</td>
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<td>-----------------------</td>
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</tr>
<tr>
<td><strong>Steelhead Trout</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ohop Creek</td>
<td>Nisqually Winter</td>
<td>Depressed</td>
<td>Native, Wild</td>
<td>Mar – mid-June</td>
</tr>
<tr>
<td>Kapowsin Lake</td>
<td>Mainstem Puyallup Winter</td>
<td>Depressed</td>
<td>Native, Wild</td>
<td>Mar – mid-June</td>
</tr>
<tr>
<td>Kapowsin Creek</td>
<td>Mainstem Puyallup Winter</td>
<td>Depressed</td>
<td>Native, Wild</td>
<td>Mar – mid-June</td>
</tr>
<tr>
<td>Puyallup River</td>
<td>Mainstem Puyallup Winter</td>
<td>Depressed</td>
<td>Native, Wild</td>
<td>Mar – mid-June</td>
</tr>
<tr>
<td><strong>Chinook Salmon</strong>**</td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Kapowsin Creek</td>
<td>Puyallup</td>
<td>Unknown</td>
<td>Mixed, Composite</td>
<td>mid-Sept – early Nov</td>
</tr>
<tr>
<td>Puyallup River</td>
<td>Puyallup</td>
<td>Unknown</td>
<td>Mixed, Composite</td>
<td>mid-Sept – early Nov</td>
</tr>
<tr>
<td><strong>Chum Salmon</strong></td>
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<td></td>
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<tr>
<td>Muck Creek</td>
<td>Nisqually Winter</td>
<td>Healthy</td>
<td>Native, Wild</td>
<td>Jan – early Mar</td>
</tr>
<tr>
<td>Kapowsin Creek</td>
<td>Puyallup/Carbon Fall</td>
<td>Healthy</td>
<td>Native, Wild</td>
<td>Dec – Jan</td>
</tr>
<tr>
<td>Puyallup River</td>
<td>Puyallup/Carbon Fall</td>
<td>Healthy</td>
<td>Native, Wild</td>
<td>Dec – Jan</td>
</tr>
<tr>
<td><strong>Pink Salmon</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Kapowsin Creek</td>
<td>Puyallup</td>
<td>Depressed</td>
<td>Native, Wild</td>
<td>Sept – Oct</td>
</tr>
<tr>
<td>Puyallup River</td>
<td>Puyallup</td>
<td>Depressed</td>
<td>Native, Wild</td>
<td>Sept – Oct</td>
</tr>
<tr>
<td><strong>Sockeye Salmon</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kapowsin Creek</td>
<td>These fish are part of a coast-wide riverine population not yet characterized in WA.</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Unknown</td>
</tr>
<tr>
<td>Puyallup River</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Unknown</td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>Cutthroat Trout</strong></td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Kapowsin Creek</td>
<td>Puyallup</td>
<td>Unknown</td>
<td>Native, Wild</td>
<td>Jan – Mid-June</td>
</tr>
<tr>
<td>Puyallup River</td>
<td>Puyallup</td>
<td>Unknown</td>
<td>Native, Wild</td>
<td>Jan – Mid-June</td>
</tr>
<tr>
<td><strong>Bull Trout/Dolly Varden</strong>**</td>
<td></td>
<td>Unknown</td>
<td>Native, Wild</td>
<td>Spawn timing in both systems is unknown but would occur in the autumn</td>
</tr>
<tr>
<td>Puyallup River</td>
<td>Puyallup</td>
<td>Unknown</td>
<td>Native, Wild</td>
<td>Spawn timing in both systems is unknown but would occur in the autumn</td>
</tr>
<tr>
<td>Kapowsin Creek</td>
<td>Puyallup</td>
<td>Unknown</td>
<td>Native, Wild</td>
<td>Spawn timing in both systems is unknown but would occur in the autumn</td>
</tr>
</tbody>
</table>

* Information from the 2002 draft Washington State Salmon & Steelhead Stock Inventory (SaSI), WDFW and from interviews with WDFW staff.

** Chinook Salmon and Bull Trout/Dolly Varden are listed as Threatened under the Endangered Species Act.

*** Bull Trout/Dolly Varden (WDFW has not done enough genetic analysis to determine if the basins contain one species of native char or both, and they’re difficult to distinguish, except by genetic analysis). Both have anadromous life history forms. Cutthroats were rated in 2000, and Bull Trout/Dolly Varden in 1998.
The status of the fish species within the plan area, where known, ranges from healthy to depressed. Both steelhead and pink salmon are depressed in each system and two anadromous fish species, Chinook salmon and bull trout/Dolly Varden, are listed as threatened under the Endangered Species Act. Most of these species are wild, natives, with the exception of Coho and Chinook, which are of mixed hatchery origin.

Conditions that affect fish habitat quality along Muck Creek include fish passage barriers, invasive reed canary grass, sedimentation, lack of large woody debris (LWD), and low stream flows. Muck Creek and its seven major tributaries have barriers to upstream fish migration within one mile of the mouth. Sedimentation of the channel bed is most apparent downstream of cattle and horse ranches, where livestock is allowed unrestricted access into the creek. The creek is generally devoid of LWD, which is apparently being removed from stream channels by local residents. As a result, channel complexity is generally poor and pool abundance and quality is low. Reed canary grass also thrives where riparian areas lack proper shading from a well vegetated riparian corridor. The relatively late timing of the Coho and chum runs in the Muck Creek system suggests that the fish that utilize the creek for spawning have been influenced by the intermittent stream flow condition and have timed their runs to coincide with higher water levels that allow passage through the reach above Roy. While Coho may be able to hold in the Nisqually River until stream flows increase this does not favor late arriving fish. Coho have not been seen in Muck Creek for several years which impairs further analysis.

**NON-ANADROMOUS FISH AND HABITAT**

The Washington Department of Fish and Wildlife Priority Habitats & Species (PHS) dataset identifies 11 non-anadromous fish species within the plan area. Table F-17 provides a detailed list of these species and the state and federal status.

**Table F-17: Non-Anadromous Fish Species**

<table>
<thead>
<tr>
<th>Species</th>
<th>State Status</th>
<th>Federal Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Olympic Mudminnow</td>
<td>Ss - Sensitive</td>
<td></td>
</tr>
<tr>
<td>Longnose Dace</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Speckled Dace</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Redside Shiner</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Three-Spine Stickleback</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shorthead Sculpin</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Coastrange Sculpin</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Three of the 11 non-anadromous fish species are state listed as either sensitive or monitored. None of species are federally-listed.

**Table F-18: Potential Critical Wildlife Species**

<table>
<thead>
<tr>
<th>Common Name*</th>
<th>Primary Habitat</th>
<th>State Status</th>
<th>Federal Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Herps</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oregon Spotted Frog</td>
<td>Marshes and marshy edges of ponds, streams, lakes and flooded fields.</td>
<td>Se – Endangered</td>
<td>Fe – Endangered</td>
</tr>
<tr>
<td>Tailed Frog</td>
<td>Usually clear, cold swift-flowing mountain streams; sometimes found near water in damp forests or in more open areas in cold, wet weather. Small channels without fish and with shading plants and trees are favorite locations. Usually found in streams with large stones, cobbles, and stable boulders.</td>
<td>Sm – Monitored</td>
<td>Fco – Species of Concern</td>
</tr>
<tr>
<td>Western Pond Turtle</td>
<td>Marshes, ponds, sloughs, small lakes, gravel pits, reservoirs, stock ponds, sewage treatment plants.</td>
<td>Se – Endangered</td>
<td>Fco – Species of Concern</td>
</tr>
<tr>
<td>Birds</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Common Loon</td>
<td>Breed on larger lakes (&gt;12 ha) in forested areas and nest on shorelines of islands and the mainland.</td>
<td>Ss – Sensitive</td>
<td></td>
</tr>
<tr>
<td>Common Name*</td>
<td>Primary Habitat</td>
<td>State Status</td>
<td>Federal Status</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>Bald Eagle</td>
<td>Nesting habitat consists of upland woodlands and lowland riparian stands with a mature conifer or hardwood component. A variety of tree species, both alive and dead, are used for perching. Communal roost stands are generally uneven-aged with a multi-layered canopy, often on leeward-facing hillsides or in valleys.</td>
<td>St – Threatened</td>
<td>Ft – Threatened</td>
</tr>
<tr>
<td>Osprey</td>
<td>Nesting habitat is on shorelines or in close proximity to open water. Nest trees are dominant live conifers or snags.</td>
<td>Sm – Monitored</td>
<td></td>
</tr>
<tr>
<td>Mountain Quail</td>
<td>Mixed evergreen-deciduous forests, regenerating clear-cuts, forest and meadow edges, chaparral slopes, shrub-steppe, and mixed forest/shrub areas, characteristically in overgrown brushy areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great Blue Heron</td>
<td>Fresh and saltwater wetlands including seashores, rivers, swamps, marshes, and ditches. Nest in a variety of deciduous and evergreen tree species. Nests are usually constructed in the tallest trees available.</td>
<td>Sm – Monitored</td>
<td></td>
</tr>
<tr>
<td>Band-Tailed Pigeon</td>
<td>Coniferous and deciduous timber stands containing berry- and nut-producing trees and shrubs. Breed in mixed conifer and hardwood forests interspersed with younger wooded areas or small fields. Mineral salts sites are necessary during egg laying and are found at mineral springs and marine shorelines.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple Martin</td>
<td>Nest in artificial structures near cities and towns in the lowlands of western Washington. Historically, they bred in old woodpecker cavities in large dead trees (snags).</td>
<td>Sc – Candidate</td>
<td></td>
</tr>
<tr>
<td>Western Bluebird</td>
<td>Open fields with one or two large oak trees, pastures, vineyards, old orchards or large mowed yards with selected medium-sized trees.</td>
<td>Sm – Monitored</td>
<td></td>
</tr>
<tr>
<td>Oregon Vesper Sparrow</td>
<td>Pastures, hayfields, and along the edges of cultivated fields where hedgerows, scattered trees, power lines, or other tall structures are located. Also found in fallow fields in early stages of succession, gravel pits, golf courses, young pine plantations, open disturbed woodlots, and reclaimed strip mines.</td>
<td>Sc – Candidate</td>
<td>Fco – Species of Concern</td>
</tr>
<tr>
<td>Streaked Horned Lark</td>
<td>Grasslands and prairies.</td>
<td>Sc – Candidate</td>
<td>Fco – Species of Concern</td>
</tr>
</tbody>
</table>
The majority of critical wildlife species within the plan area are either state-listed or federally-listed. The Oregon spotted frog, Western pond turtle, and fisher are listed as endangered and the Western gray squirrel and bald eagle are listed as threatened by Washington State. Both the Oregon spotted frog and bald eagle also contain the same federal listing status. Some biologists think that the Western pond turtle and fishers, which are extremely rare, may actually be extirpated in this region. The PHS habitats identified within the plan area include wetlands, urban natural open space, riparian, and waterfowl-rich areas.

In 2002, Pierce County, in conjunction with WDFW and the University of Washington, completed a wildlife biodiversity plan for Pierce County. This plan identifies areas within Pierce County that provide for the greatest diversity of wildlife species, based on existing land cover (vegetation zones) and the concepts of species richness and representation. The areas with the highest diversity and representation were designated as Biodiversity Management Areas (BMAs). Connecting corridors between the BMAs have also been established to facilitate wildlife movement between BMAs. Collectively this system of BMAs and connecting corridors is referred to as the biodiversity network. In 2004, the County completed an assessment of this network and the one identified BMA within the plan area was removed because the habitat had been converted to agricultural fields. However, the plan area still contains biodiversity network connecting corridors along Lake Kapowsin and Kapowsin Creek (see Map F-36: Biodiversity Network).
There are three major open space corridors located within the plan area including Muck Creek from SR 7 to the headwaters of Muck Creek, the entire South Creek system, and a north/south system encompassing the Puyallup River, Kapowsin Creek, Lake Kapowsin, and Ohop Creek. A smaller open space corridor includes Tanwax Creek and Lake. (See Map F-8: Open Space Corridors)

**Overview of Current Open Space Plans, Policies and Regulations**

**Pierce County County-Wide Planning Policies**

All jurisdictions within Pierce County participate in the development of the Countywide Planning Policies (CWPPs.). Each jurisdiction’s comprehensive plan needs to be consistent with the policies established in the CWPPs. The Pierce County CWPPs require all jurisdictions to plan for the provision of open space; consider as open space parks, environmentally sensitive lands and greenbelts, natural buffers, scenic and natural amenities unique geological features; designate appropriate open space; and encourage new housing to locate in a compatible fashion with open space designations or outside designated open space.

**Pierce County Comprehensive Plan Policies**

The Pierce County Comprehensive Plan contains several policies that address open space. These policies establish some general criteria for areas that should be considered for open space. These criteria include areas where natural processes (e.g., wetlands and tidal actions) occur or sites that contain unusual landscape features (e.g., cliffs and bluffs), wooded areas, environmentally unique areas, and parcels which provide connectivity in the open space network.

The open space/greenbelt areas within the County are depicted in the map referenced in policy 19A.30.170 I. Section 19A.30.130, Objective 57A, states County programs which provide for preservation of open space shall have established priorities and these priorities will be used to rate open space proposals for Conservation Futures funding, Open Space Current Use Assessment taxation, Development Regulations bonus densities, and other County programs which acquire or preserve open space areas. Section 19A.30.130, Objective 59B, sets forth policies on the management and stewardship of County-owned open space lands. Finally, 19D.170 identifies the County’s open space priorities grouped under high, medium, and low priorities.

**Pierce County Development Regulations**

Title 18A, Development Regulations-Zoning, Section 18A.35.025 contains standards for minimum residential amenities which include provisions for on-site open space areas. These standards require the dedication of open space land per dwelling unit for subdivisions and mobile home parks. Section 18A.35.050 addresses open space issues such as density incentives, open space location and designation criteria, permitted uses, classification...
mechanisms, and public access. Permitted uses within designated open space areas include pervious and impervious surface trails, passive recreation and associated accessory structures, agricultural practices and associated structures, aquaculture, utility easements, and drainfields.

**Open Space Programs**

Different open space programs and development regulations lend themselves to protection and restoration of various designated open space areas. For example, when designated open space areas fall within the jurisdiction of the State’s Shoreline Management Act, the County’s Shoreline Management Use Regulations are in effect. Likewise, when an open space area is located within a designated critical area, which is often the case since the mapping was primarily based upon critical area data, the County’s Critical Area Regulations would apply. Outright purchase and other acquisition efforts, such as obtaining conservation easements, can be applied through the County’s Conservation Futures Program or local land trust efforts. Property owners may choose to leave portions of their properties in an undeveloped condition in return for a reduction in their property taxes under the Current Use Assessment (CUA) program. Pierce County Conservation District Stream Team efforts and those of other local environmental organizations work to enhance and restore degraded riparian areas. Finally, the County’s zoning regulations require a dedication of open space for certain types of development and certain zoning classifications may be established that require lower densities or intensity of use and the application of environmentally sensitive design standards.

**Current Use Assessment Program**

Since 1972, the County has offered a Current Use Assessment (CUA) program. This program provides property owners with a tax reduction incentive to maintain properties in productive agricultural land, timberland, or open space land condition. At the present time, there are approximately 413 properties enrolled under the open space category of the CUA program.

In the summer of 1999, the administrative procedures for the CUA program were revised and a public benefit rating system (PBRS) was adopted as a means of ranking applications for the CUA open space category. Properties are evaluated to determine what environmental features are present and points are given based upon open space priorities and bonus categories such as public access and property located within an urban area and within the designated open space corridor. The amount of tax reduction is based on a sliding scale of points with the most sensitive lands receiving the highest tax reductions.

**Conservation Futures Program**

The Parks Department also administers the Conservation Futures Program, which since 1991 has authorized the County to collect a real-estate property (6¼ cent per $1,000.00 of assessed valuation) tax for the acquisition of open space properties or conservation easements. To date the County has collected $26,900,000 and acquired 1,245 acres of valuable wildlife habitat and open space properties throughout the County. The properties are not only held by the County but also by the cities and land trusts within the County.
The County Parks Department, utilizing Conservation Futures Program monies, purchased the Muck Creek/Patterson Springs property for $785,000 from the Tacoma Public Utilities in 2002. This is an 80-acre wildlife habitat site generally located near 252nd St. E. and 86th Ave. E. and adjacent to the Morse Wildlife Preserve. This property was transferred over to the Cascade Land Conservancy for long-term stewardship.

**DESCRIPTION OF DESIRED CONDITIONS**

Most people recognize the need to protect the ecosystems that support fish, wildlife, and humankind. Each component of the natural environment was examined in detail and a variety of ideas and proposed actions were articulated as methods to retain and enhance each resource. The following text describes the desired condition for each resource type in more detail. The policies contained in the next section were developed to address these desired conditions, which reflect the comments and concerns of the local citizens.

**GENERAL**

Some strategies affect the natural environment on a Countywide basis such as public education and outreach efforts. The County, Washington State University Cooperative Extension Office, and other affected agencies should increase the level of public education and outreach methods. This could be accomplished through brochures, online resources, and informational material on human actions that can negatively impact the natural environment. Partnerships should be established with realty and escrow companies to notify potential buyers of environmental resources and stewardship opportunities.

**AIR RESOURCES**

Air quality within the plan area is generally good; however, residents do tend to experience some localized problems with emissions of particulate matter and unpleasant odors. Development regulations should be amended to reduce dust emissions, negative odors, and air pollutants along main transportation corridors. Air quality studies and monitoring should be conducted for industrial businesses located within the Frederickson Employment Center, the 304th Street landfill, and along freight rail lines to determine the potential air quality impacts on residents. More public education and enforcement should be targeted toward impacts from burning in uncertified fireplaces and woodstoves, conducting slash burns, and illegal burning in barrels. Incentives should be provided to change wood burning facilities to natural gas. Methods should be explored to reduce negative smells coming from dairy farms.

**EARTH RESOURCES**

**SOILS**

The community has a strong desire to maintain native soils and minimize negative impacts on natural systems from soil disturbance associated with development activities. Strategies such
as covering exposed soils, phasing clearing and grading activities to reduce the amount of
exposed soils, and utilizing low impact development techniques should be applied to reduce
erosion and sedimentation. Soils that support agricultural activities should be preserved.

Vegetation

Retaining native vegetation fosters a sense of a rural community as well as providing
environmental benefits. A system of greenbelts should be established throughout the
community that preserves native vegetation. New developments should be required to retain
areas with native vegetation. Where new development is allowed to remove existing
vegetation and replant, the new plants should be native and maintained to ensure that
revegetation efforts are successful. Invasive or exotic plant species such as Scots broom, tansy
ragwort, and reed canary grass should be removed throughout the plan area.

The prairies and the oak woodlands are one of the historic vegetation types found within the
plan area. The community places a high cultural value on their remaining prairies and oak trees
as well as recognizing that they provide an important habitat for several resident critical or at-
risk wildlife species. Preserving any remaining fragments of prairies and oak trees left within
the plan area is a high priority. An inventory of prairies and oaks within the plan area is crucial
to the development of critical area maps, which are used during the development review
process. Prairie and oak inventories should be integrated into the County’s critical area atlas
maps. Efforts should be made to educate the public on the cultural and biological importance
of prairie and oak savanna landscapes.

Water Resources

Surface Water Runoff and Flooding

Maintaining the natural hydrologic conditions and functions, both within the plan area and in
the adjacent watershed basins that receive stormwater runoff from the plan area, helps reduce
flooding problems. Areas that are currently experiencing flooding problems (e.g., 224th St. E.
and Meridian and 224th St. E. and Muck Creek) should be analyzed and identified to receive
high priority for correction. Stormwater management systems (culverts and ditches) in new
development should be appropriately sized so as to not cause additional flooding problems and
existing stormwater facilities that are undersized should be upgraded.

Groundwater Resources/Aquifer Recharge and Wellhead Protection Areas

Groundwater is the primary source of drinking water for the residents within the plan area.
Protecting and conserving groundwater supplies and maintaining subsurface flows that
replenish wetlands, streams and aquifers is very important. Some actions to foster
groundwater and subsurface recharge include limiting the amount of impervious surfaces,
utilizing low impact development techniques and prohibiting artificial channels and ponds that
can leach water away from natural environmental features. Surface water management
projects should also be constructed in such a manner as to prevent the diversion of surface
water from one watershed basin to another.
Aquifer recharge and wellhead protection areas deserve special considerations. Any land use activities within these areas should be regulated in such a manner so as to prevent contamination of groundwater resources. The level of public outreach efforts to educate citizens about practices to protect aquifer recharge and wellhead protection areas should be increased. Signage identifying the limits of aquifer recharge and wellhead protection areas should be posted to help the public understand the boundaries of these sensitive areas. Once the Clover Creek and Nisqually Watershed Planning processes are complete, any newly identified aquifer recharge areas should be incorporated into the County’s Critical Area Atlas - Aquifer Recharge and Wellhead Protection Area maps.

### WATER QUALITY

The quality of water resources affects drinking water supplies and habitats for fish and wildlife species dependent on wetlands and shoreline areas. Sources of nonpoint pollution should be eliminated or reduced to protect the water quality within the plan area. Agricultural practices can be modified to eliminate fecal coliform bacteria contamination into riparian areas, such as restricting livestock and livestock waste from entering into rivers, creeks, and wetlands. Forest practice activities such as logging road construction, debris stockpiling, and removal of trees conducted adjacent to streams, wetlands and their buffers that result in erosion and increased water temperatures should be avoided. On-site sewage system requirements and practices that could potentially allow fecal coliform bacteria contamination into surface water and groundwater should be evaluated and, as necessary, amended. More emphasis should be placed on public education and outreach efforts that are geared towards reducing the impacts to water quality associated with typical household activities. Examples of such activities include fertilizer/pesticide application, disposal of waste and toxic chemicals, vehicle maintenance, and maintenance of septic systems.

### SHORELINES

As land has developed in the plan area, surface water flow rates in streams may have changed. It is important that stream flow calculations be updated and that all streams that have flows sufficient to be classified as shorelines subject to the Shoreline Management Act (SMA) and SMP, are brought under jurisdiction of the SMP. In particular, Muck Creek should be evaluated to determine if any portion should be classified as a Shoreline of the State.

Shoreline Environment designations in the plan area should be reviewed and, if necessary, updated. Specifically several shoreline properties along Tanwax Lake and Lake Kapowsin appear to have shoreline designations that do not reflect current conditions. Further review of these shorelines should be conducted to determine if they should be given a new Environment designation.

Additional actions can be taken along shorelines to provide greater protection. Density bonus
provisions should be eliminated along shorelines, with a greater emphasis placed on creating additional public access points. And old, dilapidated structures, especially those with failing or non-existent septic systems, should be removed or brought into compliance with current code requirements.

**Wetlands**

Many of the wetlands historically contained within the plan area have been filled and/or significantly impacted by development and natural resource activities. Preserving the wetland areas that do remain within the community is a major concern. In addition, any future development activities should be conducted in such a manner as to maintain the quality and function of the existing wetland complexes. Where feasible and appropriate, wetland restoration activities should be undertaken to increase the healthy functioning of wetland systems (both natural and artificially created) which may have degraded as a result of human actions. Ditches that have artificially altered natural wetland systems should be disconnected and the original hydrologic regime restored.

**Fish and Wildlife Resources**

Fish and wildlife data sources and mapping are the primary mechanisms used in the development review process. Where data is insufficient, habitats may be inadvertently lost. Species and habitat mapping information within the plan area should be updated. The current Critical Area Atlas maps should include fish and wildlife species and habitats that have not been adequately mapped. Special emphasis should be given to mapping the prairies and Oregon white oak trees remaining within the plan area. In addition, the County should coordinate with WDFW to verify the presence of certain fish and wildlife species, such as Chinook salmon and steelhead, bald eagles, Western gray squirrels, heron rookeries, migratory bird populations, and elk, within the plan area. WDFW should also establish monitoring stations for Morse Preserve and within the biodiversity network.

Existing fish and wildlife species and the habitats that support the species historically found within the plan area should be protected and where feasible restored. Bird friendly design standards should be developed to decrease injuries to migratory bird populations. An analysis should be conducted to determine the cause of low or no base flows in streams within the plan area. Other measures to protect fish and wildlife species and habitats include streamlining the permit process for restoration projects, removal of barriers for fish access, and promoting increased public education and outreach efforts.

Additional suggestions for improving riparian habitat include development of stream meanders and undercut banks, installation of large woody debris, planting of appropriate native vegetation and removal of invasive species such as reed canary grass, removal of fish passage blockages, and limiting or prohibiting livestock access into and adjacent to stream channels.
**Open Space**

Open space areas provide a variety of benefits within a community including fish and wildlife habitat and movement corridors, visual breaks in the built environment, buffers between incompatible uses, and passive recreation areas. The Comprehensive Plan Open Space/Greenbelt map should be used as the foundation to identify the community open space system and then refined and expanded to include wetlands and other high priority open space areas. An inventory of all County-owned property should be conducted to determine if any are suitable for incorporation into the community open space network.

Public and private acquisition and conservation efforts should be implemented in order for designated open space areas to become more permanently protected. This can be accomplished in a variety of ways including utilizing Countywide impact fees or initiating an open space bond to fund the acquisition of designated open space areas, promoting open space tax incentives, and coordinating with local land preservation organizations to purchase properties or acquire conservation easements. Public disclosure documents and brochures could help to notify property owners or prospective purchasers that a property is located within a designated open space system.

**Environment Policies**

**Goals**

Maintain, protect, and enhance natural ecosystems, critical areas, and resource lands within the plan area to ensure current and future residents have the opportunity to live, work, and play in a healthy environment utilizing the following:

- Preserve to the maximum extent possible air quality, trees, prairies and oak woodlands, native fish and wildlife, native topsoil, streams, shorelines, wetlands, open space, greenbelts, and other natural habitats.

- Ensure residential and commercial developments are designed to protect the natural features and ecosystems on the site, and promote and provide incentives for development to be designed and sited in a manner that is sensitive to elements of the natural environment and to views of features important to the community.

- Protect and manage vital water resources, including both surface water management and groundwater quality through protecting the sole source aquifer, applying low impact development techniques, and limiting impervious coverage.

- Ensure the preservation of the shoreline and associated habitats of lakes, streams, and other water bodies.

Ensure public education about requirements necessary for environmental protection and non-regulatory ways to further preserve and enhance ecosystems. Make residents and businesses partners in the education process.
AIR RESOURCES

AIR QUALITY

GOAL GR ENV-1  Control the release of particulate matter and negative air emissions resulting from certain land use activities.

GR ENV-1.1  Impose reasonable precautions to reduce dust emissions such as:

GR ENV-1.1.1  Surfacing unpaved roads or surfaces with concrete, asphalt, or compacted gravel or requiring reduced vehicle speeds where surfacing is not feasible;

GR ENV-1.1.2  On construction sites, employing water spray and preventing tracking of mud onto public roadways to reduce dust emissions; and

GR ENV-1.1.3  Covering or wetting truck loads or allowing adequate freeboard to prevent the escape of dust bearing materials.

GR ENV-1.2  Establish regulations regarding air quality related to logging yard and plywood mill operations (glues, laminates, steamers) and rendering plants. Explore voluntary strategies, where feasible.

GR ENV-1.3  Monitor freight rail emissions from railroad freight trains in the Graham area, and take appropriate action toward decreasing any harmful emission levels. Consider the following:

GR ENV-1.3.1  Require the use of cleaner diesel fuel and retrofits to reduce emissions; and

GR ENV-1.3.2  Prohibit locomotives from idling all night.

GR ENV-1.4  Conduct an air quality study to determine if emissions from the Frederickson power plant have an adverse effect on air quality in the Graham area, and take effective action toward eliminating any such adverse effects.

GOAL GR ENV-2  Establish monitoring requirements for the 304th Street landfill operating permit.

GR ENV-2.1  Encourage the Clean Air Agency and TPCHD to establish operating permit conditions to require the landfill to conduct monitoring before the landfill reaches 50 megagrams of National Nonmethane Organic Compounds.

GR ENV-2.2  Require that monitoring data from the 304th Street landfill is submitted to the TPCHD for review to ensure that emissions fall within acceptable federal/state guidelines and condition of approvals.

GOAL GR ENV-3  Encourage the expansion of natural gas to all areas of Graham so that this cleaner alternative is available to residents.

GOAL GR ENV-4  Impose conditions on new development activities to eliminate or limit burn and slash activities.

GOAL GR ENV-5  Work with federal and state agencies and dairy farm operators on methods to reduce negative smells to surrounding areas resulting from the Environmental Protection Agency (EPA) mandated treatments.
GR ENV-5.1 Work with the EPA and the State Department of Ecology to develop new standards that still protect water quality while decreasing negative smells. Consider best management practices for manure composting and manure lagoons.

GR ENV-5.2 Provide information to farmers on farm best management practices (methods and timing) to reduce negative smells.

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**Noise, Light, and Glare**

GOAL GR ENV-6 Utilize traffic noise abatement paving materials and vegetation during construction of roads to deaden sound to surrounding residential uses.

GR ENV-6.1 Revise the zoning code to require landscaping, at least a minimum standard along major arterial roads.

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**Earth Resources**

**Soils**

GOAL GR ENV-7 Maintain native soils and minimize impacts of soil disturbance on natural systems.

GR ENV-7.1 Encourage the use of low impact development techniques as a method for preserving native soils.

GR ENV-7.2 Minimize erosion and sedimentation during the land development process.

   - **GR ENV-7.2.1** Require that exposed soils be covered.
   - **GR ENV-7.2.2** Phase clearing and grading activities on large development sites to reduce the amount of exposed soils.
   - **GR ENV-7.2.3** Revegetate disturbed soils as soon as development activities are completed.
   - **GR ENV-7.2.4** Apply a minimum depth of mulch in landscaping areas not covered by vegetation.

GR ENV-7.3 Preserve native soils that support agricultural activities.

GR ENV-7.4 Retain and re-use existing native topsoil during the land development process.

GR ENV-7.5 Reduce the amount of impervious surface areas resulting from development activity within the plan area.

   - **GR ENV-7.5.1** Encourage the use of low impact development to reduce the total and/or effective amount of impervious surface area associated with development.
   - **GR ENV-7.5.2** Develop incentive programs for use of innovative design techniques that reduce impacts from impervious surface areas associated with specific development projects.

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**Vegetation**

GOAL GR ENV-8 Develop planting and maintenance standards for development activities.
New vegetation should be monitored for at least a 3-year time period, and any vegetation that is unhealthy or dies during this time period should be replaced.

Monitoring and maintenance plans should be submitted for any required revegetation areas.

**GOAL GR ENV-9** Utilize native plants to preserve the integrity of the local ecosystem.

- **GR ENV-9.1** Native plants should be locally grown, acclimated to local growing conditions, and appropriate to underlying soils.
- **GR ENV-9.2** Identify locations in development proposals where installation of native plants is appropriate or required.
- **GR ENV-9.3** Develop incentives for project applicants to encourage restoration of historic plant communities.
- **GR ENV-9.4** Identify, preserve, and restore Oregon white oak woodlands, significant oak stands and trees, and prairies within the plan area.
  - **GR ENV-9.4.1** Map all Oregon white oak woodlands, significant oak stands, significant oak trees, and prairies within the plan area and utilize in critical area review.
  - **GR ENV-9.4.2** Preserve areas that are suitable for the growth of native oak trees.
  - **GR ENV-9.4.3** Retain oaks and prairie plants where these plant species were the dominant historic, indigenous plant community type and maintain the natural setting with appropriate native understory.
- **GR ENV-9.5** Remove invasive, exotic plant species and when possible, restore to the historic, indigenous plant community type.
  - **GR ENV-9.5.1** Educate homeowners on invasive plant species.
- **GR ENV-9.6** Develop a list of native vegetation types that are fire and pest-resistant for planting around structures.
  - **GR ENV-9.6.1** Provide these lists to project applicants.

**WATER RESOURCES**

**SURFACE WATER RUNOFF AND FLOODING**

**GOAL GR ENV-10** Upgrade stormwater facilities (e.g., culverts and ditches) within the plan area, which are undersized and causing flooding problems.

- **GR ENV-10.1** Pursue additional studies of ground and surface water hydrology at the boundaries of Muck Creek and Clover Creek Basins to identify solutions to flooding problems (areas of particular concern are at 224th St. E. and Meridian and 224th St. E. at Muck Creek).
- **GR ENV-10.2** Adequately size new culverts so that flooding problems don’t result from undersizing.
GOAL GR ENV-11  Conduct surface water management projects in a manner that preserves the natural flow of surface water and discharge into its appropriate basin (i.e., avoid any 224th diversions of Muck Creek into another basin).

GOAL GR ENV-12  Design any diversions of water to or from stream channels to protect the integrity of the natural system.

**WATER QUALITY**

GOAL GR ENV-13  Implement strategies to improve water quality within the plan area.

**GR ENV-13.1**  Limit the application of pesticides and fertilizers.

**GR ENV-13.1.1**  Establish a free program to pick up and dispose of banned pesticides/fertilizers.

**GR ENV-13.2**  Provide fencing for domesticated animals to prevent contamination of water resources (e.g., animal excrement).

**GR ENV-13.3**  Provide adequate vegetative cover to maintain appropriate water temperatures and habitat along rivers, streams, lakes, etc.

**GR ENV-13.3.1**  Promote the use of low impact development techniques such as bioretention swales and bioretention areas to address water quality issues.

**GR ENV-13.4**  Coordinate water quality monitoring efforts within the plan area.

**GR ENV-13.4.1**  Instigate a water quality study of the watercourses within the plan area utilizing benthic invertebrates as a monitoring tool.

**GR ENV-13.4.2**  Establish one source location, such as the TPCHD, as a repository for all water quality monitoring data that is collected.

**GR ENV-13.4.3**  Develop lake management plans for the lakes within the plan area (Kapowsin, Tanwax, Whitman, North and South Twin, Morgan, and Clear) that address water quality issues.

**GROUNDWATER AND WATER SUPPLY**

GOAL GR ENV-14  Protect and conserve groundwater supplies and subsurface flows within the plan area.

**GR ENV-14.1**  Limit the amount of impervious surfaces within aquifer recharge areas.

**GR ENV-14.2**  Utilize low impact development (LID) techniques to facilitate water recharge into aquifers, streams, and wetlands.

**GR ENV-14.3**  Reduce the conversion of ditches to culverts, which can cause negative impacts on aquifer recharge and subsurface flow/base stream flows.

**GR ENV-14.4**  Prohibit man-made ponds next to rivers, creeks, and streams that may cause leaching problems to surface and subsurface flows which recharge these watercourses.
GR ENV-14.4.1 When creating ponds to address fire flow issues, use best available science to identify pond location and design to ensure ease of maintenance while minimizing impacts to the natural environment.

GR ENV-14.5 Prohibit landfills and other uses which have the potential to pollute the aquifer and wellhead protection areas.

GR ENV-14.6 Conduct studies to evaluate the effect of well drilling within shallow aquifers located near creeks in the plan area (i.e., to determine impacts to surface water hydrology and base flows).

GR ENV-14.7 Increase public awareness of aquifer recharge and wellhead protection areas.

GR ENV-14.7.1 Mail notices to residents within aquifer recharge and wellhead protection areas. Provide information on how to protect the water quality and water recharge within these areas.

GR ENV-14.7.2 Post signs around the perimeters of aquifer recharge and wellhead protection areas to identify them as a sensitive area.

GR ENV-14.8 Evaluate local aquifers for inclusion as designated aquifer recharge areas.

GR ENV-14.9 Establish measures to retain surface water/groundwater recharge within the Muck Creek system (i.e., stop the loss from Muck Creek to Clover Creek Basin).

GR ENV-14.10 Recommend the use of cisterns, gray water systems, water re-use systems, and drip irrigation systems as a method to conserve groundwater supplies.

GR ENV-14.10.1 Water purveyors should offer incentives for water conservation measures.

**SHORELINES**

**GOAL GR ENV-15** Promote the protection and enjoyment of shorelines within the plan area.

GR ENV-15.1 Eliminate the density bonus associated with shoreline development along rivers, streams, and lakes within the plan area.

GR ENV-15.2 Require public access on lakes as a condition of approval of any land development activity, except for construction of single-family dwelling units.

GR ENV-15.3 Remove old, dilapidated structures (such as cabins) along lake shorelines that have failing or nonexistent sanitary sewer systems.

GR ENV-15.4 Establish a public access point (preferably a park) on Lake Kapowsin that provides for boating, fishing, and picnic facilities.

GR ENV-15.5 Allow the vacation of unopened public rights-of-way at shoreline locations only when another public access on the same water body has been provided as a replacement.

**WETLANDS**

**GOAL GR ENV-16** Promote restoration activities in wetlands that have been degraded.
GR ENV-16.1 Disconnect ditches that drain wetlands.

**Fish and Wildlife Resources**

**GOAL GR ENV-17** Map any neotropical migratory bird habitats and heron rookeries within the plan area.

GR ENV-17.1 Establish bird-friendly design standards for cellular towers.

**GOAL GR ENV-18** Improve riparian habitat through actions such as development of stream meanders and undercut banks, installation of large woody debris, planting of appropriate native vegetation, and removal of invasive species such as reed canary grass, removal of fish passage blockages, and limiting or prohibiting livestock access into and adjacent to stream channels.

GR ENV-18.1 Prohibit or strictly regulate the dredging or alteration of streams.

GR ENV-18.2 Conduct an analysis to determine the cause of low or no base flows in the watercourses within the plan area.

**Open Space**

**Conservation, Restoration, and Maintenance**

**GOAL GR ENV-19** Introduce a variety of strategies to encourage public and private organizations and private property owners to conserve, maintain, and restore open space areas.

GR ENV-19.1 Require new developments to establish homeowners’ maintenance agreements for designated open space areas and native vegetation retention areas.

GR ENV-19.1.1 Require developers/builders to prepare and distribute brochures to prospective and subsequent homeowners regarding maintenance of critical areas and open space areas.

GR ENV-19.1.2 Require notification, prior to the issuance of a building permit, land division approval, or other land development approval, to be recorded on the title of all property that contains an open space area. This title notification shall describe the location and appropriate uses permitted within the open space area. The notice on the title of the property is intended to provide future property owners information regarding any land use restrictions associated with the open space area.

GR ENV-19.2 Require homeowners’ maintenance agreements for natural open space areas and natural buffer areas.

GR ENV-19.3 Develop best construction methods for activities within or nearby designated open space areas and to protect native vegetation retention areas.

GR ENV-19.4 Place a conservation easement on existing and acquired publicly-owned open space sites prior to transfer to a land trust.
Place conservation easements or covenants that restrict future uses to passive and low-impact active open space recreation activities on existing and acquired publicly-owned open space sites. Conservation easements should be worded to maintain open space use and function of a parcel in perpetuity.

The sale of publicly-owned open space areas within the plan area is discouraged. In the event that sales occur, any proceeds from the sales shall be used to purchase an equivalent or greater amount of land for passive open space recreation use or land which provides an equivalent or greater ecological function and value within the plan area.

## Acquisition and Retention

**GOAL GR ENV-20** Encourage acquisition and retention of open space within the plan area through a variety of strategies.

**GR ENV-20.1** Prioritize open space acquisition efforts within the plan area. Special preference should be given to those parcels that:

**GR ENV-20.1.1** Provide important links between existing open space, park and recreation, and school sites;

**GR ENV-20.1.2** Exceed 5 acres in size;

**GR ENV-20.1.3** Sites less than 5 acres in size that provide connectivity to other open space, park, or trail areas; and

**GR ENV-20.1.4** Offer significant views of Mount Rainier or the Cascade Mountain Range.

**GR ENV-20.2** Conduct an inventory of all public properties within the plan area, which may be utilized as open space and incorporated into a greenbelt park trail system.

**GR ENV-20.3** Consider amending the Pierce County Park, Recreation, and Open Space Plan to recommend that impact fees that are collected within the plan area be used to purchase and maintain open space land within the plan area.

**GR ENV-20.4** Encourage preservation of large tracts of open space corridors through site design mechanisms, such as mandatory clustering requirements, and set aside in separate tracts.

**GR ENV-20.5** Promote the Current Use Assessment program Public Benefit Rating System within the plan area.

**GR ENV-20.5.1** Concentrate outreach efforts to those properties located within open space areas depicted in the County’s officially adopted open space/greenbelt map.

**GR ENV-20.5.2** Encourage participation within the program by conducting workshops within the plan area.

**GR ENV-20.6** Develop a process that will facilitate the Purchase and Transfer of Development Rights.
GR ENV-20.6.1 Property designated on the adopted Open Space Corridors Map shall receive the maximum credit (incentive) as a sending site.

GR ENV-20.6.2 Appropriate receiving sites shall not be located within open space tracts, wetlands, geologically hazardous areas, frequently flooded areas, vulnerable deep aquifers, or critical fish and wildlife habitat areas.

GR ENV-20.7 Require developers to use low impact development techniques when developing property located within the designated open space areas as depicted on the Open Space Corridors Map.

IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend the County Comprehensive Plan Open Space/Greenbelt Map to adopt the changes set forth in the Proposed Open Space/Greenbelt Refinements Map. (PALS, Parks)
2. Work with the local land trusts, Nisqually Tribe, Tahoma Audubon, and Pierce County WSU Cooperative Extension Office to conduct workshops within the plan area to promote participation in the Current Use Assessment Public Benefit Rating System. (PALS, Parks)
3. Conduct a meeting or series of meetings with the local land trusts to discuss the adopted Open Space/Greenbelt Map and open space acquisition priorities and opportunities. (PALS, Parks, Land Trusts)
4. Conduct an analysis to determine the feasibility of placing an open space tax initiative (RCW 82.46.070) on the ballot. (Parks)
5. Work with local land trusts and environmental organizations to sponsor properties within the plan area for acquisition through the Conservation Futures Program. (PALS, Parks)
6. Utilize the open space network map when delineating proposed major and minor trail systems. (PALS, Parks)
7. Amend Title 18J, Design Standards and Guidelines to establish design standards for construction that is located within designated open space/greenbelt areas. Integrate green building techniques into these design standards. (PALS)

8. Amend the Pierce County Critical Area regulations to reference the oak woodland and prairie map into the Critical Areas Atlas.
   • Establish a streamlined permit process for vegetation restoration projects.
   • Require property disclosure requirements to notify prospective purchasers that a wetland or fish and wildlife habitat area exists on the parcel.
   • Provide criteria for road development in known wildlife movement corridors.
   • Require the removal of illegal wetland fill and restoration to original functions and values.
   • Establish the requirement for developers/builders to provide homeowner education on open space/critical area maintenance.

9. Amend Title 18A, Pierce County Zoning Code to reduce the levels of density and intensity of allowable uses within those portions of the natural environment that contain critical areas and open space corridors by implementation of a Rural Sensitive Resource Zone. Adopt design criteria (such as clustering and building construction), and site development standards (such as Low Impact Development, maximum impervious surface coverage, minimum vegetation retention, and open space dedication) within this zone.

**Mid-Term Actions (1-5 years)**

1. Complete an update to the Pierce County Shoreline Master Program. Actions included in the SMP update should include:
   • Correct errors to the Pierce County Shorelines Atlas.
   • Create new Shoreline Environment designations in several locations.
   • Identify potential location for additional public access points.
   • Eliminate shoreline density bonus provisions. (PALS)

2. Establish a process to use countywide park impact fees to purchase designated open space properties.

3. Amend Title 18A, Pierce County Zoning Code to eliminate shoreline density bonus provisions.

4. Amend the County’s subdivision and platting regulations to establish a requirement for developers/builders to provide homeowner educational material on open space and critical area tract maintenance. (PALS)

5. Complete watershed basin plans, which will include the following:
   • Identify potential flood hazard/prone areas
   • Establish water quality baselines and monitoring data for the streams, lakes and wetlands within the plan area and also those systems that serve as stormwater receiving areas outside the plan area.
   • Identify sites for potential acquisition and where restoration activities would have the most benefit.
Identify high priority capital improvement projects to reduce or eliminate flooding problems on 224th St. E. (PWU-WPs)

6. Conduct an inventory of publicly owned properties located within the adopted open space network to determine suitability for long-term stewardship and management as permanent open space and:
   - Place conservation easements on those parcels designated for permanent open space.
   - Prepare long-term management plans for any parcels identified for permanent open space.
   - Initiate transfer of these properties to a local land trust for long-term management and stewardship. (PALS, Parks, Land Trusts)

7. Provide online access to environmental constraints on a parcel of land and educational materials on environmental stewardship techniques at the Pierce County PALS Development Center. (Parks, WSU Cooperative Extension Office)

8. Amend the County Public Works and Utilities protocols to require the reconstruction of infrastructure that acts as a barrier to fish or any wildlife passage when any public road or utility project would affect or be affected by the blockage. (PWU)

**LONG TERM ACTIONS (5-10 YEARS)**

1. Adopt detailed inventories of flood hazard areas within Pierce County to augment the FEMA Flood Insurance Rate Maps and Flood Boundary Hazard Maps. (PWU-WPs)
2. Implement an annual on-site septic performance test program to determine whether these systems are functioning properly. (TPCHD)
3. Develop and implement a long-term water quality monitoring program. (TPCHD, PWU, PALS, DOE, WSU-Cooperative Ext.)
4. Promote efforts to remove non-native plants throughout the plan area. (Nisqually Tribe, Conservation District)
Hydrologic Soil Groups

- **Group A**: Low runoff potential, soils with high infiltration rates, consisting of deep, heavy textured soils and gravel; high rate of water infiltration.
- **Group B**: Moderate to moderate: runoff potential, soils with moderate infiltration rates, consisting of moderately deep to deep, moderately well-drained soils with moderately fine to medium coarse textures; moderate rate of water infiltration.
- **Group C**: Moderate to high runoff potential, soils with slow infiltration rates, consisting of soils with a layer that impedes downward movement of water, or soils with moderately fine to fine texture; slow rate of water infiltration.
- **Group D**: High runoff potential, soils with very slow infiltration rates, consisting of clay soils with high runoff potential, soils with a permanent high water table, soils with a deep pervious layer at or near the surface, and shallow soils over nearly impermeable material; very slow rate of water infiltration.

Potential Landslide Hazard Areas

Adopted October 19, 2004 - Ord. #2004-56s
Effective March 1, 2005

Pierce County Code Title 196 regulates activities within Landslide Hazard Areas.

The boundaries of landslide hazard areas are approximate and are intended only to provide an indication of the presence of landslide hazard areas. Additional landslide hazard areas that have not been mapped may be present.

Sources:
- Washington State Department of Geology and Geophysical Survey, 3D Spatial Interoperability Model Data, 2001
- Puget Sound Regional Council Data, 2001

Comp. Urban Growth Area Boundary
Graham Community Plan Boundary

Pierce County Geographic Information System

Department of Planning and Land Services
Plot Date: December 07, 2005

Graham Community Plan
Potential Seismic Hazard Areas

Moderate to High Potential liquefaction Hazard Area

Adopted October 19, 2004 - Ordinance No. 2004-57s
Effective March 1, 2005

Pierce County, Washington Geographic Information System

Department of Planning and Land Services
Plot Date: December 07, 2005

Graham Community Plan
Potential Flood Hazard Areas

Adopted October 19, 2004 - Ord. #2004-56
Effective March 1, 2005

Pierce County Code Title 15 regulates activities within Flood Hazard Areas.

The boundaries of flood hazard areas are approximate and not intended to provide an indication of the precise extent of areas. Actual flood flood extent areas may be larger than the map indicates.

Notes:
1. Flood Insurance Rate Map (FIRM) information is presented for the Planning Area.
2. Flood Insurance Rate Map (FIRM) information is relevant for planning purposes only.
3. Flood Insurance Rate Map (FIRM) information is not intended to be used as a substitute for legal or engineering advice.

Department of Planning and Land Services
Plot Date: December 07, 2005
Shoreline Environments

- Urban
- Residential Rural
- Rural
- Conservancy
- Natural

Source: Shoreline Master Program for Pierce County
Adopted March 4, 1975

Comp. Urban Growth Area Boundary
Graham Community Plan Boundary

Department of Planning and Land Services
Plot Date: December 07, 2005

Graham Community Plan
Pierce County Comprehensive Plan | Graham Community Plan

Map F-35: Fish and Wildlife Resources

Fish & Wildlife Resources

- Priority Habitat for Wildlife
- Known Chinook Presence
- Other Salmonid Presence
- Wildlife Locations, Including Mountain Quail, Osprey, and Reticulate Sculpin

Salmonid Source: Washington State Department of Fish and Wildlife (WDFW) Streamnet, and the Update that WDFW coordinated in March, 2006. This data should be regarded as an interim knowledge base.


Priority Habitat Source: Washington Department of Fish & Wildlife Priority Habitat and Species Digital Database.

- Crep Urban Growth Area Boundary
- Graham Community Plan Boundary

Pierce County Geographic Information System

Department of Planning and Land Services
Plot Date: December 06, 2005

Graham Community Plan
Chapter 5: Economic Element

Introduction

Economic development refers to actions of the public and private sector which encourage the creation or continued existence of a stable employment and tax base. A strong local employment base provides an opportunity for plan area residents to earn a living in their communities which, in turn, supports local businesses generating additional tax revenues that support community needs. Having a strong local employment base also reduces the pressure on our regional transportation system.

Economic development actions can either be broad or targeted towards specific types of businesses, specific wage levels, active recruitment of businesses that offer goods and services missing in the community, and enhancement to existing businesses and industries. Targeting actions to ensure adequate areas for commercial and industrial development, preserve natural resource industries, and protect home-based businesses are economic development strategies that can be employed as a means of generating economic growth in specific areas of the plan area.

Description of Current Conditions

Work Force

Education Level

The level of educational attainment within the plan area is similar to that found throughout the rest of Pierce County. The highest percentages of people 25 years or older have either a high school diploma or some college with no degree. The population with an Associates degree is slightly higher than the County average; while a smaller proportion of individuals have more advanced degrees (see Table F-19).

Table F-19: Education Level for Age 25+

<table>
<thead>
<tr>
<th>Level of Education</th>
<th>Graham #</th>
<th>Graham %</th>
<th>Pierce County #</th>
<th>Pierce County %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population age 25+</td>
<td>22,400</td>
<td></td>
<td>442,665</td>
<td></td>
</tr>
<tr>
<td>8th grade or less</td>
<td>487</td>
<td>2.17</td>
<td>14,874</td>
<td>3.36</td>
</tr>
<tr>
<td>9th – 12th, no diploma</td>
<td>2,404</td>
<td>10.73</td>
<td>43,251</td>
<td>9.77</td>
</tr>
<tr>
<td>High school diploma</td>
<td>7,825</td>
<td>34.93</td>
<td>131,810</td>
<td>29.78</td>
</tr>
<tr>
<td>Some college, no degree</td>
<td>6,682</td>
<td>29.83</td>
<td>125,820</td>
<td>28.42</td>
</tr>
<tr>
<td>Associates degree</td>
<td>1,840</td>
<td>8.21</td>
<td>35,749</td>
<td>8.08</td>
</tr>
<tr>
<td>Bachelors degree</td>
<td>2,421</td>
<td>10.81</td>
<td>60,536</td>
<td>13.68</td>
</tr>
<tr>
<td>Masters degree</td>
<td>489</td>
<td>2.18</td>
<td>20,620</td>
<td>4.66</td>
</tr>
</tbody>
</table>
### Occupations

The diversity of occupations found within the plan area is similar to the rest of Pierce County. Over 50 percent of the population within the plan area who are 16 years or older work in occupations related to management, professional services, sales or office work. The smallest percentage of the work force participates in natural resource (farming, fishing and forestry) industries. The number of people who work in construction, extraction and maintenance occupations is significantly higher within the plan area (see Table F-20).

#### Table F-20: Occupations for Age 16+

<table>
<thead>
<tr>
<th>Occupation Categories</th>
<th>Graham #</th>
<th>Graham %</th>
<th>Pierce County #</th>
<th>Pierce County %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population age 16+</td>
<td>16,878</td>
<td></td>
<td>314,158</td>
<td></td>
</tr>
<tr>
<td>Management, Professional &amp; Related</td>
<td>4,146</td>
<td>24.56</td>
<td>94,546</td>
<td>30.10</td>
</tr>
<tr>
<td>Service</td>
<td>2,448</td>
<td>14.50</td>
<td>51,126</td>
<td>16.27</td>
</tr>
<tr>
<td>Sales &amp; Office</td>
<td>4,450</td>
<td>26.37</td>
<td>84,105</td>
<td>26.77</td>
</tr>
<tr>
<td>Farming, Fishing, &amp; Forestry</td>
<td>132</td>
<td>0.78</td>
<td>1,683</td>
<td>0.54</td>
</tr>
<tr>
<td>Const., Extraction &amp; Maintenance</td>
<td>2,742</td>
<td>16.25</td>
<td>35,334</td>
<td>11.25</td>
</tr>
<tr>
<td>Production, Transp. &amp; Material Moving</td>
<td>2,960</td>
<td>17.54</td>
<td>47,364</td>
<td>15.08</td>
</tr>
</tbody>
</table>

Source: U.S. Census, 2000

### Labor Force

The majority of people, age 16 or older, who live within the plan area are employed as civilians. The population within the plan area who are either employed in the military or not participating in the labor force is less than the average for Pierce County and the number of unemployed is the same (see Table F-21).

#### Table F-21: Labor Force Participation

<table>
<thead>
<tr>
<th>Labor Force Categories</th>
<th>Graham #</th>
<th>Graham %</th>
<th>Pierce County #</th>
<th>Pierce County %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population age 16+</td>
<td>26,132</td>
<td></td>
<td>531,215</td>
<td></td>
</tr>
<tr>
<td>In armed forces</td>
<td>248</td>
<td>0.95</td>
<td>16,847</td>
<td>3.17</td>
</tr>
<tr>
<td>Civilian employed</td>
<td>16,878</td>
<td>64.59</td>
<td>314,158</td>
<td>59.14</td>
</tr>
<tr>
<td>Civilian unemployed</td>
<td>1,065</td>
<td>4.08</td>
<td>21,672</td>
<td>4.08</td>
</tr>
<tr>
<td>Not in labor force</td>
<td>7,941</td>
<td>30.39</td>
<td>178,538</td>
<td>33.61</td>
</tr>
</tbody>
</table>

Source: U.S. Census, 2000
INCOME

The average median household income within Pierce County is $46,807 and $54,716 within the plan area, which is approximately $8,000 a year higher than Pierce County as a whole. The number of people earning wages from self-employment is higher within the plan area than the average for Pierce County, perhaps reflective of those employed in the construction industry. Individuals claiming wages from social or supplemental security is significantly less within the plan area, while other sources of income are comparable between the plan area and the rest of the County (see Table F-22).

Table F-22: Household Sources of Income

<table>
<thead>
<tr>
<th>Income Sources*</th>
<th>Graham #</th>
<th>Graham %</th>
<th>Pierce County #</th>
<th>Pierce County %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Households</td>
<td>12,007</td>
<td></td>
<td>260,897</td>
<td></td>
</tr>
<tr>
<td>Wage &amp; Salary</td>
<td>10,436</td>
<td>86.92</td>
<td>208,307</td>
<td>79.84</td>
</tr>
<tr>
<td>Self-employment</td>
<td>1,686</td>
<td>14.04</td>
<td>28,775</td>
<td>11.03</td>
</tr>
<tr>
<td>Interest, Dividends, Rent</td>
<td>3,657</td>
<td>30.46</td>
<td>86,652</td>
<td>33.21</td>
</tr>
<tr>
<td>Social Security</td>
<td>1,900</td>
<td>15.82</td>
<td>57,023</td>
<td>21.86</td>
</tr>
<tr>
<td>Supplemental Security</td>
<td>335</td>
<td>2.79</td>
<td>11,436</td>
<td>4.38</td>
</tr>
<tr>
<td>Public Assistance</td>
<td>494</td>
<td>4.11</td>
<td>12,364</td>
<td>4.74</td>
</tr>
<tr>
<td>Retirement</td>
<td>2,144</td>
<td>17.86</td>
<td>49,140</td>
<td>18.84</td>
</tr>
<tr>
<td>Other</td>
<td>2,199</td>
<td>18.31</td>
<td>46,526</td>
<td>17.83</td>
</tr>
</tbody>
</table>

*Block Group averages
Source: U.S. Census, 2000

TRAVEL TIME TO WORK

The majority of the work force within the plan area spends 30 minutes or more commuting to work indicating that the plan area is a "bedroom" community to more metropolitan areas. A small percentage of people within the plan area work at home and have no travel time which could reflect natural resource industries such as agriculture or home-based businesses (see Table F-23).

Table F-23: Commute Time to Work

<table>
<thead>
<tr>
<th>Commute Time</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total workers age 16+</td>
<td>16,203</td>
<td></td>
</tr>
<tr>
<td>None, work at home</td>
<td>678</td>
<td>4.18</td>
</tr>
<tr>
<td>Under 5 minutes</td>
<td>203</td>
<td>1.25</td>
</tr>
<tr>
<td>5 – 9 minutes</td>
<td>395</td>
<td>2.44</td>
</tr>
<tr>
<td>10 – 14 minutes</td>
<td>882</td>
<td>5.44</td>
</tr>
<tr>
<td>15 – 19 minutes</td>
<td>1,097</td>
<td>6.77</td>
</tr>
</tbody>
</table>
### Commute Time

<table>
<thead>
<tr>
<th>Commute Time</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 – 24 minutes</td>
<td>1,492</td>
<td>9.21</td>
</tr>
<tr>
<td>25 – 29 minutes</td>
<td>924</td>
<td>5.70</td>
</tr>
<tr>
<td>30 – 34 minutes</td>
<td>2,815</td>
<td>17.37</td>
</tr>
<tr>
<td>35 – 39 minutes</td>
<td>1,019</td>
<td>6.29</td>
</tr>
<tr>
<td>40 – 44 minutes</td>
<td>1,301</td>
<td>8.03</td>
</tr>
<tr>
<td>45 – 59 minutes</td>
<td>3,174</td>
<td>19.59</td>
</tr>
<tr>
<td>60 – 89 minutes</td>
<td>1,903</td>
<td>11.74</td>
</tr>
<tr>
<td>90+ minutes</td>
<td>998</td>
<td>6.16</td>
</tr>
<tr>
<td><strong>10 minutes or less</strong></td>
<td><strong>1,276</strong></td>
<td><strong>7.88</strong></td>
</tr>
<tr>
<td><strong>More than 30 minutes</strong></td>
<td><strong>11,210</strong></td>
<td><strong>69.18</strong></td>
</tr>
<tr>
<td><strong>More than 45 minutes</strong></td>
<td><strong>6,075</strong></td>
<td><strong>37.49</strong></td>
</tr>
</tbody>
</table>

Source: U.S. Census, 2000

### Employment

#### Size of Firms

Within the plan area, most private sector businesses employ 10 or fewer employees, with relatively few firms employing 25 or greater people. As a contrast, most government and education related employers have greater than 50 employees (see Table F-24).

#### Table F-24: Size of Firms

<table>
<thead>
<tr>
<th>Firm Categories</th>
<th>Number of Employees</th>
<th>Number of Firms</th>
<th>Average Employees per Firm</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Private Firms</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 10 employees</td>
<td>874</td>
<td>454</td>
<td>1.9</td>
</tr>
<tr>
<td>10 – 24 employees</td>
<td>418</td>
<td>28</td>
<td>14.9</td>
</tr>
<tr>
<td>25 – 49 employees</td>
<td>136</td>
<td>4</td>
<td>34.0</td>
</tr>
<tr>
<td>50+ employees</td>
<td>560</td>
<td>6</td>
<td>93.3</td>
</tr>
<tr>
<td><strong>Government &amp; Education</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 10 employees</td>
<td>16</td>
<td>3</td>
<td>5.3</td>
</tr>
<tr>
<td>10 – 24 employees</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>25 – 49 employees</td>
<td>91</td>
<td>2</td>
<td>45.5</td>
</tr>
<tr>
<td>50+ employees</td>
<td>820</td>
<td>9</td>
<td>91.1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Less than 10 employees</td>
<td>890</td>
<td>457</td>
<td>1.9</td>
</tr>
</tbody>
</table>

Pierce County Comprehensive Plan | Graham Community Plan
Firm Categories | Number of Employees | Number of Firms | Average Employees per Firm
--- | --- | --- | ---
10 – 24 employees | 418 | 28 | 14.9
25 – 49 employees | 227 | 6 | 37.8
50+ employees | 1380 | 15 | 92.0


**INDUSTRY EMPLOYMENT**

Information from March, 2003 quarterly employer’s reports show that Construction is the largest industry sector in Graham in terms of both number of employers and number of people employed. Second in terms of number of firms is Other Services, which includes a range of businesses from repairs and religious activities to laundry and personal care. Second in terms of employment is Retail Trade (see Table F-25).

**Table F-25: Private Wage and Salary Covered Employment**

<table>
<thead>
<tr>
<th>NAICS</th>
<th>Industry</th>
<th>Employers</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Agriculture, Forestry, Fishing &amp; Hunting</td>
<td>10</td>
<td>34</td>
</tr>
<tr>
<td>21</td>
<td>Mining</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>22</td>
<td>Utilities</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>23</td>
<td>Construction</td>
<td>123</td>
<td>425</td>
</tr>
<tr>
<td>31-33</td>
<td>Manufacturing</td>
<td>16</td>
<td>131</td>
</tr>
<tr>
<td>42</td>
<td>Wholesale Trade</td>
<td>13</td>
<td>73</td>
</tr>
<tr>
<td>44-45</td>
<td>Retail Trade</td>
<td>30</td>
<td>321</td>
</tr>
<tr>
<td>48-49</td>
<td>Transportation &amp; Warehousing</td>
<td>16</td>
<td>63</td>
</tr>
<tr>
<td>51</td>
<td>Information</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>52</td>
<td>Finance &amp; Insurance</td>
<td>5</td>
<td>25</td>
</tr>
<tr>
<td>53</td>
<td>Real Estate, Rental &amp; Leasing</td>
<td>8</td>
<td>16</td>
</tr>
<tr>
<td>54</td>
<td>Professional, Technical &amp; Scientific</td>
<td>11</td>
<td>38</td>
</tr>
<tr>
<td>55</td>
<td>Management of Companies &amp; Enterprises</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>56</td>
<td>Admin. &amp; Support and Waste Management &amp; Remediation Serv.</td>
<td>21</td>
<td>68</td>
</tr>
<tr>
<td>61</td>
<td>Educational Services</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>62</td>
<td>Health Care &amp; Social Services</td>
<td>18</td>
<td>193</td>
</tr>
<tr>
<td>71</td>
<td>Art, Entertainment &amp; Recreation</td>
<td>8</td>
<td>66</td>
</tr>
<tr>
<td>72</td>
<td>Accommodation &amp; Food Services</td>
<td>15</td>
<td>137</td>
</tr>
<tr>
<td>81</td>
<td>Other Services</td>
<td>120</td>
<td>202</td>
</tr>
</tbody>
</table>

Total | 421 | 1,842


* Data suppressed to protect confidentiality is included in the totals.
COMMERCIAL AND INDUSTRIAL LANDS

Industrial and commercial zoned lands provide areas for economic development within the plan area. The Pierce County Comprehensive Plan designates lands for industrial and commercial uses throughout the plan area and the County. The Land Use Element – Description of Existing Conditions provides a more detailed overview on the status of vacant and redevelopable commercial and industrial lands within the plan area.

DESCRIPTION OF DESIRED CONDITIONS

GENERAL

The economic goal for the Graham community plan area is to provide opportunities for businesses to successfully locate within the plan area, at locations and a scale appropriate to the envisioned rural character. Many elements are required to make a business successful. Companies must be adequately capitalized, have competent management and must produce a product or service that is in demand. The elements necessary for businesses to flourish in Graham include:

- Providing a market sufficient for the trading of goods and services
- Enacting a regulatory environment that is predictable, timely and easy to understand
- Developing a tax structure that doesn’t preclude operating a business
- Adopting a “business friendly” attitude in government
- Building adequate public infrastructure to support market growth
- Designating a sufficient quantity and quality of locations for new businesses

NATURAL RESOURCE INDUSTRIES

Graham is a rural community with a rich heritage based on natural resources. The rural character should be preserved and viewed as an economic opportunity. That is best achieved by promoting and facilitating forestry and agricultural uses. Some incentives to encourage natural resource industries include providing tax reductions and transfer of development rights. Existing agricultural and forestry uses should be protected from new development through title notification requirements and right to farm provisions. Finally, marketing opportunities such as a farmers market should be explored as a venue for locally produced agricultural commodities.

HOME OCCUPATIONS AND COTTAGE INDUSTRIES

Home occupations and cottage industries are deeply imbedded in the fabric of this rural business community. When the entrepreneurial spirit is nurtured, the result is innovation in products and services that represent great economic opportunities. Often that innovation is “home grown.” At the same time, home-based business should be harmonious with the rural character of the community. Development standards should allow for home-based businesses
and also provide guidelines for when these businesses should relocate into a commercial or industrial area.

**TOURISM**

Tourism can provide significant economic opportunities. The goal of keeping Graham’s rural character intact by accentuating forestry and agricultural uses and natural amenities is compatible with providing recreational tourist activities. New tourism related opportunities could be developed in conjunction with the city of Tacoma’s "Train to the Mountain" project. Transportation facilities could be provided to companion destinations such as Northwest Trek and Pioneer Farm, and Lake Kapowsin. Other facilities could be added that could support tourism including expanding park and recreational facilities, building centers or exhibition areas for arts and crafts, and increasing the number lodging and dining businesses such as Bed & Breakfasts. The local Chamber of Commerce and local business associations could help promote tourism within the greater Graham area.

**COMMUNITY IMAGE**

The design and upkeep of the built environment can have a dramatic impact on how the character of a community is perceived. In order to realize the full commercial potential within the plan area, Graham must project an image that is inviting to new businesses and the traveling public. Businesses and signage should be designed and integrated to provide a sense of community and project a rural atmosphere. Local business associations could promote activities that foster a sense of community, which in turn could attract tourism.

**COMMERCIAL CENTERS**

To maintain a livable community, there must be an appropriate balance between business and residential properties. In order for that to occur, there must be a sufficient amount of land designated for commercial and industrial development. Installation of necessary infrastructure must be timed to keep pace with proposed development in commercial centers. The amount of revenue needed to support new services and capital improvements should be allocated to support anticipated commercial and industrial development.

**ECONOMIC DEVELOPMENT POLICIES**

**GOALS**

Provide opportunities for businesses to successfully locate in the plan area at locations and a scale appropriate to the rural character envisioned for the area.
NATURAL RESOURCE INDUSTRIES

GOAL GR EC-1  Encourage agricultural and forestry industries within the community.

   GR EC-1.1  Encourage retention of properties of sufficient size to make agriculture/forestry economically feasible.

   GR EC-1.2  Ensure agricultural uses are allowed broadly within the plan area.

   GR EC-1.3  Develop marketing opportunities for agricultural products, such as farmers markets within and outside the community, cooperative marketing and purchasing, education on the business of agriculture, promotion of subscription farms, etc.

   GR EC-1.4  Require title and plat notification of lands adjoining natural resource uses acknowledging the presence of these uses.

TOURISM

GOAL GR EC-2  Develop and promote tourism consistent with rural community goals, infrastructure, and growth patterns of the community.

   GR EC-2.1  Conduct an inventory of public access points to the many lakes and waterways within Graham to determine the best places for environmentally suitable aquatic recreation.

   GR EC-2.2  Develop themed signage and clearly mark public access points to lakes and waterways.

   GR EC-2.3  Develop tourism opportunities in conjunction with the Train to the Mountain.

   GR EC-2.3.1  Approach Tacoma Rail about developing a terminal for the Train to the Mountain, and determine the feasibility of creating a commercial district, farmers market, or park around the station.

   GR EC-2.3.2  Provide a shuttle system to transport visitors from the train station to Northwest Trek and Pioneer Farm.

   GR EC-2.4  Support the Rail and Trail effort underway to build a trail the length of the Tacoma Rail route from Tacoma to Mount Rainier.

   GR EC-2.5  Develop destination facilities such as a rowing center on Lake Kapowsin or park facilities at Lincoln Tree Farm with interpretive presentations of the working forest.

   GR EC-2.6  Promote the arts through art shows, exhibits, galleries, etc.

   GR EC-2.7  Promote family activities such as camping, petting farms, paint ball, etc.

   GR EC-2.8  Increase the number of lodging and dining facilities.

   GR EC-2.9  Provide information to the touring public on recreational opportunities in Graham.

   GR EC-2.10 Partner with the Chamber of Commerce and local business associations to help promote Graham businesses to the touring public.
**Implementing Actions**

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

**Short Term Actions (Upon plan adoption to 1 year)**

1. Amend Title 18I, Natural Resource Lands to require title and plat notification for lands adjoining agricultural uses acknowledging the presence of the agricultural use and that continuation of the agricultural activities may result in impacts to new residents. (PALS, Farm Advisory Commission)
2. Amend Title 18J, Design Standards and Guidelines to incorporate design standards and guidelines for cottage industries. (PALS)
**Mid-Term Actions (1-5 Years)**

1. Develop and adopt regulations regarding "transfer of development rights." (PALS)
2. Work with local agencies and groups to promote agricultural activities such as: cooperative marketing and purchasing of agricultural products, subscription farms, and education on the business of agriculture. (PALS, Graham Business Association, Farm Bureau, Farm Advisory Commission, WSU Cooperative Extension Office)
3. Amend Title 18A, Zoning to incorporate operational standards that serve as a guide to when a home-based business should relocate into a designated commercial area. (PALS, Economic Development)
4. Work with local agencies and groups to promote the Current Use Assessment Program for productive farm and agricultural lands and timberlands. (PALS, A/T Office, Farm Bureau, Farm Advisory Commission, WSU Cooperative Extension Office)
5. Conduct an inventory of public access points to waterbodies and watercourses within the plan area to determine best locations for aquatic recreation areas. (PALS, Parks)
6. Coordinate with local agencies and groups to develop Train to the Mountain facilities. (PALS, C&E Development, Graham Business Association)
7. Conduct a study to determine the amount of revenue needed to support needed services and desired capital improvements versus the anticipated revenue generated by various development patterns. (PALS, C&E Development, Graham Business Association)
8. Review current standards contained in development and construction and infrastructure regulations to determine if the thresholds for home occupations, cottage industry I, and cottage industry II categories are appropriate and reconcile any contradictions between residential and commercial character; amend as necessary. (PALS)

**Long Term Actions (5-10 Years)**

1. Install signage to clearly mark public access points to waterbodies and watercourses within the plan area. (PALS, Parks, PWU)
2. Develop a rowing center on Lake Kapowsin. (PALS, Parks, C&E Development, Graham Business Association)
3. Work with local agencies and groups to develop a farmers market within the plan area. (PALS, C&E Development, Graham Business Association, Farm Bureau, Farm Advisory Commission, and Washington State University Cooperative Extension Office)
4. Work with local agencies and groups to promote tourism related industries (e.g., expand lodging and dining opportunities and develop tourism related brochures) and arts and crafts related industries (e.g., art shows, exhibits, galleries, and markets) within the plan area. (PALS, C&E Development, Graham Business Association)
Chapter 6: Facilities and Utilities Element

**INTRODUCTION**

The Facilities and Services Element articulates needs for facilities and services to implement the visions and goals of the community’s plan. Facilities and services are collectively considered infrastructure and may include public or privately funded projects. Policy statements regarding infrastructure provide direction to investors and decision-makers about investments desired and needed by the community. This element also prioritizes some of the projects and may suggest potential funding sources to acquire or construct facilities or provide services.

**DESCRIPTION OF CURRENT CONDITIONS**

**CAPITAL FACILITIES PLANNING IN PIERCE COUNTY**

The Pierce County Comprehensive Plan contains a Capital Facilities Element, often referred to as the Capital Facilities Plan (CFP). The CFP is a six-year plan for identifying and financing countywide capital improvements that support the County’s current and future population and designated land uses. The CFP is based on projected needs for capital facilities for the next 20 years, given current trends and expenses and is updated annually. Application of level of service (LOS) standards is a method for identifying needed capital improvements. LOS standards state the acceptable quantity and quality of a facility or service; expressed as unit of population, housing, acreage, square footage, gallons, vehicles per hour, waiting time, or similar unit of measurement.

**SEWER AND WASTEWATER TREATMENT**

**SEWER COLLECTION AND WASTEWATER TREATMENT FACILITIES SERVING THE PLAN AREA**

Approximately 13.5% of the Graham Community Plan area lies within the Chambers Creek Regional Wastewater Treatment Plant (WWTP) service area as identified in the Unified Sewerage Plan, 2001, (4.5% within urban service area and 9.0 % rural service area). The remainder of the Graham Community Plan area lies outside of any jurisdictions’ sewer service area.

Pierce County currently provides sewer service to 146 acres (568 properties) within the urban service area and 273 acres (901 properties) within the rural service area. Existing sewerage flow from the Graham Community Plan area accounts for approximately 0.3 million gallons per day (MGD). Existing wastewater collection facilities within the Graham Community Plan area consists of approximately 11.3 miles of 8- through 18-inch pipeline, (3.1 miles in the urban service area and 8.2 miles in the rural service area). Current sewer customers in the rural service area connected to the sewer system prior to 1994 or had entered into a Binding Agreement executed prior to implementation of Growth Management Plan.
The Chambers Creek Regional Wastewater Treatment Plant (CCRWWTP) service area encompasses approximately 95,345 acres (149 square miles) of land. The service area includes the Cities of Lakewood, DuPont/Northwest Landing, University Place, Milton, the Town of Steilacoom, as well as the Tacoma Western Slopes area (WSLP), and the unincorporated communities of South Hill, Parkland, and Spanaway. The CCRWWTP is currently rated at 28.7 million gallons per day (MGD) at average daily flow of 16.7 MGD (2005). Equipment at the WWTP is periodically upgraded or fine-tuned to keep pace with performance requirements established by the State of Washington through the NPDES (National Pollution Discharge Elimination System) permit. Each year’s capital improvement program includes equipment upgrades. Treatment plant operators are constantly refining processes to achieve the maximum reduction of suspended solids, biological oxygen demand, chlorine, and nutrients in treated wastewater being discharged to South Puget Sound.

**Overview of Current Sewer and Wastewater Treatment Plans, Policies and Regulations**

Sewer Service in the Graham Community Planning area is governed through the *Unified Sewer Plan for the Pierce County Wastewater Utility, 2001 and Chapter 13 of the Pierce County Code*. In addition, the Pierce County Comprehensive Plan policies play an important role in which properties can receive sewer service in the Graham Community Plan area. As part of a strategy to channel urban intensity development into designated urban growth areas, the Pierce County Comprehensive Plan directs that sanitary sewers be provided almost exclusively to urban areas. Since portions of the Pierce County Wastewater Utility’s pre-existing service area, designated pursuant to Chapter 36.94 RCW, was classified “rural” pursuant to Chapter 36.70A RCW when the Comprehensive Plan was adopted, specific policies had to be adopted to handle sewer service issues in these rural areas.

The Comprehensive Plan limits when sewer connections may occur, in rural areas, to the following instances:

- Where sanitary sewer service will remedy ground water contamination and other health problems by replacing on-site sewer (septic) systems;
- Where a formal binding agreement to service an approved planned development was made prior to the establishment of an Urban Growth Area (i.e., where there is a binding sewer agreement.); and
- Where current connections exist. [Current connections paid for treatment and conveyance system capacity that obligates the sewer utility to continue to provide service as long as the property owner or resident abides by the sewer regulations.]

Interceptors constructed within and through areas designated “Rural” cannot be made available for individual connections except as provided for in the County Comprehensive Plan.

**Level of Service Standards**

Level of service for sanitary sewers is established in the Capital Facilities Element of the Comprehensive Plan. LOS was set at 220 gallons per residential equivalent (RE), (i.e., in planning for collection system and treatment capacity, one single-family residence is expected to contribute 220 gallons of wastewater per day). A multifamily residence is 0.83 RE.
Commercial and industrial land uses are expected to contribute 1,000 gallons of wastewater per day per acre.

**PROPOSED SEWER SERVICE FOR THE PLAN AREA**

The Unified Sewer Plan identifies three major conveyance system improvements within the Graham Community Plan area; none of which are on the current Six-Year Wastewater CIP. (See Map F-37: Sewer Service - Existing Sewer Lines) The Muck-Kapowsin Trunk and Elk Plain Trunk both fall within the rural service area and will not be considered for the Six-Year Wastewater CIP until a change occurs in the land-use designation of surrounding properties or unless sewers are necessary to remedy ground water contamination and/or other health problems. The majority of all system expansion, within the urban service area, will occur by means of developer extension. Only one remaining binding agreement remains in the Graham Community Plan area, (Rock Family Trust Binding Agreement property, Parcel #401500-009-0). No other improvements are proposed for the rural service area.

**DOMESTIC WATER**

The majority of the community plan area located within the urban growth area is provided water services by the Rainier View, Southwood/Sound water system, or Firgrove Mutual Water. These systems obtain water from groundwater wells located within their service area and from outside regional water sources via the City of Tacoma and are currently operating under water system plans approved by the Washington State Department of Health.

**OVERVIEW OF CURRENT DOMESTIC WATER SUPPLY AND WATER SYSTEM PLANS, POLICIES AND REGULATIONS**

Numerous water related plans, programs or processes occur at the State, County, WRIA, or individual water system service area level which address domestic water supplies in some manner, including, the Pierce County Comprehensive Plan, the Pierce County Coordinated Water System Plan, 2001, the Nisqually Watershed Management Plan, October, 2003, and individual water purveyor water system plans. Additionally, numerous regulations impact the provision of water service, including Pierce County land use development regulations and Chapter 173-511 WAC (Instream Resources Protection Program – Nisqually Water Resource Inventory Area 11).

For example, the Pierce County Coordinated Water System Plan requires water systems to plan for growth based upon the land use designations and growth projections contained in the Pierce County Comprehensive Plan. Water system plans are required to be developed and approved by the Washington State Department of Health for water systems meeting specific conditions. The Instream Resources Protection Program (173-511 WAC) has closed several streams in the Nisqually WRIA to further water appropriations, including associated groundwater resources impacting such closed streams. Additionally, water systems must meet local fire flow standards and no new individual wells are allowed within the Pierce County urban growth area, except for special circumstances. Water system plans serve as road maps for the operation of a water system and are required to be consistent with the growth.
projections and zoning requirements of the land use authority within the service area. It is through the development of such plans that water systems justify their ability to provide timely and reasonable water service to their exclusive service area.

**Water Systems Serving the Plan Area**

Domestic water within the Plan area is provided by a combination of individual on-site wells, small Group B water systems and approximately 20-25 Group A water systems. The portion of the plan area located within the urban growth boundary is primarily served by the Rainier View, Southwood/Sound Water System, or the Firgrove Mutual Water System. Due to low density development patterns in the remainder of the plan area, a large portion falls outside the designated service area of any Group A water system and, instead, is considered undesignated in terms of public water service. Within such an area, individual “exempt” wells or small Group B public water systems utilizing an exempt well are most likely to occur in the future. A notable exemption is the Graham Hill Mutual Water Company which provides water service to a large portion of the plan area outside the urban growth area. In other instances, past projects have been developed on Group A water systems; however, in the majority of such cases, the water systems have no plans to expand beyond existing plats. (See Map F-38: Water Systems)

The majority of the Group A water systems operating within the community plan area are not required to develop individual water systems plans. The water systems which do have Washington State Department of Health approved water system plans include: Firgrove Mutual, Rainier View, Southwood/Sound, Graham Hill Mutual Water Company, Sunwood Water System, and El Dorado/Country Water System (a portion of the Valley Water District). Of these, the Graham Hill Mutual Water Company has the most pressing need for new water resources (water rights) to serve anticipated growth.

Outside designated water service areas, wells exempt from the requirement to obtain a water right are expected to provide water service to new growth. However, such an exempt well may not be exempt from the established instream flow rule for the Nisqually WRIA, WAC 173-511. WAC 173-511-070 allows for a single domestic use of water only if the cumulative effects of numerous single domestic uses do not impact the quantity of water available for instream uses. If they do, then only domestic in-house use is allowed if no other source is available.

**Issues Facing Water Purveyors**

Generally speaking, providing a safe, sustainable supply of water to a growing population is getting more and more difficult for water purveyors across the State. Balancing the need for water for people with the needs of fish, wildlife and the natural environment is a major challenge. Water is a finite resource with a growing demand and how we live and use water have significant cumulative impacts on how much water is available and how clean the water is. Educating users of water of this in a typically “wet” environment is a challenge facing water purveyors. The lack of understanding of the interaction between groundwater and streams and, therefore, the lack of general knowledge of how much water is available for additional out of stream uses is a concern as well. Essentially, how to manage the State’s water resources into the future is at issue.
Water purveyors may use and promote water conservation methods as a means of ensuring sufficient water supplies for growth. Conserved water is water that does not have to be purchased or conveyed so it is cost-effective. Water conservation can be frustrated by development regulations and homeowner covenants that require extensive irrigated landscaping and similar features. Water conservation can be enhanced by requiring plumbing fixtures that conserve water, instituting leak detection and correction programs, and by developing strict irrigation and landscaping standards. Care in requiring landscaping that does not demand extensive irrigation for its survival will help as will emphasis in landscaping standards that require the use of indigenous plant materials and in land clearing regulations that limit the extent of native vegetation removal.

At this time, it can be extremely difficult, if not impossible, to obtain a new water right from DOE due to staffing limitations, lack of needed information and the closure status of streams, among other reasons. How to balance water resource needs into the future, thereby providing water for both instream and out of stream uses, is an important issue facing many areas of the State, including Pierce County and the Graham Community Plan area.

For water systems operating in the urban growth area of the community planning area, the use of available regional water is possible, and is occurring, due to the water systems’ ability to intertie with others. Such a solution may not be feasible for more isolated Group A public water systems operating in the community plan area outside the urban growth area, but still facing growth issues despite rural zoning. The implementation of the Nisqually Watershed Management Plan in the cooperative manner in which it was developed could have a positive impact on water systems’ ability to obtain new water rights into the future.

**TRANSPORTATION**

| OVERVIEW OF CURRENT TRANSPORTATION PLANS, POLICIES, AND REGULATIONS |

The planned transportation policies and projects currently adopted for Graham can be traced to the Pierce County Transportation Plan (PCTP), which was adopted in 1992. The PCTP was the result of a four-year intensive public effort to develop Pierce County's first all-encompassing transportation plan that set policies and prioritized transportation improvements for the following twenty years. Six separate Focus Area Advisory Committees (FAACs) were involved in the PCTP process. Portions of the current community plan area are within the boundaries of the Mid-County and South County Focus Areas.

In 1994, the Pierce County Comprehensive Plan was adopted in response to the Washington Growth Management Act (GMA). The Comprehensive Plan incorporated the transportation policies and recommended transportation improvements of the 1992 PCTP. The Comprehensive Plan summarized a newly developed system for coordinating the planning, funding, programming and construction of transportation improvements with future land development. This concept, known as transportation concurrency, continues to play a significant role in completing transportation improvements throughout Pierce County.
**TRANSPORTATION FACILITIES SERVING THE PLAN AREA**

The transportation system within the Graham Community Planning area can generally be described as rural in nature. The roadway network is not a fully developed “grid system,” as is usually the case in urban areas. Many of the roadways are very narrow. There is very limited transit service and very few facilities to accommodate bicycles and pedestrians.

**ROADS AND HIGHWAYS**

The plan area is serviced by two main state route highways (SR 7, Mountain Highway, and SR 161, Meridian). SR 7 is designated as a Scenic and Recreational Highway throughout the entire plan area. The road system along SR 7 has wide shoulders that, for the most part, provide adequate separation to ditches. SR 161 has very narrow shoulders, with ditches right up alongside the travel ways. Many of the County roads are very narrow, with no shoulders and deep ditches running parallel to the travelway. The design of the roadway system within the plan area hinders pedestrian and other types of nonmotorized movement (biking, horseback riding, etc.) In addition, there is an abundance of wildlife within the plan area, which sometimes results in accidents caused from collisions between vehicles and animals, particularly elk and deer.

Over the last several years, the Washington State Department of Transportation (WSDOT) has worked on two Route Development Plans (RDPs) for portions of SR 161 (Meridian) that traverse the plan area. WSDOT commenced a RDP on SR 161 from 234th St. E. south to its intersection with SR 7, in the spring of 2003. In addition, a RDP was completed in the 1990s for SR 161 north of 234th St. E. This RDP recommended widening SR 161 to four lanes plus channelization between 176th St. E. and 234th St. E. Construction on this project has begun and should be completed sometime in 2006.

**RAIL SERVICES**

The Tacoma Rail Mountain Division operates the only railroad line within the Graham Community Plan area. The length of rail line running through the community plan area is approximately 13.5 miles. This is part of 132 miles of track in the Mountain Division. Currently freight is carried on this track between Frederickson, Lewis County, and the Port of Tacoma.

Passengers may be carried on the rail lines in the future. One possibility is to run a passenger train from Frederickson to connect to the Sound Transit regional rail in downtown Tacoma. An excursion opportunity is a train between Freighthouse Square in Tacoma and the proposed Inn at Park Junction located near Elbe/National. The “Train to the Mountain” is in the planning stages and will require substantial upgrade of track and right-of-way to allow operations at greater than 20 mph.
PUBLIC TRANSPORTATION

The community plan area is served by Pierce Transit Route 402. Route 402 travels from the Roy ‘Y’ Park & Ride lot (SR 7 at SR 507) south on SR 7, east on 224th St. E., then north on SR 161. The route continues north to the South Hill Mall Transit Center, Puyallup Sounder rail station, and the Federal Way Park & Ride lot. Service is on an hourly basis on weekdays and weekends. The portion of plan area north of 224th St. E. is also served by the Mid-County Bus Plus service. Bus Plus is a “by request” service that runs on weekdays from 6 a.m. to 9 p.m.

LAW ENFORCEMENT AND FIRE PROTECTION

LAW ENFORCEMENT AGENCIES SERVING THE PLAN AREA

PIERCE COUNTY SHERIFF’S DEPARTMENT

The Pierce County Sheriff’s Department (PCSD) is the primary law enforcement agency for the plan area. There are four patrol districts that serve the area; however, there are not any police stations located in the plan area. The majority of the area is serviced by the Mountain Detachment, Pierce County District 10, which is headquartered in Eatonville. This unit serves a total of 40,195 acres of the plan area. The Foothills Detachment, Pierce County District 12, which is headquartered in Bonney Lake, serves 883 acres of the plan area. The South Hill Precinct, Pierce County District 6, located in South Hill serves 6,571 acres of the plan area. Pierce County District 7 serves the remaining 1,299 acres of the plan area. All of these facilities provide continual, but not exclusive service to the plan area as follows:

- The Mountain Detachment consist of three sergeants, 19 deputies, and an office assistant that provides police services and patrols to the majority of citizens in the plan area.
- The Foothills Detachment consist of three sergeants, 21 deputies, and an office assistant, which provides police services to the areas around Orting, Buckley, and Bonney Lake in addition to a small part of the plan area. The Detachment is located in office space located next to the Safeway in Bonney Lake.
- The South Hill Precinct provides patrol deputies and support, along with property crime detectives, clerical support, the Youth Emergency Services Unit and the Crime Analysis Unit.
- The County-City Building is the location of most of the rest of the PCSD services, including Administration, Civil, Major Crimes Detectives, Forensics, Special Investigations Unit, and the Recruiting and Training sections.

Six detectives are housed at the South Hill Precinct and their primary duty is to investigate property crimes. In addition, 22 detectives and deputies work from the County-City Building in the Criminal Investigations Division. Those people are assigned to a variety of tasks from investigating major crimes (homicide, special assault, arson, etc.) to investigating domestic violence related incidents to crimes involving juvenile suspects to executing felony arrest warrants. The area of responsibility for these resources is the entire unincorporated County (including the plan area), as well as providing contracted services to various cities in Pierce
A growing group of undercover investigators is dedicated to drug enforcement issues in Pierce County.

In addition to the above-described services, the plan area benefits from the ability of the PCSD to provide additional special services to its citizens. These special services are made possible by training personnel to perform more than their primary (patrol, investigations) function. These personnel respond to situations on an as-needed basis. These functions include: Air Operations, Clandestine Lab Team, Dive Team, Hazardous Devices Squad, Marine Services Unit, Bicycle Unit, Search and Rescue, SWAT, and Swiftwater Rescue.

**Washington State Patrol**

The Washington State Patrol’s office is located at 2502 112th St. This office dispatches four detachments to eastern Pierce County covering state highways in the plan area. They respond to a variety of calls for service ranging from standard traffic stops to vehicular accident investigation. The number of troopers in the plan area varies from two to three depending on the calls for service in other areas of Pierce County.

**Fire Protection Districts Serving the Plan Area**

The community plan area is serviced by four different fire districts. The plan area contains all of Fire District No. 21 and only one station from the other fire districts: District Six – Station Four, District Fifteen – Station Two, and District Eighteen – Station Three.

**Pierce County Fire Protection District # 21**

Fire District No. 21 serves an area of approximately 110 square miles. The district responds to over 3,500 calls per year with approximately 72% of the calls related to medical aid. District No. 21 headquarters is at 10012 187th St. E. There are a total of five fire stations in the district, all located within the plan area boundary. The district also owns vacant land located in Frederickson and on 238th and Meridian.

The district offers a variety of services other than fire protection such as CPR and first aid classes and burn regulation information. The district’s equipment consists of three medic units, six engines, one ladder, three medic units, two water tenders, one brush truck, eight utility vehicles, one car, and one parade engine. The fire district has 95 employees in the following roles: three commissioners, one administrative chief, one deputy chief, one training captain, one district secretary, one administrative assistant, two secretaries, one data entry clerk, one public educator, three battalion chiefs, six lieutenants, 17 fire fighters, 13 fire fighters/paramedics, 33 volunteer fire fighters, and 10 chaplain personnel.

**Pierce County Fire Protection District # 18**

Fire District No. 18 has one station in the community plan area (Station 18-3), which serves as the headquarters. This station is located at 19502 Orting-Kapowsin Highway East. The equipment assigned to this station are one engine, one water tender, one medic unit, and two utility vehicles. The station has a full daytime staff of 2-4 people, including one fulltime medic.
There are various classes performed at the station including CPR and AED. Additionally, the station issues burn permits to residents in the area.

**Eatonville Fire Protection District # 15**

Fire District No. 15 has one station in the plan area (Station 15-2), located at 5403 340th St. E. The station provides other services to the community including burn permit and inspections. The district has a part-time Fire Prevention Educator that works within the district. The station’s equipment consists of one engine, one water tender, and one medic unit.

**Pierce County Fire Protection District # 6**

Fire District No.6 has one station in the plan area (Station 6-4), located at 3431 224th St. E. The equipment assigned to the station is one engine and one medic unit.

**Public Schools**

**Overview of School Related Plans, Policies and Regulations**

The Pierce County Code (PCC), Chapter 41.30 School Impact Fees requires that any school district seeking imposition by the County of an impact fee shall submit a Capital Facilities Plan adopted by the District’s Board of Directors. These plans must be updated regularly to maintain at least a six-year forecast of needs and a six-year plan for funding and include the minimum information required by State law and outlined in PCC, 4A.30.010.

The impact fees are intended to help provide school districts with an appropriate proportionate share of the costs of public school capital facilities needed to serve new growth and development. The impact fees are imposed on new single-family and multifamily dwelling units as part of the County’s building and land use approval process. The impact fees are determined using a fee calculation by each school district, which may not exceed the Maximum Fee Obligation. The impact fee schedule is adjusted annually through an ordinance that is reviewed concurrently with the County’s Capital Facility Plan. PCC, 4A.30.030 includes a School Impact Fee Schedule that outlines the fee calculations and Maximum Fee Obligation for each school district in Pierce County for the years 2005 and 2006.

**School District Facilities Serving the Plan Area**

The plan area is served by Bethel School District #403, Eatonville School District #404, Orting School District #344, and Puyallup School District #3. (See Map F-39: Public Education)

**Bethel School District**

The Bethel School District includes fifteen elementary schools, five junior high schools, three high schools, and one alternative school. The average full time enrollment for this school year is 17,556 students.
EATONVILLE SCHOOL DISTRICT

The Eatonville School District includes three elementary schools, one middle school, and one high school, which serves 10,182 acres of the plan area. The district serves 434 residential dwellings within the plan area. In December 2004 the enrollment was 2,120 with a capacity of 1,795. The district is using portable classrooms to house extra students. No bonds have been passed since 1990 and at this time the district has no plans to modify current structures, with the exception of adding one portable unit at Weyerhaeuser Elementary School.

ORTING SCHOOL DISTRICT

The Orting School District includes two elementary schools, one middle school, one high school, and one K-8 partnership school, which serves 2,422 acres of the plan area. The partnership school is conducted within the Gates Foundation Model School Grant. This school provides an alternative for parents of children in either elementary or middle school. Table F-26 provides a breakdown of the student capacity and the student enrollment for the Orting School District. The capacity for each grade was calculated using the OSPI formula for determining the students per square foot allowance.

<table>
<thead>
<tr>
<th>Table F-26: Orting School District Capacity and Enrollment</th>
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<tbody>
<tr>
<td>Grade</td>
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<tr>
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<tr>
<td>K-2</td>
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<td>6-8</td>
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At this time, the district has no school construction projects currently underway nor any that are specifically planned. Accordingly, the school district is conducting surveys, community forums, and facility committee meetings to obtain input in an attempt to determine viable options for prospective school construction projects, as well as direction and support for successful bond passage. In the last several years, the school district ran two $19.5 million bonds intended to help pay for a new middle school and extensive upgrades to the existing high school, but it was voted down both times. The biggest challenge for the district is the passage of a bond to generate funding to construct schools on the land owned by the district within city limits.

PUYALLUP SCHOOL DISTRICT

The community plan area contains part of the Puyallup School District. This area (only 138 acres) consists of vacant industrial and commercial lands, fire stations, the Lipoma Golf Course, and one mobile home. In 2005, an application was submitted to develop the Lipoma Firs Golf Course into a Planned Development District (PDD) with a total of 1,697 additional dwelling units, which could accommodate an estimated additional 5,278 people.
PARKS AND RECREATION

OVERVIEW OF CURRENT COUNTY PARK & RECREATION PLANS, POLICIES, AND REGULATIONS

PIERCE COUNTY COMPREHENSIVE PLAN

The Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of regional park and recreation facilities in the areas of the County where a community plan is not in effect. These policies cover a range of issues including responsibility for provision of parks, technical assistance, and location criteria for new parks.

Section 19A.20.090 states that the primary reliance is upon cities and towns and special purpose districts as providers of local facilities and services appropriate to serve those local needs. The location of park and recreation areas is discussed in Section 19A.30.160 which states that new parks must be located on public roads. If a park is located in an urban area, then urban services need to be available. Open space passive recreation parks should be located on land offering significant environmental features. Also addressed in this section are multi-purpose trails, joint venturing, and partnership with others in regional facilities.

Section 19A.30.160 B contains policies on the responsibilities of the County including: limiting taxpayer investment to acquisition; development and maintenance of regional facilities; providing assistance in helping communities identify local park and recreation needs and funding opportunities; and implementing the Capital Facilities Plan element for parks and recreation. Technical assistance for the development, operation and maintenance of local parks and facilities may include technical planning, help in the formation of local recreation service areas, service districts, metropolitan park districts, city/county service area agreements (joint ventures) and self-help agreements with user organizations. The community planning efforts currently underway serve as a mechanism to address community values and needs for local parks and recreation activities.

PIERCE COUNTY COMPREHENSIVE PARK, RECREATION, AND OPEN SPACE PLAN

The Pierce County Comprehensive Park, Recreation, and Open Space Plan (referred to as the Parks Plan) provides general direction and guidance for both facilities and programs. The Parks Plan does not contain site specific plans for each of the County’s properties. These site-specific plans have been prepared, modified, and implemented as needed over the decades. One example of a site specific plan is the development of a new Master Site Plan for Frontier Park.

DESCRIPTION OF PARKS AND RECREATION IN THE PLAN AREA

The Graham community plan area contains only one Pierce County public park, the Frontier park site. There are water access and fishing opportunities provided by Washington State DNR on Lake Kapowsin and other lakes in the area. Also within the plan area is a proposed skate park partially funded by Pierce County second Real-Estate-Excise-Tax monies (2REET). The proposal is found in the Capital Facilities Plan for the County and includes the development of a skate-board/skate park somewhere in the Graham community area. The following was
reported as the current status of the project for the Parks November Capital Projects status report: “The attempts by the Graham Lions/Graham-Kapowsin Community Council/Bethel School District to work out issues regarding ownership, maintenance, liability insurance, etc. are still in progress. We are staying in contact with the stakeholders however; this project still appears to be, under the best of circumstances, a 2005/2006 project.”

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<th>FUNDING STRATEGIES FOR COMMUNITY AND NEIGHBORHOOD LEVEL PARKS</th>
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The County is a provider of regional parks and facilities. Local parks, also referred to as neighborhood and community parks, are no longer provided by the County. Existing local parks are currently maintained by the County and available for public use; however, the County is exploring the options for other public agencies to assume stewardship of local parks. At the community plan scale, there are three options available for expanding local parks.

One option would be to form a Park and Recreation District or Metropolitan Park District. State law RCW 36.69 provides the procedure and process for the creation of a Park and Recreation District and its administration. A Park and Recreation District is a special taxing district created by local residents by petition and election. A Park Board is created by election of its members and the Board may put issues such as bond requests on a ballot for consideration by the voters within the district. A Park District is a municipal corporation under State law and is, for the most part independent of the County Council.

Another option is found in RCW 36.68.400, Park and Recreation Service Area. This too is a special purpose taxing authority. This law states that a Park and Recreation Service Area is a quasi-municipal corporation and an independent taxing authority. The service area is created by vote of the people within the service boundary. The members of the County Council act as ex-officio and independently compose the body of the park and recreation service area.

The final option is to expand the current development regulation requirements for dedication of park land in order to create a system of small homeowner maintained “pocket parks.” While this option would provide additional park/open space areas for new developments it would not address the need for local parks to serve existing residents.

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<th>OPEN SPACE</th>
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<th>OVERVIEW OF CURRENT OPEN SPACE PLANS, POLICIES AND REGULATIONS</th>
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<th>PIERCE COUNTY COUNTY-WIDE PLANNING POLICIES</th>
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All jurisdictions within Pierce County participate in the development of the Countywide Planning Policies (CWPPs.). Each jurisdiction’s comprehensive plan needs to be consistent with the policies established in the CWPPs. The Pierce County CWPPs require all jurisdictions to plan for the provision of open space; consider as open space parks, environmentally sensitive lands and greenbelts, natural buffers, scenic and natural amenities unique geological features; designate appropriate open space; and encourage new housing to locate in a compatible fashion with open space designations or outside designated open space.
PIERCE COUNTY COMPREHENSIVE PLAN POLICIES

The Pierce County Comprehensive Plan contains several policies that address open space. These policies establish some general criteria for areas that should be considered for open space. These criteria include areas where natural processes (e.g., wetlands and tidal actions) occur or sites that contain unusual landscape features (e.g., cliffs and bluffs), wooded areas, environmentally unique areas, and parcels which provide connectivity in the open space network.

The open space/greenbelt areas within the County are depicted in the map referenced in policy 19A.30.170.1. Section 19A.30.130, Objective 57A, states County programs which provide for preservation of open space shall have established priorities and these priorities will be used to rate open space proposals for Conservation Futures funding, Open Space Current Use Assessment taxation, Development Regulations bonus densities, and other County programs which acquire or preserve open space areas. Section 19A.30.130, Objective 59B, sets forth policies on the management and stewardship of County-owned open space lands. Finally, 19D.170 identifies the County’s open space priorities grouped under high, medium, and low priorities.

PIERCE COUNTY DEVELOPMENT REGULATIONS

Title 18A, Development Regulations-Zoning, Section 18A.35.025 contains standards for minimum residential amenities which include provisions for on-site open space areas. These standards require the dedication of open space land per dwelling unit for subdivisions and mobile home parks. Section 18A.35.050 addresses open space issues such as density incentives, open space location and designation criteria, permitted uses, classification mechanisms, and public access. Permitted uses within designated open space areas include pervious and impervious surface trails, passive recreation and associated accessory structures, agricultural practices and associated structures, aquaculture, utility easements, and drainfields.

OPEN SPACE PROGRAMS

Different open space programs and development regulations lend themselves to protection and restoration of various designated open space areas. For example, when designated open space areas fall within the jurisdiction of the State’s Shoreline Management Act, the County’s Shoreline Management Use Regulations are in effect. Likewise, when an open space area is located within a designated critical area, which is often the case since the mapping was primarily based upon critical area data, the County’s Critical Area Regulations would apply. Outright purchase and other acquisition efforts, such as obtaining conservation easements, can be applied through the County’s Conservation Futures Program or local land trust efforts. Property owners may choose to leave portions of their properties in an undeveloped condition in return for a reduction in their property taxes under the Current Use Assessment (CUA) program. Pierce County Conservation District Stream Team efforts and those of other local environmental organizations work to enhance and restore degraded riparian areas. Finally, the County’s zoning regulations require a dedication of open space for certain types of
development and certain zoning classifications may be established that require lower densities or intensity of use and the application of environmentally sensitive design standards.

**Current Use Assessment Program**

Since 1972, the County has offered a Current Use Assessment (CUA) program. This program provides property owners with a tax reduction incentive to maintain properties in productive agricultural land, timberland, or open space land condition. At the present time, there are approximately 413 properties enrolled under the open space category of the CUA program.

In the summer of 1999, the administrative procedures for the CUA program were revised and a public benefit rating system (PBRS) was adopted as a means of ranking applications for the CUA open space category. Properties are evaluated to determine what environmental features are present and points are given based upon open space priorities and bonus categories such as public access and property located within an urban area and within the designated open space corridor. The amount of tax reduction is based on a sliding scale of points with the most sensitive lands receiving the highest tax reductions.

**Conservation Futures Program**

The Parks Department also administers the Conservation Futures Program, which since 1991 has authorized the County to collect a real-estate property (6¼ cent per $1,000.00 of assessed valuation) tax for the acquisition of open space properties or conservation easements. To date the County has collected $26,900,000 and acquired 1,245 acres of valuable wildlife habitat and open space properties throughout the County. The properties are not only held by the County but also by the cities and land trusts within the County.

The County Parks Department, utilizing Conservation Futures Program monies, purchased the Muck Creek/Patterson Springs property for $785,000 from the Tacoma Public Utilities in 2002. This is an 80-acre wildlife habitat site generally located near 252nd St. E. and 86th Ave. E. and adjacent to the Morse Wildlife Preserve. This property was transferred over to the Cascade Land Conservancy for long-term stewardship.

**Pierce County Library System**

**Libraries Serving the Plan Area**

The Pierce County Library System is the library provider for the Graham Community Plan area. The system operates one library Graham located at 9202 224th St. E. Additionally, the area is serviced by the Pierce County Bookmobile every first and third Thursday of the month. The Pierce County Bookmobile has four stops in the area: 194th St. E. and Meridian, Graham Elementary, Quiet Village at 255th St. E., and Tibbett’s Landing at 244th St. E. People that live in the plan area also have the option to remotely connect to the Pierce County Library system by logging on to the library catalog system from their home computer.
The library system is focused on the development of the Kids Bookmobile program and is working with the Bethel School District to add more sites in the Graham area to better serve the needs of children.

The Pierce County Library System is currently in the process of reviewing the levies for Pierce County. The library staff is conducting a study to determine if they should remove the 1% levy and replace it with a $.50 per $1,000 of assessed value levy. This would be the statutory limit for library revenue collection. The staff is also aware of the need to conduct a Capital Facilities review; however, no decision on when that review would take place has been determined as of today. The system has two main concerns:

- The Graham Library is one of the most vandalized sites in the system; mainly the shooting out of lights after hours. The staff is concerned because these actions increase the operating cost of the library.
- The speed limit on 224th St. E. is a concern of the library because of the high rate of vehicles speeding.

POWER – ELECTRIC AND NATURAL GAS

The Graham Community Plan is served by three power and electricity utilities:

- Tacoma Power and Light serves the northwest portion of the plan area covering approximately 13,721 acres. The utility boundaries are generally from 194th St. E. to 257th St. E. between Mountain Highway and Meridian Avenue. Tacoma Power is a public owned company that was created in 1893 to serve the needs of the greater Tacoma area.
- Ohop Mutual provides energy to the southwest portion of the plan area covering approximately 10,354 acres. The utility boundaries are generally from 257th St. E. to 352nd St. E. between Mountain Highway and Meridian Avenue.
- Puget Sound Energy serves the entire east portion of the plan area covering approximately 24,875 acres. The utility boundaries are generally from 194th St. E. to 352nd St. E. between Meridian and Orville Road. There are electric system improvement projects under review in the Graham area. PSE’s 10-year plan includes the following:
  - Build a new substation in the vicinity of the Orting-Kapowsin Hwy and 224th St E
  - Build a new substation in the vicinity of 195th Ave E and 264th St E
  - Build a new substation in the vicinity of SR 161 and 200th St E
  - Install new 115 kV facilities along 304th St E/Kapowsin Hwy between SR 7 and Orville Rd E
  - Install new 115 kV facilities between the vicinity of SR 161 and 176th St E and the vicinity of Orville Rd and Kapowsin Hwy
  - Install new 115 kV facilities between the south end of the City of Orting and the vicinity of Orville Rd and Kapowsin Hwy
• Puget Sound Energy is the natural gas provider for the Graham area. There are gas system improvement projects under review in the Graham area. PSE’s 10-year plan includes the following:
  - Install a new district regulator in the vicinity of the SR 161 and 224th St
  - Install a new district regulator in the vicinity of the Orting Kapowsin Hwy and 224th St E
  - Install new High Pressure gas facilities in 224th St E between 22nd Ave E and the Orting-Kapowsin Hwy

OVERVIEW OF CURRENT STORMWATER DOCUMENTS, POLICIES AND REGULATIONS

There are several documents that address stormwater management in the Graham planning area, including the Pierce County Comprehensive Plan, individual basin plans, and non-point pollution watershed plans. The County’s stormwater actions are governed by the National Pollution Discharge Elimination System Permit (NPDES) issued to Pierce County by the Washington Department of Ecology (WDOE). The County’s adopted stormwater management regulations are required to be consistent with the requirements outlined in the WDOE Stormwater Management Manual for Western Washington.

STORM DRAINAGE AND SURFACE WATER MANAGEMENT PLAN

The Pierce County Storm Drainage and Surface Water Management Plan (1991 Plan) was adopted in 1991 and is part of the Pierce County Comprehensive Plan. The 1991 Plan established a system for managing stormwater within individual drainage basins.

The stormwater management program is administered by the Water Programs Division of Public Works and Utilities (Water Programs). Water Programs is home to the County Storm Drainage and Surface Water Management Utility (SWM). SWM develops annual and 6-year capital improvement programs containing a list of surface water management projects utilizing the 1991 Plan and supplemental information.

The program is supported by stormwater management fees collected within each basin. The current fee structure is based upon the need for storm and surface water management activity within each basin.

BASIN PLANS

In recent years Water Programs has begun updating the 1991 Plan by preparing plans for the individual drainage basins. The Graham Community Plan area is within five of those drainage basins: Clover Creek, Muck Creek, Nisqually, Mid-Puyallup and Upper Puyallup. Water Programs is developing storm drainage and surface water management plans that are specific to each of those basins. The Clover Creek, Muck Creek, and Mid-Puyallup plans have been completed and adopted by the Pierce County Council. The Nisqually and Upper Puyallup Plans...
will be completed within the next three years. They are in the preliminary stage of development.

The plans contain information used to determine future capital improvement expenditures for projects and programs within each basin. Those expenditures are included within the County Capital Improvement Plan that is reviewed on an annual basis by the Pierce County Council.

The proposed projects and programs were developed after a comprehensive review of existing surface water related issues within each basin. They are intended to address flooding, water quality and riparian habitat problems within the basins. Proposed projects and programs include such solutions as construction of stormwater facilities, restoration of floodplain and riparian areas, acquisition of floodplain areas, studies to determine solutions to specific problems, and Countywide programs such as improved public education and outreach activities and development of a comprehensive monitoring program.

**Nonpoint Pollution Plans**

Pierce County has prepared the Chambers-Clover Creek Watershed Action Plan and the Lower Puyallup Watershed Action Plan and the Upper Puyallup Watershed Action Plan through a concurrency process with multiple stakeholders, including the public. These are documents that contain several recommendations for reduction of sources for non-point source pollution within the basins and are implemented by multiple stakeholders. Implementation of the plans is overseen by individual Watershed Councils representing the two WRIAs (Water Resource Inventory Areas), the Chambers-Clover Creek WRIA and the Puyallup WRIA.

**National Pollution Discharge Elimination System (NPDES) Permit and Stormwater Regulations**

In July 1995, Pierce County was issued a National Pollutant Discharge Elimination System (NPDES) permit from the Washington State Department of Ecology. This permit regulates both the quality and quantity of stormwater in new development as well as existing structures. This permit, rooted in the federal Clean Water Act, is a major factor in the County’s stormwater and surface water management program.

To implement the NPDES permit, Pierce County has adopted the following local regulations and guidance documents:

- Stormwater Management & Site Development Manual – Provides guidance on reducing stormwater flows and erosion from new construction.
- Best Management Practices Manual – Provides guidance on ways in which existing businesses and residences can reduce or prevent pollution.
- Illicit Discharge Ordinance – Makes it illegal for any business or individual to cause Pierce County to violate its permit. It includes an inspection program.

Stormwater improvement projects are subject to review by numerous agencies. Permits and reviews that may be required include hydraulic project approvals from Washington State Department of Fish and Wildlife, Water Quality Certification from Washington State Department of Ecology, Stormwater Permit from Washington State Department of Ecology, Corps of Engineers review for Nationwide or Individual Permits under the Clean Water Act,
Endangered Species Review, County Wetland and Critical Review, State Environmental Policy Act review, Shoreline Permit Review and Department of Natural Resources review for discharges to state-owned lands.

**Level of Service Standards for Stormwater Facilities**

Surface Water Management levels of service (LOS) are established in the Pierce County Capital Facilities Plan (CFP). In general, sizing of all major ponds and conveyance systems is for the 100-year storm, given future build-out based on current zoning. Ponds are sized using both 24-hour events and 7-day events, whichever is larger. All infiltration facilities have water quality features to protect groundwater quality. Detention ponds usually include designed water quality features, typically to reduce maintenance costs or to protect in-pond wetland features.

The County must frequently correct problems within developed areas that have occurred because existing systems are inadequate to handle surface water flows. In these instances, the County is not always able to fully achieve the prescribed level of service with its new facilities because sufficient land is not available, or because reconstruction of an entire system is not cost efficient. In these cases the projects that are developed are designed and constructed in a manner that best meets the needs of the area. Sometimes multiple solutions must be utilized, such as both the construction of stormwater facilities and purchases of flood prone properties within an area. The Comprehensive Plan favors the use of nonstructural methods for surface water management (i.e., protection of water resources from development impacts instead of constructing facilities such as pipelines and ponds).

**Existing Stormwater Management Structures and Facilities within the Plan Area**

County GIS mapping shows that the Water Programs Division of Public Work and Utilities owns and maintains 15 stormwater facilities within the plan area. According to a review of public and private facilities using Pierce County GIS data, there are approximately 100 miles of drain pipe (36 miles of public pipe), approximately 2000 catch basins (1000 public catch basins), approximately 470 dry wells (270 public), and 236 miles of ditches (160 public) within the plan area. Catch basins, pipes, and dry wells are concentrated in the northern area where there is more development. The County is responsible for maintenance of facilities within County right-of-way.

**Stormwater and Surface Water Management Activities Proposed within the Plan Area**

During development of the proposed Clover Creek, Mid-Puyallup, and Muck Creek Basin Plans stormwater and surface water management issues were identified and evaluated within the Graham area. Water Programs staff and consultants reviewed documented surface water data and storm drainage concerns, solicited citizen input and conducted field evaluations to identify problems and potential projects. In several cases projects were revised or added as the result of citizen concerns. The same processes will be used to identify issues within the Upper Puyallup and Nisqually Basin Plan areas.
The northeast corner of the Graham plan area lies in the Horsehaven Creek drainage area of the Mid-Puyallup Basin. Sediment-laden stormwater from new construction and from the erosive force of peak stormwater volumes during storms has severely damaged Horsehaven Creek. Stormwater is undermining Jansky Road and the Mid-Puyallup Basin Plan recommends a channel stabilization project. Streamside residents and County staff report deep sediment deposits in the Puyallup River valley. Restoration and conservation of the riparian corridor in the valley and the replacement of two culverts that are barriers to fish passage have been identified as needs in the area.

The northwestern portion of the plan area lies within the Spanaway Creek and Upper Clover Creek sub-basins of the Clover Creek Basin. Groundwater flooding is a problem near the northern boundary of the plan area. Recommended solutions to the problem include acquisition of impacted properties, re-evaluation of existing stormwater conveyance systems, construction of infiltration facilities downstream of the problem area, blocking culverts, and flood-proofing residences.

Most of the community plan area lies within the Muck Creek Basin. Some flooding problems have been identified throughout the Basin. Most involve localized ponding due to topographic depressions or undersized culverts and ditches. Many involve maintenance of existing facilities to remove blockages. Flooding is generally problematic only during larger storm events. The rural densities throughout most of the planning area and regulatory constraints against development within floodplains and within wetland buffers aid in the mitigation of flooding impacts.

There has been a flooding problem around 224th St. E. and Meridian caused by runoff from roads and development. The soils in that location are such that stormwater could be infiltrated. In 2004, Water Programs initiated a groundwater monitoring study to determine the connectivity of groundwater in this area to that within the Clover Creek Basin. The results of that study will influence the type and/or location of a County solution to the problem. The study is anticipated to be completed in 2006.

In addition to construction of stormwater facilities in the plan area, Water Programs has proposed the acquisition of riparian areas that are sensitive to surface water impacts. The properties have been identified on the basis of the presence of floodplains, wetlands, and stream corridors. Protection, and if necessary, restoration of these properties would ensure that floodplain capacity is not compromised, that erosion and sedimentation would not contribute to downstream interruption of stream flow or water quality. The Patterson Springs area is of particular interest, because the headwaters of the North Fork of Muck Creek originate there. The springs appear to be the source of year-round flow in the North Fork. The South Fork of Muck Creek tends to be dry much of the year. Protection of adjoining flood plains and wetlands along areas of the South Fork could ensure that ground and surface water are
naturally held and released at a rate that reduces the potential for flash flooding and associated erosion and sedimentation along the creek during large storm events.

SOLID WASTE AND RECYCLING

OVERVIEW OF CURRENT SOLID WASTE AND RECYCLING PLANS, POLICIES AND REGULATIONS

COMPREHENSIVE PLANS

The County updated the Tacoma-Pierce County Solid Waste Management Plan in 2000. It was adopted by the cities and towns and approved by the Washington Department of Ecology in 2001. The Pierce County Solid Waste Advisory Committee (SWAC) participated in the development of all policies and activities for the recycling, waste reduction, and illegal dumping programs, and continues to meet regularly to review programs and gather citizen input. All meetings are advertised and are open to the public.

SOLID WASTE PLAN POLICIES AND GUIDELINES

The Year 2000 Solid Waste Plan carried forward many of the goals, policies and program priorities first established in 1989. For the most part, the many new recommendations are about enhancing and expanding those recycling programs that have been successful and redirecting efforts to incorporate new solutions. They also look at ways to continue and improve services that support the long-term cooperative system developed between the County, cities and towns, and the private haulers and recyclers.

The main new recycling policy directed the County to review the residential curbside program to explore ways to add other recyclables and revise the bin system to keep participation rates high. After a public review, the County adopted new minimum levels of service for curbside recycling (Pierce County Code, Chapter 8.29) which directed the haulers to collect commingled recyclables in a single, wheeled 96-gallon cart and to offer the same program to their contract cities and towns. Other recycling policy directions include: expanding the public outreach and educational programs; developing new outreach programs for businesses and self-haulers; providing adequate funding to support the programs; and increasing diversion and recycling of foodwaste and compostable organics.

There were no major changes to disposal policies. They continue to provide for both in-county and out-of-county disposal options and direct disposal companies to reserve in-county Municipal Solid Waste (MSW) disposal capacity for Pierce County waste, to the extent allowed by law. The County contracts for disposal and operation of the County’s transfer stations with Pierce County Recycling, Composting & Disposal LLC doing business as (dba) LRI.

One new policy directs the County to investigate patterns of usage, future needs, and ownership options for the County-owned facilities, such as the transfer stations and the yardwaste composting facility. This study is scheduled to complete its first phases in 2006.

New plan policies significantly expanded the direction to all agencies to identify illegal dumping and junk vehicle problems; to remove legal barriers; to develop coordinated prevention and
enforcement programs; and to find ways to finance cleanup efforts. These policies resulted in the Solid Waste Division’s development of the Pierce County Responds Program in 2002 and the adoption in 2003 of Chapter 8.10 of the Pierce County Code to resolve public nuisance vehicle problems.

SOLID WASTE AND RECYCLING SERVICES AND FACILITIES IN THE PLAN AREA

**COLLECTION SERVICES**

Curbside pickup of garbage and recyclables is available to all households and businesses within the plan area. Service is provided by two solid waste collection companies under the franchise authority of the Washington Utilities and Transportation Commission (WUTC). Pierce County Refuse, a subsidiary of Harold LeMay Enterprises, serves all areas west of Meridian (SR 161) and all areas south of 304th St. E. Murrey’s Disposal, a subsidiary of Waste Connections, Inc., serves all areas east of Meridian and south to 304th St. E.

Both companies offer a variety of levels of garbage service for single-family and multifamily households, condominiums, mobile home parks, and commercial/industrial businesses. Yardwaste collection is also available to most developed residential neighborhoods.

For recycling collection, residential households are provided with a 96-gallon recycling cart to recycle newspaper, cardboard, mixed-waste paper, magazines; plastic pop, milk, and water bottles; paper milk cartons; and all tin, steel, or aluminum cans. The hauling companies sponsor a number of drop-off collection sites for glass and also offer recycling collection services to commercial businesses.

**FACILITIES AND SELF-HAUL OPPORTUNITIES**

Only route collection and commercial waste vehicles are allowed to take waste to the LRI Landfill located at 304th St. E. and Meridian within the Graham area. It is a privately-owned landfill operated by Pierce County Recycling, Composting & Disposal, LLC dba LRI. The County contracts with LRI for disposal of municipal solid waste.

Residents can self-haul their garbage, yardwaste, or recyclables to the Hidden Valley Transfer Station, located just north of Graham at 176th St. E. and Meridian at the site of the closed Hidden Valley Landfill. Recycling drop-off is free but there is a fee for garbage and yardwaste. Yardwaste is accepted at a reduced rate and is composted and turned into a valuable soil amendment or mulch at the LRI Compost Factory located at Hidden Valley.

Questions about where to take other items for disposal or recycling can be directed to the Pierce County Public Works and Utilities Department, Solid Waste Division. The Division maintains a current list of the many private and public facilities handling waste and recyclables and provides a full range of public outreach, school education programs, and publications about waste and recycling or composting. The Division sometimes sponsors special collection events for hard-to-recycle items. The latest information can be found at: www.piercecountywa.org/recycle.
HOUSEHOLD HAZARDOUS WASTE

Used motor oil and anti-freeze can also be taken to the Hidden Valley Transfer Station. All other household hazardous wastes, such as oil-based paints, pesticides, herbicides, solvents, or cleaners can be taken free-of-charge to the City of Tacoma’s Household Hazardous Waste Facility located at the Tacoma Landfill. The Tacoma-Pierce County Health Department maintains a Hazardous Waste Hotline to answer questions about proper disposal of hazardous waste and works with an assortment of gas stations and auto-parts stores to sponsor drop-off sites for used motor oil.

ILLEGAL DUMPING & JUNK VEHICLES

Pierce County Responds is the County’s program to provide a comprehensive response to the problem of illegal dumping of waste and nuisance vehicles. The Solid Waste Division maintains a hotline to receive and investigate illegal dumping and nuisance vehicle complaints. Within the authority of this program, the County offers a cooperative abatement system to assist with cleanup of waste and vehicle removal, recommends cases for prosecution, effects site cleanups, and promotes citizen involvement in litter cleanup activities. The program brings together the staff and resources from the departments of Public Works and Utilities, Planning and Land Services, Community Services, Sheriff, Prosecuting Attorney and the Tacoma-Pierce County Health Department. Information about the program can be found at: www.piercecountyresponds.org.

LEVEL OF SERVICE STANDARDS

Solely for the purposes of projecting long-term disposal needs, the County uses a Level of Service (LOS) standard of 4.5 lbs per capita per day for disposal and 4.5 lbs per capita per day for recycling (50% recycling rate). The County is required to plan for 20 years of disposal capacity and contracts for disposal of municipal solid waste at the LRI Landfill. The contract also allows for long-haul of waste out-of-county.

PROPOSED SOLID WASTE AND RECYCLING SERVICE AND FACILITIES FOR THE PLAN AREA

In 2005, a full-service, year-around household hazardous waste collection facility was built at the Hidden Valley Transfer Station at 176th St. E. and Meridian (SR 161). Residents will be able to drop-off all household hazardous wastes free-of-charge. Hazardous waste from commercial or industrial businesses must be taken to permitted private facilities.

DESCRIPTION OF DESIRED CONDITIONS

DOMESTIC WATER

Ensuring adequate and good quality groundwater supplies to provide healthy drinking water is a very high priority to the community. Conservation efforts should be made to ensure that water purveyors do not run low or dry in summer months. If necessary, new interties should be established to provide adequate water supplies and Pierce County should proceed with
becoming a wholesale water supplier to existing Class A water purveyors. Class A water purveyors should also work with Class B systems or individuals to acquire currently underutilized water. As new development proposals are submitted, Letters of Water Availability should be required that demonstrate which water right is being used and how much water is available in order to track cumulative impacts to the groundwater source.

**TRANSPORTATION**

The Transportation Section provides a foundation for the improvement of transportation facilities in the plan area. The policies, along with the prioritized project recommendations, provide guidance on the type and location of improvements that should be pursued over the next twenty years.

A number of themes are contained in the plan policies and project recommendations. The transportation system within the plan area should be designed to accommodate increased commuter traffic volumes as well as recreational/tourist related trips while still exhibiting a rural character. Roadways should include shoulders or sidewalks that allow for safe pedestrian and bicycle movement or alternatively, nonmotorized trail systems should be provided. These systems should connect residential areas with commercial nodes. When possible, streets should be oriented in such a manner as to take advantage of scenic views and vistas. A program should be undertaken to improve traffic flow, safety, and access. Future roadways should be sited to maintain existing neighborhoods, protect vital environmental features, and facilitate emergency vehicle access.

Transit routes should be added and frequency increased as the population increases. Bus stops and shelters should be integrated into the streetscape, especially in the more urban portions of the plan area. Development of the “Train to the Mountain” should occur and the opportunity for a train stop within the Graham Rural Activity Center (RAC) at 224th St. E. and Meridian should be examined.

**PRIORITIZATION OF TRANSPORTATION PROJECTS**

Future transportation improvements should be completed based upon a prioritization of projects considering existing safety issues, community needs and desires, and costs. Most of these improvements were previously identified in the Pierce County Comprehensive Plan; however, several new projects have been listed to address community concerns. The most notable additions to the project recommendations may be those within the Graham RAC. A set of north-south and east-west roads is proposed within the Graham RAC that would allow vehicles to circulate around the commercial area without having to use SR 161 and 224th St. E. A few of the Comprehensive Plan projects were removed or modified, as well. See Appendix A for Prioritized Transportation Project Recommendations and two maps titled “Transportation Project Recommendations” for the description and location of the recommendations. The two maps portray identical information, but one includes the whole plan area and the other is a close-up of the Rural Activity Center vicinity. The CPB prioritized each project into one of four priority categories of relative importance: Premier, High, Medium, and Low. This prioritization scheme was originally developed for the 1992 Transportation Plan and has been used in all
community plans. The rating of each project is one of the items used to guide the programming and construction of roadway improvements.

**LAW ENFORCEMENT AND FIRE PROTECTION**

Law enforcement and fire protection services are necessary in rural areas as well as urban areas. Service personal and facilities should be available to meet the needs of the population and established national response time standards. And these services should be proportionally increased in pace with population increases. Law enforcement agencies should consider co-locating police precincts with fire stations or other public facilities such as libraries.

**PUBLIC SCHOOLS**

Pierce County collects impact fees to help mitigate the impacts of new development on the school district personnel and facilities. These impact fees should be significantly increased to help offset the actual cost of increased service.

**PARKS AND RECREATION**

**REGIONAL PARKS**

New regional parks should be located near physical amenities such as lakes, creeks, wetland, forested areas, and historical and scenic areas and when possible, provide access to shorelines. These parks should be at least 40 acres in size and provide a range of both passive and active recreation activities. Some priority areas for future park acquisition include Lake Kapowsin, Whitman Lake boat ramp, and Lake Tanwax boat ramp.

The citizens of the plan area should have an opportunity for community involvement in the siting and developing of regional parks and the Pierce County Parks and Recreation Services Department should provide adequate notice of any such upcoming opportunities. Each regional park should have a development site plan that identifies passive and/or active recreation areas, buildings or other structures, open spaces, and intended uses. These park facilities may charge user fees to generate funds for ongoing maintenance and operation of the facility.

**NEIGHBORHOOD AND COMMUNITY PARKS**

A local Park Service Area, Park District, or Metropolitan Park District should be created to help fund and develop neighborhood and community parks. Local citizens and organizations should work together with the Pierce County Parks and Recreation Services Department to determine the feasibility of creating and financing a local park service area or district. If this is favorable to the larger community, then Pierce County Parks and Recreation Services Department should assist the community in bringing this issue to a future general election for a vote by the affected citizens. The Parks and Recreation Services Department should also help the Park Service Area,
Park District, or Metropolitan Park District with preparing grants for property acquisition, operation and maintenance for neighborhood and community parks.

Pierce County should assist the Park Service Area, Park District, or Metropolitan Park District in requiring an impact fee, land dedication or fee-in-lieu-of dedication for neighborhood and community parks. All new residential subdivisions and multifamily residential developments should be required to contribute towards the acquisition and development of neighborhood and community parks in accordance with standards outlined in the community plan. If a Park Service Area or Park District is created, then County collected park impact fees should be transferred to that entity to be used for the acquisition and development of community and neighborhood parks. In addition, Pierce County shall develop regulations that identify the location, use, improvement and maintenance of land dedicated for community and neighborhood parks.

New neighborhood and community parks should be located and designed to serve the needs of all segments of the community and provide for both passive and active recreational areas. Community parks should typically be between 15 to 25 acres in size, accessed from an arterial road and provide restroom facilities. Neighborhood parks should generally be 5 to 10 acres in size but may be smaller when located within private residential developments. These smaller scale parks should be evenly dispersed throughout the plan area and easily accessed by walking or bicycling from residential areas. Whenever feasible, neighborhood parks should be developed adjacent to school sites to promote facility sharing and provide amenities lacking at school grounds such as trails, open space, picnic areas, and playground equipment.

**Partnerships**

Pierce County, school districts and any created Park Service Area or Park District should work cooperatively to provide and improve park and recreational facilities and programming within the plan area. These types of partnerships could include program coordination and cost-sharing for construction, improvement and maintenance of joint-use facilities. One example of this concept is co-locating community recreational activities within schools.

**Park Site Acquisition**

Vacant land should be acquired now for future development of parks. Some of these acquisitions should also serve to expand existing parks. Several areas have been identified as high priority for acquisition including Lincoln Tree Farm, areas along Muck and South Creeks, places on the Puyallup River, Pierce County Elk Plain Road Shop property, north end of Kapowsin Lake, and expansion of Morse Preserve, Cougar Mountain Park, and Frontier Park. A complete listing of all identified areas is located in the plan policies. These priorities should be balanced with the need to expend revenue to develop existing vacant or underdeveloped park properties and the acquisition of other properties, not on the list, that become available as a good opportunity and/or cost. (See Map F-40: Park, Recreation, and Trail Facilities (Proposed and Existing))
TRAILS

A community-wide system of trails should be developed that link schools, neighborhoods, unique environmental features and other points of interest. The trail systems should be multi-modal and provide for walking, bicycling, and horseback riding. The trails within the plan area should connect to other regional trail systems (identified by Pierce County or the Forever Green Council) within the County or when possible with trails identified in other community plans. These trails should also be located and designed to enhance user safety, avoid or mitigate environmental impacts and be aesthetically pleasing for the user. High priority areas for new trails include around Lake Kapowsin and within Frontier Park and other parks. Developers should be required to dedicate regional trails during the subdivision and site development processes. And unopened rights-of-way and other public lands should be considered for trail systems. When possible, trail acquisition and development should be coordinated with the Pierce County Transportation Plan.

EXISTING PARKS AND RECREATION PROGRAMS

Existing parks and recreation facilities and programs should be maintained and renovated in accordance with the master park plan process. These improvements should serve to enhance programs and facilities within the plan area.

PIERCE COUNTY LIBRARY SYSTEM

Safety and security should be improved around the Graham Library. A study should be conducted to determine the feasibility of lowering the speed limit to 35 miles per hour or implementing other means to reduce speeds on 224th St. E. between 82nd Ave. and Meridian. Pierce County should consider co-locating a police substation at the library property to help reduce vandalism.

STORMWATER FACILITIES

Stormwater facilities serving the plan area should be functional, environmentally sound, and as aesthetically pleasing as practicable. These facilities should be designed to mitigate existing stormwater problems and to blend in with and mimic natural systems, such as wetlands. When possible, stormwater facilities should provide passive recreational opportunities and aquifer recharge functions. The County Council should adopt the watershed basin plans which identify necessary stormwater management and flood control improvements.

SOLID WASTE

Solid waste facilities are a necessary component of modern life. However, inappropriate siting or development of these facilities may cause environmental impacts to groundwater supplies, which may also result in problems to the public’s health. As such, new or expansions of existing solid waste facilities should be located and developed in a manner that protects the natural environment and the surrounding population. At a minimum, federal, state, and local criteria
shall be adhered to. In addition, solid waste facilities should not be located closer than five miles to any Shoreline of the State nor within one mile of any tributary to such waters or within a designated floodplain. Development of facilities shall not involve the filling of any wetlands, unless no other practicable alternative exists and then only with adequate mitigation conducted within the watershed resource inventory area. These facilities should not be located over a sole source aquifer, as defined by the federal or state government or in areas that have a high preponderance of outwash materials (such as sand and gravel) that have high infiltration capacity. Any proposed sites for a solid waste facility should be evaluated through independent studies to determine geologic and hydrogeologic conditions.

Local approval of solid waste facilities should contain requirements for ongoing monitoring and corrective actions for any contamination or other problems that may occur. A rigorous monitoring regime should be established to evaluate the status and quality of the underground water tables, water pressure, and ground fractures. A remediation plan should detail measures to be initiated if groundwater contained within the aquifer or surface water is contaminated.

The Tacoma-Pierce County Health Department should provide information to the public on the status of existing solid waste facilities within the plan area. An annual written report detailing the monitoring and testing results should be provided to the water purveyors and landowners within a ten-mile radius of the facility and posted on the internet and in all local newspapers for general public access.

**CAPITAL FACILITIES POLICIES**

**LAW ENFORCEMENT AND FIRE PROTECTION**

**GOAL GR CF-1**  Provide adequate law enforcement and fire protection services and response times within the plan area.

- **GR CF-1.1**  Reduce law enforcement response times and increase police presence by locating a new police precinct in the plan area.
- **GR CF-1.2**  Consider co-locating a precinct with fire stations and the Graham Library property.
- **GR CF-1.3**  Consider the 304th St. E. and Meridian Rural Activity Center as a potential location for a new precinct.
- **GR CF-1.4**  Encourage Fire Districts to pursue impact fees to help defray the costs associated with serving new development.

**LIBRARY SYSTEM**

**GOAL GR CF-2**  Improve safety and security around the Graham Library.

- **GR CF-2.1**  Consider reducing the speed limit on 224th St. E. from 82nd Ave. to Meridian to 35 mph.
GR CF-2.2  Pierce County should initiate an engineering study to determine the feasibility of reducing the speed limit to 35 miles per hour or implementing other means to slow traffic.

GR CF-2.3  Co-locate a police substation at the library property to help reduce vandalism.

### PARKS AND RECREATION POLICIES

#### GOALS

Provide regional, community, and neighborhood parks and recreational facilities to meet the needs of the existing and future population to serve the County and plan area.

#### REGIONAL PARKS

**GOAL GR PR-1**  Achieve and sustain an acceptable level of service for regional park facilities.

**GR PR-1.1**  New regional parks within the Graham Community Plan area should be designed and located to serve the needs of community residents as well as providing countywide benefits. New regional parks should meet the following criteria:

**GR PR-1.1.1**  Park sites should be located to take advantage of the physical amenities in the plan area with attention to access points to waterbodies and watercourses. Priorities include lakes, creeks, wetlands, forested areas, steep slopes, and historical and scenic areas.

**GR PR-1.1.2**  Regional parks should generally be 40 acres or more in size; however, these parks may be developed on smaller parcels based upon land availability, facility type, community need, site characteristics, and other factors. All sites that provide public access to waterbodies and watercourses in the Graham Community Plan area are regional sites.

**GR PR-1.2**  The following are high priority sites for regional park land acquisition within the Graham Community Plan area. The sites are not listed in any order of preference or importance.

**GR PR-1.2.1**  Lake Kapowsin;

**GR PR-1.2.2**  Whitman Lake boat ramp;

**GR PR-1.2.3**  Lake Tanwax boat ramp; and

**GR PR-1.2.4**  Other properties as identified on the proposed parks and trails map for Graham.

**GR PR-1.3**  The Council District 1 and 3 representatives on the Pierce County Parks Citizens Advisory Board should be provided with all necessary information to help inform civic and community groups and local governmental agencies about the plans and operations of the County regarding regional park location and development.
The Pierce County Parks and Recreation Department should actively encourage joint development among civic and community groups and local governmental agencies of regional park sites that include a local park component.

Development of facilities at a regional park should not occur prior to completion of the necessary site plan.

Where appropriate, develop park facilities that generate funds and incorporate revenue collection into the design.

When considering charging user fees at sites that provide recreational opportunities, establish an appropriate rate that will help support the maintenance and operation of these facilities.

**Neighborhood and Community Parks**

**GOAL GR-2** Pierce County shall support the creation of a park service area, park district, or metropolitan park district to help fund and develop community and neighborhood-scale parks throughout the plan area.

**GR-2.1** Identify local organizations interested in the improvement of park and recreational opportunities within the community and provide the initial technical and financial assistance necessary to form a park service area or district.

**GR-2.1.1** The Pierce County Parks and Recreation Department should conduct a series of education workshops regarding the formation, financing, and management of park service areas and districts.

**GR-2.1.2** The Pierce County Parks and Recreation Department should assist the community to identify sponsor(s) willing to lead in efforts to form the park service area or district.

**GR-2.1.3** Upon generating sufficient public interest in the formation of a park service area or district, Pierce County shall bring the issue to a vote of the citizens at the following general election.

**GR-2.1.4** Pierce County Parks and Recreation Department shall provide park and recreation providers technical expertise in site planning and facility needs assessments.

**GR-2.1.5** Pierce County Parks and Recreation Department shall provide assistance in the preparation of grants for property acquisition, operation, and maintenance.

**GR-2.2** Pierce County should require an impact fee, land dedication, or fee in lieu of dedication for community and neighborhood-scale parks based upon the standards of the Community Park Facilities Standards and Neighborhood Park Facilities Standards.
GR PR-2.2.1  Pierce County should require all new residential subdivisions and multifamily residential developments to pay an impact fee, dedicate land, or pay a fee in lieu of land dedication for the development of community and neighborhood parks. The structure of each of these options shall be correlated to the standards set forth.

GR PR-2.2.2  When a park service area or park district is created, it shall consider the collection of park impact fees as a means of providing funds for community and neighborhood parks.

GR PR-2.2.3  Pierce County shall develop regulations controlling the location, use, and improvement of land dedicated for community and neighborhood park purposes. Such regulations shall prescribe minimum park dedication areas, access, amenities, location, and maintenance.

GR PR-2.3  Land that is suitable for future neighborhood and community park and recreation facilities should be purchased or acquired by the park and recreation provider in the most effective method available. Park and recreation providers should implement innovative methods of financing land acquisition, facility development, and long-term maintenance and operating costs for all park and recreation facilities. Provide opportunities for community control of local parks.

GR PR-2.3.1  All suitable County-owned properties that are being considered for divestment should first be evaluated as potential park sites.

GR PR-2.4  Establish standards for community and neighborhood park and recreation facilities.

GR PR-2.4.1  Utilize the following standards for community parks within the plan area:

<table>
<thead>
<tr>
<th>Table F-27: Graham Community Park Facilities Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Facility</strong></td>
</tr>
<tr>
<td>-----------------------</td>
</tr>
<tr>
<td>Community park land</td>
</tr>
<tr>
<td>Fields for softball and youth baseball for soccer, football, or pickup games</td>
</tr>
<tr>
<td>Multi-use outdoor paved courts (tennis, basketball)</td>
</tr>
<tr>
<td>Tennis court</td>
</tr>
<tr>
<td>Children's play area</td>
</tr>
<tr>
<td>Picnic area</td>
</tr>
<tr>
<td>Trails or pathways (minor)</td>
</tr>
<tr>
<td>Restrooms</td>
</tr>
<tr>
<td>Parking</td>
</tr>
</tbody>
</table>

GR PR-2.4.2  Utilize the following standards for neighborhood parks within the plan area:
Table F-28: Graham Neighborhood Park Facilities Standards

<table>
<thead>
<tr>
<th>Facility</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood park land</td>
<td>3.0 acres per 1,000 population</td>
</tr>
<tr>
<td>Multi-use paved games court (1/2 court)</td>
<td>0.3 courts per 1,000 population</td>
</tr>
<tr>
<td>Children’s play area</td>
<td>0.2 play areas per 1,000 population</td>
</tr>
</tbody>
</table>

**GR PR-2.5**  
New community and neighborhood parks within the plan area should be designed and located to serve the needs of all segments of the community.

**GR PR-2.5.1**  
New park sites should be located to take advantage of the physical amenities within the plan area. Priorities include wetlands, forested areas, steep slopes, historical areas, scenic areas, and other natural features.

**GR PR-2.5.2**  
The size of a community park is typically 15 to 25 acres. Access to a community park should be from an arterial street if traffic volumes are anticipated to be high, and parking shall be dependent upon the facilities provided. Restroom facilities should be provided at a community park.

**GR PR-2.5.3**  
Ideally, a neighborhood park should be 5 to 10 acres in size. However, these parks may be considerably smaller when located within a private development. Neighborhood parks should be separated from one another in a relatively even manner throughout the plan area. Typically, a one to two-mile separation is desirable. Neighborhood parks should be reasonably central to the neighborhood they are intended to serve. Access to a neighborhood park should be via a local residential street. Walking and bicycle access routes should avoid physical barriers such as major arterial roads or stream crossings whenever possible. Parking or restroom facilities are typically not provided at a neighborhood park.

**GR PR-2.5.4**  
Neighborhood parks should be developed adjacent to school sites whenever possible to promote facility sharing. Facilities at the neighborhood park site should supplement uses that the school does not provide such as trails, open space, picnic areas, playground equipment, and multi-purpose hard-surfaced courts.

**PARTNERSHIPS**

**GOAL GR PR-3**  
Pierce County Parks and Recreation Department and Pierce County Public Works and Utilities – Transportation Programming Division should coordinate transportation planning with the Frontier Park Master Site Plan process.

**PARK SITE ACQUISITION**

**GOAL GR PR-4**  
Acquire selected parcels of land for future development of park and recreational facilities.
GR PR-4.1 Focus on park site acquisitions that serve to expand existing facilities.

GR PR-4.2 Expand the Graham community passive and active recreation opportunities at Frontier Park to include walking trails and road-crossing striping.

GR PR-4.3 Purchase additional land throughout the plan area for future development of park facilities. High priority areas for future park acquisition include:

- **GR PR-4.3.1** Lincoln Tree Farm east of Mountain Hwy., north of 288th St. E.;
- **GR PR-4.3.2** Other designated locations along Muck and South creeks;
- **GR PR-4.3.3** Puyallup River and other water bodies;
- **GR PR-4.3.4** Pierce County Elk Plain Road Shop property with dedicated trail to Bethel High School;
- **GR PR-4.3.5** A 25-acre undeveloped parcel located at 46th Ave. E. and 232nd St. E.;
- **GR PR-4.3.6** Cougar Mountain Park (could have prairie, passive/active recreation) on 26th St. E., east of 54th Ave. E.; also, K-12 school on 26th St. E. west of 54th Ave. E.;
- **GR PR-4.3.7** Possible community passive nature trail adjacent to the Morse Wildlife Preserve at 260th St. E. and 70th Ave. E.; also, expand the area included in the Morse Wildlife Preserve;
- **GR PR-4.3.8** Bonneville power line, in the trail system, extending across the plan area, from Mountain Hwy., and 288th St. E. to Orville Rd. south of Orting;
- **GR PR-4.3.9** Scenic overlook on Meridian at the top of Graham Hill;
- **GR PR-4.3.10** Possible expansion of Frontier Park on south side for trails;
- **GR PR-4.3.11** Puyallup River trail park; and
- **GR PR-4.3.12** A joint Pierce County/state park at the north end of Lake Kapowsin.

**TRAILS**

**GOAL GR-5** Where appropriate, trails should link destinations, provide for all user groups, and serve a regional scale.

**GR-5.1** The trail system should extend through the plan area and connect with the County’s regional trail system in the Orting Valley. (See proposed park and trails map).

**GR-5.2** The trail system should reflect the trail corridors included in the ForeverGreen Council’s recommendations regarding regional and countywide trail connections spanning from the Cascade Mountains to Puget Sound.

**GR-5.3** Trails should be designed to interconnect or form loops whenever possible.

**GR-5.3.1** Trails should not dead end unless unique circumstances exist such as a trail that provides access to a specific destination.
When a proposed development is adjacent to vacant property, trails should be designed to accommodate future expansion at such time the adjacent property is developed.

Purchase additional land throughout the plan area for future development of trail facilities. High priority areas for future trail acquisition and development include:

- Around Lake Kapowsin;
- Trails within Frontier Park; and
- Trails within other parks.

Require the dedication of regional trails during the site development process.

Designated trails should be considered for each subdivision and site plan approval.

When a site is located along a proposed trail route, a linear section of land shall be dedicated and developed as a condition of approval. Such portion of land shall be credited toward any required park land dedication.

When a site is not located along a proposed trail route, then a fee in lieu of land dedication shall be required to contribute toward the regional trail system.

Extend existing trail/sidewalk areas before starting on undeveloped areas (i.e., complete in segments).

Consider dedicating unopened rights-of-way and other public lands for trail purposes.

Require the installation of nonmotorized transportation trails that connect new developments to schools, parks, or adjacent developments.

**Existing Parks and Recreation Programs**

Maintain the existing park and recreation facilities and programs located within the plan area.

Conduct maintenance and renovations to enhance existing regional park and recreation facilities and programs.

Pierce County should continue the ownership and management of Frontier Park and should complete the Frontier Park Master Site Plan process.
GOALS

Create transportation corridors and streetscapes that are visually attractive and functional for both vehicular and nonmotorized transportation.

TRANSPORTATION CORRIDORS AND STREETSCAPES

GOAL GR T-1
Create an interconnected, multimodal transportation system that provides amenities to its users and convenient access to nearby urban areas while retaining a rural character.

GR T-1.1
Promote increased transit service and tourism-related transportation within the plan area.

GR T-1.1.1
Transit service should be a priority for community centers.

GR T-1.1.2
Consider a rail stop south of 224th St. E. as close as possible to the Graham Commercial Center.

GR T-1.2
Design roads and throughways to promote efficient movement of vehicles within the plan area while retaining the rural character.

GR T-1.2.1
Limit the number of traffic lights to maintain good traffic flow, particularly on Meridian Avenue.

GR T-1.2.2
Provide interconnectivity between subdivisions and commercial projects to the greatest extent possible.

GR T-1.2.2.1
Developers of subdivisions shall provide roadway connections to all County roadways that abut their property, except where it is necessary to limit the number of access points along main roads or where shared accesses better facilitate traffic flow.

GR T-1.2.2.2
If access is provided to only one County roadway, then at least one stub road shall be built within the development to the property line of an abutting parcel to provide for potential future connection(s), unless environmental constraints preclude any such connection.

GR T-1.2.2.3
Priority shall be given to connecting to existing stub roads, existing platted rights-of-way, and/or future improvement projects as defined in County plans and programs.

GR T-1.2.3
The County shall, where feasible, provide pedestrian facilities when reconstructing or building new roadways. In urban areas, the improvement will consist of a sidewalk on at least one side of the roadway. In rural areas, a 6-foot width of crushed gravel will be provided on both shoulders of the roadway.
Where adequate right-of-way exists in rural areas, a pedestrian pathway separated from the road by the drainage way or other buffer will be considered.

Retain existing scenic country roads in a rural character.

Locate infrastructure to increase connectivity between project phases and adjacent sites is accomplished during the land development process.

Orient streets to take advantage of scenic views and vistas.

Provide for efficient traffic flow and accommodate emergency vehicle operations by providing adequate parking in new subdivisions and school sites. New subdivisions are required to provide either on-street parking or shared off-street parking in urban areas and apply design standards for accommodating adequate off-street parking. A total of 3 parking spaces shall be provided in the urban area for each new single-family home. On-street parking shall be prohibited in rural areas. The following design techniques and standards should be applied:

Within urban residential developments, provide a minimum of 1 on-street parking space or off-street shared parking space per dwelling unit, dispersed in convenient locations throughout the development, for guest parking. The parking stalls should be located within 150 feet of the residences being served and may be clustered to serve multiple dwelling units.

Modify off-street parking for urban residential development to provide for at least 2 vehicles per dwelling unit. Garage areas shall not be included in the required off-street parking area (i.e., the garage area shall be in addition to the 2 required off-street parking spaces).

Driveways shall be at least 24 feet in length as measured from the face of the garage to the back of the sidewalk to prevent larger and longer vehicles from protruding into the traveled way.

Side yard setbacks (from the structure to the property line) shall be at least 5 feet on one side and at least 10 feet on the other side to allow vehicles to access the rear yard. This distance may be reduced only when alleys provide rear yard access.

Review and, if necessary, modify parking standards for school sites to provide adequate on-site parking for school events. Construct overflow parking areas of permeable materials such as grasscrete, permeable pavers, or pervious concrete.

Require minimum lot sizes and lot widths to better accommodate on-street and off-street parking. Allow lot width reductions only where adequate off-street shared parking is provided.
GR T-1.3.7  
In developments with private road systems, the homeowners’ covenants shall require employment of a security or towing service to monitor at least twice daily and tow vehicles that are parked in the traveled way.

GR T-1.3.8  
Construct on-street parking and off-street shared parking areas of permeable materials in conformance with the most current Pierce County Stormwater Management and Site Development Manual.

GR T-1.3.9  
On-street and off-street parking spaces shall be at least 22 feet in length. On-street parking space width shall be as outlined in the Pierce County road standards. Off-street shared parking spaces shall be at least 8 feet wide.

GR T-1.4  
Synchronize traffic signals where possible to provide for uninterrupted traffic flow.

GR T-1.5  
Require construction of pedestrian facilities by developers of residential, commercial, and industrial projects on all County roadways that abut their property.

GR T-1.5.1  
Construct sidewalks in urban areas.

GR T-1.5.2  
In rural areas, the improvement shall consist of a 6-foot width of crushed gravel on the roadway shoulder. Where right-of-way exists, construct a gravel pathway that is separated from the road by the drainage way or other buffer.

GR T-1.6  
Pursue innovative drainage design techniques to address flooding issues, such as those experienced along 224th St. E.

GR T-1.7  
Provide emergency warning signage at the intersection of 200th St. E. and Orting-Kapowsin Highway that directs traffic away from the Puyallup Valley in case of a natural disaster.

GOAL GR T-2  
Implement transportation improvements in the plan area in accordance with the project recommendations included in the Graham Community Plan.

GR T-2.1  
Use the plan’s project list and maps to guide programming and implementation of transportation projects.

GR T-2.2  
Further refine the transportation concepts in the Graham Rural Activity Center and finance these transportation improvements with a combination of public and developer funds.

GR T-2.3  
Pierce County shall work with the Washington State Department of Transportation to define consolidated east-west access roadways to serve new commercial sites within the Graham Rural Activity Center.
**DOMESTIC WATER**

**GOAL GR U-1**  
Provide adequate water supplies to meet the needs of existing residents as well as proposed new development.

**GR U-1.1**  
Ensure adequate domestic water to serve development and agricultural uses within the plan area.

**GR U-1.2**  
Enhance water conservation by requiring plumbing fixtures that conserve water, instituting leak detection and correction programs, and by developing strict irrigation and landscaping standards.

**GR U-1.3**  
Require landscaping that does not demand extensive irrigation for its survival, place an emphasis on the use of indigenous plant materials, and limit the extent of native vegetation removal.

**GR U-1.4**  
Encourage existing Class A water systems to work with Class B water systems or individuals that may have underutilized water rights to acquire these systems to expand available capacity.

**GR U-1.5**  
Protect groundwater supplies near the 304th Street landfill.

**GR U-1.5.1**  
The Tacoma Pierce County Health Department (TPCHD) shall conduct a study to evaluate the current upward gradient pressure of the aquifer system underlying the 304th Street landfill and to determine how much additional water withdrawal may occur from the aquifer before posing a contamination risk to the groundwater supplies.

**GR U-1.5.2**  
The TPCHD shall certify new wells within one mile of the 304th Street landfill to determine cumulative impacts to the underlying aquifer system.

**GR U-1.5.3**  
The TPCHD shall restrict additional water withdrawals, except test wells, within one mile of the 304th Street landfill when the underlying aquifer water table height is lowered to the point where negative impacts to the landfill lining and groundwater supplies may occur.

**STORMWATER FACILITIES**

**GOAL GR U-2**  
Develop stormwater facilities that are functional, environmentally sound, and aesthetically pleasing.

**GR U-2.1**  
Provide stormwater facilities within the plan area to mitigate existing stormwater problems and design these facilities to blend with and enhance natural systems.
Solid Waste

Goal GR U-3: Protect the natural environment and public health and safety related to Municipal Solid Waste (MSW) landfill facilities.

GR U-3.1: Establish standards for the siting of new or expansion of existing MSW landfill facilities to protect the public health, safety, and welfare and to address environmental impacts.

GR U-3.1.1: The siting of any proposed MSW landfill or any proposed expansion of an existing MSW landfill shall follow applicable County, state, and federal statutes and regulations regarding criteria for appropriate site selection.

GR U-3.1.2: The siting of any proposed MSW landfill or any proposed expansion of an existing MSW landfill in the plan area shall not be within 5 miles of any defined shorelines of the state or direct tributaries to a shoreline of the state, including Lake Kapowsin, Tanwax Lake, Whitman Lake, Morgan Lake, Ohop Creek, Kapowsin Creek, Puyallup River, Muck Creek and South Creek, or within 1 mile of any other river, stream, creek, or tributary within or adjacent to the plan area.

GR U-3.1.3: No new MSW landfill shall be located over a sole source aquifer in the plan area given the strong potential to pollute future needed water supplies. In addition, no MSW landfill shall be permitted in certain locations with regard to pollution of water (surface and groundwater) in areas of the plan area that have a high preponderance of outwash materials (gravel, sand, or rock).

GR U-3.1.3.1: No siting shall be approved and permitted for a site which has been fully examined independently and documented to contain a significant preponderance of one or more of the following U.S. Geological Survey defined soils: alluvium, peat, Electron mudflow, Osceola mudflow, Marshel formation, and/or Vashon Drift recessional outwash, advance gravel, or Steilacoom gravel.

GR U-3.1.3.2: The County shall require independent review of site studies of the characteristics of any proposed site to reduce any potential compromising of the parameters, methods, and conclusions of the geologic studies which predict the rate at which contaminants move through underlying strata.

GR U-3.1.3.3: The depth of the water table and levels of aquifers shall be considered primary health concerns by County officials and the Hearing Examiner in any review of a proposed MSW landfill application or an application to expand an existing MSW landfill.

GR U-3.1.3.4: The County and TPCHD shall require a rigorous monitoring regime as landfills can create deliberate fractures, underground water tables, as well as significantly increase fluid pressure.
The siting of any proposed MSW landfill or any proposed expansion of an existing MSW landfill in the plan area shall not permit the filling of any wetlands unless it is clear that no other practicable alternative exists. Any compensatory wetlands to mitigate for impacts associated with the construction of a MSW landfill shall be located in the same Water Resource Inventory Area (WRIA).

The perimeter buffer around any new proposed MSW landfill or any proposed expansion of an existing MSW landfill shall be no less than 1,000 feet in width and shall be planted with a dense cover of native vegetation, preferably composed of native conifer trees, to adequately screen the landfill facility from adjacent neighbors and roadways.

No new proposed MSW landfill or any proposed expansion of an existing MSW landfill shall be located in a floodplain unless an Environmental Impact Statement (EIS) using the best available science unequivocally indicates that the facility will not restrict the flow of the 100-year flood, reduce the temporary water storage capacity of the floodplain, or result in a washout of solid waste and pose a hazard to human health or the environment.

Any plan for a proposed MSW landfill or any proposed expansion of an existing MSW landfill shall describe in detail the corrective action programs to be initiated if groundwater contained within the aquifer or surface water is contaminated. Thus an application’s site monitoring and remediation plan should be resolved during the site selection process and not later in an anticipated construction and operation permit application.

Any formal application to expand laterally the size of any public or private MSW landfill currently existing in the plan area shall be subject to a number of considerations:

Such older landfills must meet newer County, state and federal regulations and are not eligible for regulatory waivers of newer waste management standards.

A mandatory EIS must adequately address alternatives to the proposed expansion including, at a minimum, other alternative in-county locations as well as long-hauling, with data found to be acceptable by reputable third parties such as the Environmental Protection Agency and the U.S. Army Corps of Engineers.

The mandatory EIS must fully document, based on public/private records and the best available science, the historical impact of the current facility on contamination to any sole source aquifer located under the facility. A full and faithful record shall be compiled by the Tacoma-Pierce County Health Department (TPCHD) to reflect incidents of failure to contain waste, litter, leachate, and toxic air emissions from the landfill, and shall be considered in the review process.
Any EIS review of a proposal shall be subject to review by the U.S. Environmental Protection Agency (40 CFR 232), the U.S. Army Corps of Engineers (33 CFR Part 323), and the U.S. Fish and Wildlife Service when wetlands, aquifers, and streams may be negatively impacted. Such review shall pertain even if no federal financial assistance is involved.

No expansion shall be permitted to any MSW landfill currently sited over a sole source aquifer, in a critical aquifer recharge area, or in a wellhead protection area in the plan area and grandfathered by virtue of establishment prior to the April 27, 1999 effective date for RCW 70.95.060.

Conduct adequate monitoring and testing of MSW landfill facilities to ensure that the facility is not posing any negative impacts to public health, safety, and welfare nor resulting in any unmitigated environmental impacts.

The TPCHD shall produce an annual written report on the research and field testing of contaminants found in the groundwater at any current or future approved MSW landfill site within the plan area. TPCHD shall provide a copy of such report to water purveyors and landowners within a 10-mile radius of such sites.

The TPCHD shall require MSW permit holders to provide monitoring and testing information in an acceptable electronic format.

The TPCHD shall be the responsible agency for ensuring that proper and appropriate monitoring and testing is conducted on MSW landfills. The TPCHD may oversee the hiring of neutral, third party consultants to conduct the necessary monitoring and testing or may complete such monitoring or testing with adequately trained TPCHD staff.

Ensure that all plans and reports regarding monitoring and testing of MSW landfills in the plan area are readily available to citizens.

The TPCHD shall post monitoring and testing information regarding MSW landfills on a public web page and in all local newspapers of general distribution. This information shall include hydrogeologic and groundwater monitoring reports, leak detection, and collection system monitoring reports, leachate monitoring reports, and surface water monitoring reports.

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following
the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

## SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

### Domestic Water

1. Provide Letters of Water Availability to the Graham Land Use Advisory Commission and the Pierce County Hearing Examiner for consideration during the public hearing process. (PALS)
2. Amend the Pierce County Comprehensive Plan to include language regarding protecting water rights for designated Agricultural Resource Lands. (PALS)

### Law Enforcement and Fire Protection

3. Establish a process for local fire district review and comment on development proposals. (PALS, FPB, Graham Fire District)

### Stormwater Facilities

4. Amend Title 18J, Design Standards and Guidelines to establish stormwater detention facility design standards and/or work with PWU-Water Programs Division to develop new Guidelines for Design of Public Stormwater Facilities. (PALS, PWU-Water Programs)

### Undergrounding of Utilities

5. Amend the Pierce County Manual on Accommodating Utilities to include provisions for the undergrounding of overhead utility lines within the County right-of-way. (PWU)

### Parks

6. Establish a park impact fee, land dedication or fee-in-lieu-of dedication program for community and neighborhood level parks within the plan area. (PALS, Parks and Recreation)
7. Amend the Pierce County Development Regulations to require the dedication of regional trails or a fee-in-lieu-of land dedication during the site development process and to require the installation of nonmotorized transportation trails that connect new developments to schools, parks, or adjacent developments. (PALS, Parks and Recreation)
8. Amend Title 18J, Development Regulations – Design Standards and Guidelines to incorporate park and recreation design and location criteria. (PALS, Parks)

### Transportation

9. Amend Titles 17B, 18J, and the “Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County” to:
10. Require multiple access points into and out of developments and road extensions or stub roads to adjacent parcels for present and future roadway development and connectivity;
11. Provide pedestrian and bicycle facilities within and abutting new developments;
12. Institute new parking standards for on-street parking, driveway lengths, off-street parking, towing enforcement, minimum lot widths and side yard setbacks in developments within urban areas. (PALS, PWU-Transportation)
13. Amend the Pierce County Capital Facilities Element and Pierce County Transportation Plan to include transportation improvement projects identified in the plan. (PWU-Transportation)
14. Amend the Pierce County Nonmotorized Transportation Plan to update with Proposed Trail System Map recommendations. (PWU-Transportation)
15. Incorporate the Plan’s transportation project priorities into Six-Year Transportation Improvement Program project selection process. (PWU-Transportation)

**Mid-Term Actions (1-5 Years)**

**Domestic Water**
1. Initiate water conservation measures. (PWU – Sewer and Water Utility Division and local water purveyors)
2. Amend the Letter of Water Availability form to require additional information about water rights and existing and available water capacity to serve new development. (TPCHD, PALS)
3. Establish the Pierce County Water Utility to provide wholesale water to water purveyors operating within Pierce County. (PWU – Sewer and Water Utility Division and local water purveyors)

**Public Schools**
4. Work with the Pierce County Council to increase Bethel School District impact fees. (Bethel School District)

**Solid Waste**
5. Consider incorporating more detailed solid waste facility siting criteria and monitoring and remediation plan requirements in the next update of the Pierce County Solid Waste Management Plan. (PWU-Solid Waste, TPCHD)
6. Post a detailed summary of existing landfill monitoring and testing information on the TPCHD website. (TPCHD)

**Parks**
7. Finalize the Frontier Park Master Development Site Plan and implement the Plan through approval by the County Hearing Examiner. (Parks, PALS)
8. Identify and maintain a list of civic, community groups and local governmental agency contacts that are interested in park and recreation development in the Graham area. (Parks)
9. Initiate the community review process for the concept of creating a local park district or service area for the development of community and neighborhood level parks within the plan area. (Parks)

10. Pursue partnership opportunities for the acquisition of regional, neighborhood and community park sites. (Parks)

11. Form a joint partnership to increase recreational opportunities within the plan area. (Parks, Local School Districts)

12. Expand walking trails at Frontier Park. (Parks)

**Transportation**

13. Evaluate the speed limit on 224th St. E. between 82nd Ave. and Meridian to determine the feasibility of reducing the speed limit to 35 miles per hour or implementing other speed reduction methods. (PWU-Transportation)

14. Evaluate the feasibility of additional transit routes, increased bus frequencies, and additional bus pullouts. (Pierce Transit, PWU-Transportation)

15. Increase the number of transit stops, which include shelters and seating, at identified community centers. (PWU-Transportation, Pierce Transit)

16. Construct drainage improvements to address flooding issues along 224th St. E. (PWU – Water Programs, PWU-Transportation)

17. Refine concepts for traffic and nonmotorized circulation within the Graham RAC and incorporate into development review process. (PWU-Transportation, PALS, Washington State Department of Transportation, private developers)

18. Install emergency warning signage at the intersection of 200th St. E. and Orting-Kapowsin Highway that directs traffic away from the Puyallup Valley in the case of a natural disaster event. (PWU-Transportation, DEM)

**LONG TERM ACTIONS (5-10 YEARS)**

**Domestic Water**

1. Evaluate the merger of Class A and unused or underutilized Class B water systems. (PWU – Sewer and Water Utility Division, WDOH, TPCHD)

**Law Enforcement and Fire Protection**

2. Locate a police substation within the plan area. Give priority to the following areas:
3. Graham Library property
4. Graham Fire Department station
5. 304th St. E. and Meridian Rural Activity Center (Sheriffs Department)

**Parks**

6. Acquire additional parcels of land for future park and trail development. (Parks and Recreation)
Transportation

7. Evaluate the feasibility of a rail stop in or near the Graham Rural Activity Center located at 224th St. E. and Meridian. (PWU-Transportation, Pierce Transit, Tacoma Rail Mountain Division)
Public Education
--Schools--
- Elementary School
- Junior High School
- High School

--School Districts--
Puyallup (District #3)
Orting (District #344)
Bethel (District #403)
Eatonville (District #404)

Pierce County, Washington

Department of Planning and Land Services
Plot Date: February 07, 2006

Graham Community Plan
Chapter 7: Plan Monitoring

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 Graham 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 five elements of the plan.

Monitoring actions may include the development and implementation of regulations and design standards, coordinating the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. Information obtained from the monitoring program can be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.
Appendix G: Key Peninsula Community Plan

The Key Peninsula 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 Key Peninsula Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2007-75s, Effective 6/1/2008).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

General Description of the Plan Area

The Key Peninsula is located in western Pierce County and surrounded by marine waters on three sides. The northern boundary of the Key Peninsula is adjacent to Kitsap County and the northwestern boundary is adjacent to Mason County. The Gig Harbor Peninsula is located to the east of the plan area across the Purdy Bridge. Herron Island is within the community plan boundary and is located off of the Peninsula’s western shoreline in Case Inlet.

The plan area is approximately 60 square miles and is designated for rural and resource land uses under the Pierce County Comprehensive Plan. The community plan does not contain an urban area as defined by the Washington State Growth Management Act (GMA). There are many small, distinct communities located throughout the Key Peninsula with seven of these areas recognized as rural commercial centers. Most residents of the Key Peninsula identify themselves as coming from one of these small rural commercial locations.

The Key Peninsula is characterized by a variety of rural land uses on large lots. Residential home sites, agricultural lands, and forest lands dominate the land use pattern. Several recreational campgrounds including two state parks are located along the extensive marine shorelines that surround the Peninsula. State Route 302 (SR 302) crosses through the northern portion of the community. Several of the small commercial areas are located along this state highway. Additional commercial areas are located south of SR 302 at Key Center, Home, and Longbranch. The topography of the Peninsula is considered rolling with no prominent hill tops. The small bays and inlets are generally considered low bank waterfront and most are improved with residential homes. Other areas of the Peninsula that are more exposed to the weather and winter storms have high banks and marine bluffs. There are several small lakes, wetlands, and numerous streams. Many of the larger streams support salmon runs.

Demographics

Growth Rate and Population Forecast

The population of the Key Peninsula continues to increase. The total population of the Key Peninsula was 11,016 in 1990. The population had increased by 3,952 citizens to a total of 14,968 in the year 2000. This amounts to an annual average growth rate of 3.1%. According to the Puget Sound Regional Council census tract estimates, the population of the Key Peninsula grew to 16,721 in 2006.

Population forecasting is an inexact science. For example, the population allocation of 16,369 for the year 2022 as adopted by the Pierce County Council under Ordinance 2003-104s has
already been surpassed. Many assumptions are used in forecast models in an attempt to predict what the population will be in the future. The population increase of 1,753 on the Key Peninsula between 2000 and 2006 is consistent with new residential construction activity. The following table describes residential building permits issued on the Key Peninsula between 2001 and 2005. If new residential permit trends continue at an average of 200 annually, the population of the Key Peninsula may approach 25,000 by the year 2025.

<table>
<thead>
<tr>
<th>Residential Building Permits Trends</th>
<th>2001</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key Peninsula Community Plan Area</td>
<td>140</td>
<td>149</td>
<td>183</td>
<td>229</td>
<td>265</td>
</tr>
</tbody>
</table>

**DEMOGRAPHICS**

Demographics for the plan area were compiled from information contained within the year 2000 census survey. Census tracts 725.03, 726.01, 726.02, and 726.03 were used to derive the demographic information. Census tract 726.03 contains Anderson Island as well as the southern Key Peninsula.

Most residents of the Key Peninsula own their homes. Only 15% of Peninsula residents are renters. One interesting housing fact about the Key Peninsula is that it has a much higher (15% of total housing) rate of seasonal occupancy than other parts of Pierce County. This rate is coming down however, as many of the historical vacation homes are turning into permanent residences.

The Key Peninsula’s population is fairly educated with 28% of the citizens having a college degree. The median household income was $49,194 in the year 2000 which was higher than the Pierce County average of $45,200.

**EARLY HISTORY OF KEY PENINSULA**

The Key Peninsula was part of the territory Native Americans traditionally used for camping, fishing, hunting, and gathering for many centuries before Europeans came. People of the Squaxin Island and Nisqually Tribes fished in the streams and the Puget Sound, dug shellfish, gathered resources including berry fruits, vegetables, and other local foods, and hunted in the peninsulas forests and valleys. They navigated the local waters using canoes. In addition, a number of trails were used to traverse the area and connect water bodies surrounding the Peninsula with islands and the mainland.

Salmon was the most important food resource. In addition to salmon, oysters, clams, camas roots, berries, nettles and roots provided supplemental food resources. Winter food was prepared through drying, smoking and other preservation methods.

No permanent Native American village sites have been identified on the Key Peninsula. Various shell middens have been unearthed along the shorelines of the Key Peninsula and numerous temporary fishing and habitation sites were located near the streams and bays and were well known among early settlers. These sites were utilized by Native Americans for camping, fishing, and digging shellfish.
In 1792, Lieutenant Peter Puget working for British Captain George Vancouver surveyed the body of water named after him later. An American naval expedition under Captain Charles Wilkes surveyed the south Puget Sound area in 1841. Wilkes’ survey included the water bodies, bays, inlets, etc. around the Key Peninsula. Carr Inlet, Case Inlet, and Drayton Passage were named after members of the Wilkes’ survey crew.

Some of the early regular interactions between the local Native Americans and Europeans took place at the Hudson’s Bay Company’s trading post established in the 1830s north of the Nisqually delta near the present-day city of DuPont. Some local Native Americans were hired to work for the Hudson’s Bay Company. Some Hudson’s Bay Company employees married the local Native American women and started families. Descendents from several of these unions still reside in the area. Even after the Indian War of 1855-56, some remaining Native Americans in the area traded baskets, fish, or dugout canoes for articles of clothing, tobacco and other provisions.

Europeans started to arrive in Key Peninsula in the 1830s. A few former mountain men who had been engaged in fur trapping and trade in Canada came and settled down in the area. They were able to survive in the wilderness through their simple way of life, ability to live off of the land and familiarity with the local Native American dialects and trading languages.

More settlers started to come into the Key Peninsula after the U.S. Congress adopted the Donation Land law in 1850 which encouraged people to emigrate west and establish Homesteads. Charles Taylor, a Scotsman who decided to jump from a British ship due to harsh conditions on board, is considered the first permanent settler on the Peninsula. He started his residency at Taylor Bay in 1852. He married a local Nisqually Indian woman. William D. Vaughn arrived in the Peninsula in the same year.

The Key Peninsula was originally called Longbranch Peninsula based on the maps of the Wilkes Expedition. In the 1930s, Key Peninsula was officially adopted as the name of the Peninsula. A contest was sponsored to select a new official name for the Peninsula in 1931 by the business community. The entry “Key Peninsula” (based on the shape of the Peninsula) was submitted by Ed M. Stone of Lakebay who won the prize.

**EARLY COMMUNITIES**

**MINTER**

Minter was settled by George Minter and family in 1882. He established his homestead near the stream bearing his name. A school and post office were established in the mid-1880’s. The first postmaster was Mrs. Lucinda Minter. The community was renamed Elgin in 1892. Logging and homesteading of early days were gradually replaced by farming and aquaculture. The fish hatchery on Minter Creek was established in the 1930s.

**HOME**

Home was a unique community. The settlement in Home started in 1896 on 26 acres of land on Von Geldern Cove purchased by George Allen, O.A. Verity, and L. F. O’Dell. These three men
came from a failed experimental industrial cooperative colony, Glennis, located near Clear Lake in Pierce County. Two years later, these men founded the Mutual Home Association to attract people to live in the Home colony. The Home plat of 217 acres was filed in 1909. Residents were allowed to explore a variety of lifestyles, political issues, and philosophies. Home attracted a variety of non-conformists, free thinkers, activists, and writers, including anarchists and socialists. A school, store, and community building were erected. Special events such as musicals, lectures, and dances were held regularly in the community building called Liberty Hall. Another community building called Harmony Hall was constructed and held dances and other social events. An orchestra and musical band were organized. A baseball team was organized in Home. Baseball games were held regularly on Sunday on the community ball field. A legal dispute arose among the members when some became unhappy about the amendments made to the articles of incorporation of the Mutual Home Association which enabled the association to privatize some lands within the Home colony. In September 1919, the court ordered the Mutual Home Association be dissolved. After dissolution, the residents were able to buy the plot of land they had been leasing and life in Home continued normally. In the 1920s a poultry business prospered in Key Peninsula. Home had a cooperative that exported eggs to urban markets including Seattle. Home was designated to the Pierce County Register of Historic Places in 1990 as a historic district. Dadisman House and Home School are listed in the National Register of Historic Places.

**Herron**

Herron’s first settler was John Jensen. The place was named after Lewis Herron who made barrels for storage of food for the Wilkes Expedition. A post office was established in 1894 for the community with the name of Blanchard. The name Herron was brought back in 1913. The area produced a variety of fruits including prunes, apples, grapes, plums, cherries, pears, crab apples, and quinces. Herron became especially well known for prune production. Fruits were dried in a prune orchard dryer. Fruit production eventually declined due to competition from fruits grown in eastern Washington.

**Glen Cove**

Glen Cove started as a logging camp. Several families came and settled in the area then known as Balch’s Cove in the late 1880s. A post office was established in 1891. The name of the community was changed from Balch to Glen Cove by the postal authorities in 1896. A brickyard was established by Nick Petersen and Harry Winchester on the cove in the 1880s. Stores, a school, and post office were located at the bay. Glencove Hotel, a three-story Victorian-style building, was built by Nicholas and Agnes Petersen and opened in 1897. The hotel is still standing and is available as a bed and breakfast facility and to rent for special events such as weddings, parties, etc. The Glencove Hotel is listed in the Pierce County and National Registers.
of Historic Places. In the vicinity, YMCA Camp Seymour was established in 1905 on land donated by Mr. Seymour. A wide variety of summer activities continue to be offered there.

**LAKEBAY**

Lake Bay’s earliest settlers were William Creviston and his wife who settled in the area in 1871. Carl Lorenz established a saw mill in 1877. A school opened in 1878. Recognizing the need for steamboat transportation for people, freight, including logs and farm produce, and mail, Carl Lorenz and his sons launched a major steamboat business from Lake Bay in the 1880s. This early establishment of saw mill and steamboat businesses made Lorenz and Lake Bay well known throughout the early communities on Puget Sound. The Lorenz family operated the steamboat business with a number of steamboats in their fleet for more than four decades. A brick yard was operated in the 1880s. Henry Tiedman established the post office at Lake Bay in 1882. In 1894, postal authorities changed the name of the community into one word, Lakebay. A store and a hotel were also established. In the 1920s when poultry businesses prospered on the Key Peninsula, Lakebay had an agricultural cooperative that exported eggs to urban markets.

**LONGBRANCH**

Longbranch was named and platted in 1890 as a summer resort by Edward Yeazell. The place was originally called Long Branch and was named after a resort community in New Jersey. The name was changed to one word in 1894. Due to its isolation and inaccessibility, Yeazell’s resort venture was never realized. A post office was established in 1891 and Ernest E. Shellgren was its first postmaster. Logging was the main industry in the beginning. Small farms were established on cleared land and businesses developed in the area. Fertilizer plants and a blacksmith shop were among the local businesses. William Sipple and Henry and Franz Mahncke had large land holdings in the area and were prominent early citizens. William Sipple operated a ship building business and constructed a variety of boats as well as houses. He built a lighthouse on Filucy Bay in 1915 which became a familiar landmark. The lighthouse burned in 1971 and was never rebuilt.

**PURDY**

Purdy was established by Joseph Purdy in the 1880s. Tabor A. Sherman was the first postmaster. A town site was platted and a lumber mill was established on the waterfront. The timbers used in the construction of the wooden dock at the Bremerton Naval Shipyard were from the mill in Purdy. Lumber milling business declined when an economic depression hit in 1893. Starting in the 1900s the community engaged mostly in agriculture. The first Purdy bridge near Wauna was constructed in 1892, the second in 1919, and a third in 1938 connecting Gig Harbor Peninsula with Key Peninsula. The first bridge was a wooden draw bridge. The second turnstile bridge was moved from the Puyallup River. Draw or swing bridges allowed tug
boats tugging boomed logs to mills enter the lagoons. These bridges also shortened the trips for transport of farm produce from Kitsap and Mason Counties to Tacoma. The third bridge was constructed of box girder type.

**WAUNA**

Wauna, near Purdy, was platted in 1889. A post office was established in 1890. Soon, it became a commercial center owing to its long wharf and deep moorage bringing regular steamboat traffic. The waterfront store and lounge for steamboat customers served as a social gathering place. Logging and brush camps, ranching, and tree farms comprised the economic activities around the 1900s. The community later established a reputation as a summer resort. Due to a wide array of recreational opportunities including swimming, clam digging, boating, and fishing, many families from urban areas came to Wauna during the summer months. The Wauna Post Office and Store located on the sand spit was continually operated by the White and Goldman families for nearly nine decades. When the Wauna Post Office relocated to the Lake Kathryn location, the old Wauna Post Office and Store property was sold to Pierce County and became a park site. It was designated to Pierce County Register of Historic Places in 1990. Deteriorated conditions of the building continued to pose safety and aesthetics problems. The property was de-listed from the historic register and demolished in 2006.

**VAUGHN**

Vaughn’s settlement began with the arrival of William Vaughn in 1852. He engaged in logging and established a homestead. Additional families arrived in the area and established homesteads by the 1880s. A post office was established in 1888 and its first postmaster was Mrs. Alice A. Hunt. Shingle and saw mills were established on the shoreline. Harvested logs were shipped out from the Vaughn Bay. An oyster business was established in Vaughn in the late 1890s by Mr. Rodman and Mr. Fox. First, Eastern oysters were cultivated. Later, Willapa and Japanese oysters were introduced to the area. A few families built the first schoolhouse in 1886. Community events were held in the school building. The Vaughn Bay Public Library Association was formed in 1891 which led to building the Library Hall in 1893 on the land donated by the Van Slyke family. A variety of community activities including dances were held in the Library Hall until it closed in 1958.

**KEY CENTER**

Key Center’s earliest settler was Andrew Olson who arrived in the area in the 1880s and homesteaded. A few additional families including the Palmer, Powell, and Pollack families settled in the area. In the 1930s, A. E. Visell Lumber Company, C. D. Hipp Grocery Store, and Gene Brown’s Garage comprised a business center at the intersection of today’s Key Peninsula Highway and Olson and Cramer Road KPN. In 1931, the business community on the Key Peninsula led by A. E. Visell sponsored a contest to select an official name for the Peninsula. Ed M. Stone of Lakebay won the $25 prize with his entry, “Key Peninsula.” Stone thought the shape of the Peninsula resembled a key. Soon, the business center became known as “Key Center” because it was located in the center of the Peninsula.
PLANNING HISTORY

COUNTY PLANNING

1962 PIERCE COUNTY COMPREHENSIVE PLAN AND ZONING

The first Pierce County Comprehensive Land Use Plan was adopted on April 2, 1962. The Pierce County Zoning Code, which implemented the Comprehensive Plan, was adopted on October 8, 1962. The 1962 Pierce County Comprehensive Plan designated the Key Peninsula as “Rural Residential.” These rules followed very basic planning principles. 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 May 1966, a Comprehensive Plan Study was completed for the NE corner of the Peninsula east of 134th Avenue under Section 701 of the Federal Housing Act. This study served as a platform for planning efforts on the Peninsula in the early 1970s.

1975 GIG HARBOR PENINSULA COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS

In June 1975, the Gig Harbor Peninsula Comprehensive Plan and Development Regulations were adopted by the Pierce County Board of Commissioners. The 1975 Gig Harbor Peninsula Comprehensive Plan included land in the Burley-Minter-Wauna area of the northeastern Key Peninsula, as well as the Gig Harbor Peninsula and Fox Island. This was a very innovative plan and zoning program. It was based on the physical features of the Peninsula such as topography and aquifer recharge areas. Lands that contained environmental constraints such as steep slopes or wetlands were considered the most sensitive and received a designation of Natural Environment. Areas that were appropriate for residential land uses were designated the Residential Environment. Land that had very few physical impediments to development and was located near SR 302 and 94th Avenue, SR 302 and 118th Avenue, and Key Peninsula Highway and 134th Avenue received an Urban Environment designation. Generally, any land use was permitted in any zone classification provided the proposed development met minimum environmental standards and was compatible with adjacent uses. This zoning scheme was quite successful and remained in effect until January 1, 1995 when a new Pierce County Comprehensive Plan was adopted pursuant to the 1990 Washington State Growth Act.

BURLEY MINTER DRAINAGE BASIN WATER QUALITY PLAN

In January 1988, the Burley/Minter Drainage Basin Water Quality Plan was adopted. This plan established a sensitive watershed environment in the Burley Lagoon and Minter Creek areas. Due to contamination of shellfish beds in Burley Lagoon and Minter Bay, development restrictions including larger lot sizes, best management practices, and buffers on streams and waterways were established. In November 1978, these areas were also designated as environmentally sensitive areas pursuant to the State Environmental Policy Act (SEPA).
In April 1990, the Growth Management Act (GMA) was passed by the Washington State Legislature. It required Pierce County to update its existing Comprehensive Plan and Zoning Regulations, including community plans. The GMA required Pierce County to develop and adopt a comprehensive plan which would control residential, commercial, and industrial growth. Thirteen goals are listed in GMA to guide policy development in six required elements. The required elements include land use, housing, capital facilities, utilities, rural, and transportation. Pierce County also elected to include four additional elements: environment and critical areas, economic development, community plans, and essential public facilities. Each of the six GMA required elements must conform to specific standards set in the legislation. GMA required cities and counties to plan for growth based on population forecasts. Where growth is allowed, facilities and services must be planned and provided.

The Rural Element requirements in the originally adopted GMA contained very general standards. It stated that counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest, or mineral resources. The Rural Element shall permit land uses that are compatible with the rural character and provide for a variety of rural densities. Rural areas must also be planned for and include preservation of open space, agricultural opportunities, recreational opportunities, and protection of natural resources.

In April 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 June 1992, the Pierce County Countywide 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 November 1994, Pierce County adopted a new Comprehensive Plan. The 1994 Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The plan established population projections, urban growth areas, and rural areas. The 1994 Comprehensive Plan identified Key Peninsula as a “rural” area.

**COMMUNITY PLANNING**

Pierce County Comprehensive Plan policies located in the Community Plans Element address community autonomy, community character, new community plans, consistency with the Comprehensive Plan, consistency with the Development Regulations-Zoning, transition strategies, and joint planning agreements.

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. Community plans exemplify how the objectives and policies of the Comprehensive Plan play out when applied to detailed and specific conditions. They indicate 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.
Community plans help citizens decide what they want to retain and what they want to change at the local level.

Although the Growth Management Act (GMA) 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 the unincorporated County population resides in community plan areas. The Community Plans Element spells out how to coordinate consistency between community plans and the Comprehensive Plan. Community plans must be consistent with the Comprehensive Plan and the GMA. Flexibility exists only in the interpretation of how Comprehensive Plan policies apply in a given community or in areas where the Comprehensive Plan is silent on an issue or does not provide detailed guidance.

**SCOPE OF THE COMMUNITY PLAN**

**LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN**

In the Community Plans Element of the 1994 Pierce County Comprehensive Plan, the Key Peninsula was identified as a community in need of a community plan. The Pierce County Council passed Resolution R2003-42s on May 27, 2003 requesting the Department of Planning and Land Services begin the development of a community plan for the Key Peninsula.

**PURPOSE AND USE OF THE COMMUNITY PLAN**

The Key Peninsula Community Plan will give residents, property owners, business people, and Pierce County government a detailed sense of how the community wants to develop in the future and what standards could be utilized to create and maintain the look and feel identified in the community plan. In some circumstances, the plan refines the Pierce County Comprehensive Plan to more closely reflect the needs, concerns, and desires of the Peninsula residents. The plan also identifies actions necessary to implement the community plan, including adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements such as roads and sidewalks, landscaping and streetlighting, park and recreation development; and economic programs.

**VISIONS, GOALS, OBJECTIVES, PRINCIPLES, AND STANDARDS**

**VISIONS**

Visioning is the process of defining the expectation of what the community could be in the future. 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 become the basis for the visions, goals, objectives, and principles of the community plan.
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, objectives, and policies (principles and standards) are used to provide measurable statements to fulfill the vision statements and are an integral part of the visioning process.

**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), and implementation actions and recommendations will be developed.

**OBJECTIVES**

Objectives are statements which specifically define goal actions.

**POLICIES (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 AND RECOMMENDATIONS**

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

The vision and all of the goals, objectives, policies, and implementation actions and recommendations are developed through citizen comment and represent the will of the people translated into decision-oriented statements. When applying the policy statements, each should be afforded equal weight and consideration.

**PUBLIC INVOLVEMENT**

**KEY PENINSULA COMMUNITY PLANNING BOARD**

The development of the Key Peninsula Community Plan could not have been accomplished without the Key Peninsula Community Planning Board (KP CPB). The KP CPB consisted of a fifteen-member group representing a variety of interests and geographic locations of the community. Representatives included: Pierce County Fire District #16, Key Peninsula Business Association, Key
Peninsula Metro Parks, Key Peninsula Community Councils, a local real estate agent, a local farmer, and residents at large.

The KP CPB was charged with five main responsibilities: 1) serving as a sounding board for the community; 2) developing a vision statement and community-wide goals for the community plan area; 3) developing policies and implementing actions related to various topics; 4) guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and 5) forwarding a draft updated Key Peninsula Community Plan to the Pierce County Planning Commission and Pierce County Council.

**Timeline for Public Involvement**

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Summer 2004</td>
<td>Planning Staff conducted a series of public outreach meetings to solicit interest in the community planning effort and to recruit Community Planning Board members. Meetings were held with the Longbranch Improvement Club, Key Peninsula News, Key Peninsula Business Association, Key Peninsula Community Council, Peninsula School Board, Key Peninsula Community Services, and the Key Peninsula Livable Communities Fair.</td>
</tr>
<tr>
<td>Fall 2004</td>
<td>Key Peninsula Community Planning Board (KP CPB) developed community-wide vision and goals with public input, which were completed in November 2004.</td>
</tr>
<tr>
<td>Winter 2004</td>
<td>The KP CPB hosted an open house to present the community-wide vision and goals to local residents and to solicit interest in the upcoming policy work.</td>
</tr>
<tr>
<td>Winter/Spring 2004</td>
<td>The KP CPB held public meetings regarding the Natural Environment, completing the Natural Environment Element on April 27, 2005.</td>
</tr>
<tr>
<td>Fall 2005</td>
<td>The KP CPB held public meetings regarding land use, completing the Land Use Element on December 13, 2005.</td>
</tr>
<tr>
<td>Spring 2006</td>
<td>The KP CPB held public meetings regarding transportation, completing the transportation section of the Facilities and Services Element on April 19, 2006.</td>
</tr>
<tr>
<td>Summer 2006</td>
<td>The KP CPB held public meetings regarding parks and recreation, completing the Park and Recreation section of the Facilities and Services Element on June 21, 2006.</td>
</tr>
<tr>
<td>Fall 2006</td>
<td>The KP CPB held public meetings regarding infrastructure and public services, completing the Facilities and Services Element on October 18, 2006.</td>
</tr>
</tbody>
</table>
Winter 2006  The KP CPB and design consultants BCRA held a “Design Charette” on December 9, 2006 to receive input and establish direction from local business owners and residents on questions regarding architectural and site design for the rural commercial areas.

Spring 2007  The KP CPB held public meetings regarding signs, building, and site design, completing the Community Character and Design Element on April 4, 2007.

Spring 2007  A second open house was held on April 10, 2007. The purpose of this open house was to provide a copy of the draft community plan policies and draft zoning map to the general public and to solicit comments for final Key Peninsula Community Planning Board consideration on April 18, 2007.

April 24, 2007  A Study Session was held with the Pierce County Planning Commission.

May 2007  The Pierce County Planning Commission held public hearings on the draft Key Peninsula Community Plan.

Survey

Background

In September 2004, Pierce County Planning and Land Services (PALS) distributed a community planning survey to households and businesses within the Key Peninsula Community Plan area. The survey was developed by PALS staff and based on a format used in various communities throughout Pierce County in previous land use planning efforts. The survey is intended to help PALS staff and community planning board members assess the community’s views regarding a variety topics including quality of life, land use, the economy, and public facilities and services. The survey did not solicit demographic information such as household size, income, or longevity.

The survey was distributed on September 1, 2004. It was mailed to all households and businesses on the Key Peninsula. A total of 7,625 surveys were mailed. Of these 7,261 surveys were mailed to private residences and 364 surveys were mailed to businesses. A response rate of 6.2% had been achieved as of September 23rd. This response rate compares favorably with the response rate for similar surveys conducted by PALS for other community plans.

The number of surveys returned (sample size) was large enough to accurately reflect the opinions of the surveyed population (Key Peninsula households and businesses) to within approximately +/- five percent at a 95% confidence level. This means that if 100 households were randomly selected in the survey area and asked the survey questions, 95% of the time those households would answer the survey questions to within approximately +/- five percent of the results provided in this report.
Survey Summary

The survey asked questions regarding quality of life; condition of the built and natural environment; economic development; land use planning and related controls; and levels of support for a variety of public facilities and services.

When asked about existing conditions within the community, respondents were most satisfied with emergency services such as police and fire, the quality of environmental features, and the adequacy of educational facilities. The respondents were least satisfied with the opportunities for local jobs, the condition of the transportation system, and the architectural design of civic and commercial buildings.

When asked to rate priorities for public facilities, improvements to existing roads ranked as the highest priority followed by increased access to publicly owned shorelines. Indoor recreational facilities were the lowest priority. In terms of public services, the availability of paramedic staff and presence of police were considered the greatest needs. Recreational programs at County parks were considered the lowest priority.

The survey results were be used by the community planning board as an aid in the development of the Key Peninsula Community Plan.

Summary of the Key Peninsula Community Plan

The Key Peninsula Community Plan contains policies and implementing actions for five major subject areas or elements: Land Use, Community Character and Design, Natural Environment, Economic, and the Facilities and Services.

The Land Use Element addresses issues such as what land uses should be allowed in the various designations and the appropriate intensity of land use in various areas in the community.

The Community Character and Design Element consider roadway buffering, signs, rural character but mainly focuses on rural commercial design. The policies contained within the Community Character and Design Element encourages streetscape design, architectural design and sign design.

The Natural Environment includes consideration of the natural resources found on the Key Peninsula. Natural resources such as wildlife, clean water, forests, and open spaces are an integral and valued part of the community. The policies contained within the Natural Environment Element promote protection of critical areas, encourage preservation of natural vegetation, and address special topics such as the marine shorelines, wetlands, and fish and wildlife habitat.

The Economic Element looks at the economy of the Peninsula and considers several opportunities to provide the community with balance of employment and economic return with its impact to the rural character of the area. The most desirable growth would be for economic development through tourism relying on the Peninsula’s extensive inventory of parks, beaches and agricultural activities. More services are desired for local residents and tourists including civic uses, retail sales, and professional business in rural commercial areas.
The policies contained in the Key Peninsula Community Plan also promote home occupations and natural resource based business.

The Facilities and Services Element addresses the basic facilities needed to support planned development. Infrastructure includes capital facilities such as roads, trails, sewage disposal, parks, domestic water, stormwater control, electricity and natural gas. Services include solid waste disposal, fire protection, law enforcement, public schools, and library services. The policies within the Key Peninsula Community Plan identify the capital improvements that are necessary to support the community plan (septic, water, rest area, parks etc.) and discuss potential sources for funding the infrastructure and services.

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

**IMPLEMENTATION**

The plan also contains proposed actions, located at the end of each element, which serve to implement various plan policies. These actions are grouped into short-term, mid-term and long-term endeavors. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 1-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to a lead entity or entities as the primary responsible party to complete.

**VISION STATEMENT**

The Key Peninsula Community Plan will provide its citizens, business owners, and government officials with a strategy to guide growth and development. This 20-year plan should promote the best aspects of rural living. In keeping with the desires of the majority of its citizens and without depriving landowners the reasonable use of their land, the community plan should:

- Promote a small town, socially connected community dominated by a rural landscape;
- Preserve the characteristics of the community including its unique marine attributes, history of each distinct community, and agricultural and forest lands;
- Safeguard the natural environment;
- Protect private property rights;
- Promote development that is planned, orderly, and connected with compact rural business centers serving the needs of the community;
- Encourage economic development and the creation of local jobs in a rural context;
- Require that infrastructure and services be provided or planned as development and growth occur; and
- Require that infrastructure and services be provided or planned to promote specific types of development and growth in designated areas.
Chapter 2: Land Use Element

INTRODUCTION

The Land Use Element of the Key Peninsula Community Plan provides policies regarding the location of preferred land uses (residential, commercial, resource lands, etc.) and the density or intensity related to those uses (i.e., how many dwelling units are permitted, how big structures can be, etc.). This element serves to refine the policies contained in the Pierce County Comprehensive Plan. The community plan provides more specific guidance and criteria regarding land uses than is provided in the generalized Pierce County Comprehensive Plan. In cases where this plan does not provide specific guidance, the policies in the Pierce County Comprehensive Plan shall be used to determine land use objectives and standards. The policies contained in this element provide the foundation for changes to the County’s Development Regulations including the zoning maps and codes.

DESCRIPTION OF CURRENT CONDITIONS

The Key Peninsula is characterized by a variety of rural land uses on large lots. Residential home sites, agricultural lands, and forest lands dominate the land use pattern. State Route 302 crosses through the northern portion of the community. Several small commercial areas are located along this state highway. Additional commercial areas are located south of SR 302 at Key Center, Home, and Longbranch. Several recreational campgrounds including two state parks are located along the extensive marine shorelines that surround the Peninsula. Many residents work locally in home businesses or in small retail stores in the commercial areas that cater to residents and tourists. However the majority of residents commute out of the plan area for jobs in the surrounding urban areas.

EXISTING LAND USES

The Pierce County Assessor-Treasurer’s Office classifies how parcels are used for purposes of calculating assessed value for taxation. The Pierce County Planning and Land Services Department routinely uses this information to determine the 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 on the Key Peninsula based upon Assessor-Treasurer’s information:
Table G-1: Existing Land Uses

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Acreage</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>10,947.2</td>
<td>29%</td>
</tr>
<tr>
<td>Multifamily</td>
<td>57.1</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Group Home/Other</td>
<td>0.0</td>
<td>NA</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>4,277.1</td>
<td>11%</td>
</tr>
<tr>
<td><strong>TOTAL-RESIDENTIAL</strong></td>
<td><strong>15,281.4</strong></td>
<td><strong>40.2%</strong></td>
</tr>
<tr>
<td>Commercial/Service</td>
<td>103.3</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Industrial</td>
<td>10.8</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Education</td>
<td>116.2</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>6.6</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Quasi-public facilities</td>
<td>36.9</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Transportation/Communication/Utility</td>
<td>342.9</td>
<td>1.0%</td>
</tr>
<tr>
<td><strong>TOTAL-NONRESIDENTIAL</strong></td>
<td><strong>616.8</strong></td>
<td><strong>1.6%</strong></td>
</tr>
<tr>
<td>Open Space/Recreation</td>
<td>758.1</td>
<td>1.9%</td>
</tr>
<tr>
<td>Resource Lands</td>
<td>8,270.0</td>
<td>21.7%</td>
</tr>
<tr>
<td>Vacant Lands</td>
<td>12,974.8</td>
<td>34.1%</td>
</tr>
<tr>
<td><strong>TOTAL - VACANT/RESOURCE/OPEN SPACE</strong></td>
<td><strong>22,003.0</strong></td>
<td><strong>57.9%</strong></td>
</tr>
<tr>
<td>Other/Undefined</td>
<td>85.1</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Roads/R.O.W</td>
<td>43.1</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>TOTAL – OTHER</strong></td>
<td><strong>128.2</strong></td>
<td><strong>0.3%</strong></td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td><strong>38,029.4</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Currently Comprehensive Plan Designations and Zoning Classifications

The Pierce County Comprehensive Plan established four land use designations within the community plan area.

The following table summarizes the land use designations and zoning classifications prior to adoption of the community plan in terms of acreage and percent of plan area.

Table G-2: Existing Land Use Designations and Acreage

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Ten (R10)</td>
<td>35,420</td>
<td>91.6%</td>
</tr>
<tr>
<td>Rural Activity Center (RAC)</td>
<td>153</td>
<td>0.4%</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>101</td>
<td>0.3%</td>
</tr>
<tr>
<td>Agricultural Resource Lands (ARL)</td>
<td>2,930</td>
<td>7.7%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>38,605</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>
**Rural Ten (R10)**

The Rural Ten (R10) designation provide for a range of low density residential uses. The intent is to accomplish a rural land use pattern that promotes rural uses, while not requiring urban level services. Cluster development is encouraged within rural residential designations and zones and density bonuses are provided within developments for the dedication of permanent open space. One accessory dwelling unit is also allowed on a residential lot where an existing single-family dwelling exists. The designation and zone number (e.g., 10) represents the base number of acres required for each primary dwelling unit. The R10 designation accounts for 35,420 acres of land, totaling approximately 92% of the plan area.

**Agriculture Resource Land (ARL)**

Agricultural Resource Lands (ARL) are distinct from rural lands and include agricultural lands that have been designated as having long-term commercial significance. The Comprehensive Plan identifies criteria and guidance for protection, management, and future development of lands designated Agricultural Resource Lands. The key criterion for defining Agricultural Resource Lands is the presence of the County’s most productive agricultural soil types and their associated production yield. The ARL designation accounts for 2,874 acres of land, totaling approximately 8% of the plan area.

**Rural Activity Center (RAC)**

The Rural Activity Center (RAC) designation provide areas where residents can gather, work, shop, and entertain and tourists traveling to recreation areas can obtain needed services. A broad range of commercial, service, and residential uses is envisioned within a RAC. These areas should have immediate access onto state routes or major arterials and should be configured to provide an alternative to the strip development typically found along these types of road systems. There are two RACs within the plan area; one located at Lake Kathryn near the intersection of SR 302 and 94th Avenue and the other at Key Center near the intersection of Olson Drive and the Key Peninsula Highway. The RAC designation accounts for approximately 153 acres of land, totaling less than one percent of the plan area.

**Rural Neighborhood Center (RNC)**

The Rural Neighborhood Center (RNC) designation serves the everyday needs of local rural residents. The RNC provides limited convenience shopping and services, is limited in size, and retains a scale and intensity that is appropriate for maintaining the rural character. The five Rural Neighborhood Centers are located at SR 302 and 118th Avenue, SR 302 and Wright Bliss Road, Key Peninsula Highway and 134th Avenue, Home, and Longbranch. The RNC designation accounts for approximately 101 acres of land, totaling less than one percent of the plan area.

**Dwelling Unit Capacity**

Under pre-community plan zoning, it is estimated that a maximum total of 29,533 acres of vacant and underdeveloped land is currently available for residential use on the Key Peninsula.
These lands have the capacity to accommodate approximately 7,621 dwelling units based upon the housing densities allowed in each zone. It is estimated that 20,386 persons would be accommodated within this housing (based on an average of 2.675 persons per household). In addition, each residential lot may accommodate an accessory dwelling unit. Accessory dwelling units are not included in residential capacity calculations.

**Commercial Area Capacity**

There are seven rural commercial centers within the plan area. The commercial centers will be retained as a result of the community plan. Rural Activity Centers are located at Lake Kathryn and Key Center. The five Rural Neighborhood Centers are located at SR 302 and 118th Avenue, SR 302 and Wright Bliss Road, Key Peninsula Highway and 134th Avenue, Home, and Longbranch.

The following table provides information on the size and basic land use activity in each rural commercial center based on the Pierce County Assessor-Treasurer’s records from May, 2005. This table shows the amount of commercial development, underdeveloped land and vacant land in each center.

**Table G-3: Existing Commercial Center Land Area Statistics**

<table>
<thead>
<tr>
<th>Total acres</th>
<th>Commercial Development</th>
<th>Underdeveloped (single-family residence)</th>
<th>Vacant Land</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lake Kathryn Rural Activity Center</td>
<td>59 acres</td>
<td>15 acres</td>
<td>0 acres</td>
</tr>
<tr>
<td>Key Center Rural Activity Center</td>
<td>94 acres</td>
<td>43 acres (3 acres of apt.)</td>
<td>19 acres</td>
</tr>
<tr>
<td>SR 302 - 118th Avenue Rural Neighborhood Center</td>
<td>28 acres</td>
<td>22 acres</td>
<td>0 acres</td>
</tr>
<tr>
<td>SR 302 - Wright Bliss Road Rural Neighborhood Center</td>
<td>16 acres</td>
<td>8 acres</td>
<td>5 acres</td>
</tr>
<tr>
<td>SR 302 - 134th Avenue Rural Neighborhood Center</td>
<td>36 acres</td>
<td>15 acres</td>
<td>5 acres</td>
</tr>
<tr>
<td>Home Rural Neighborhood Center</td>
<td>9 acres</td>
<td>8 acres</td>
<td>1/2 acre</td>
</tr>
<tr>
<td>Longbranch Rural Neighborhood Center</td>
<td>5 acres</td>
<td>1 acre</td>
<td>1 acre</td>
</tr>
</tbody>
</table>

*Land area statistics are based on Pierce County Assessors Information - May 2005

**Acreage figures have been rounded to the nearest whole number.
DESCRIPTION OF DESIRED CONDITIONS

One of the most significant issues addressed within the community plan is land use. How land is utilized within a community directly affects the community’s character and quality of life perceived by its residents. The land uses within the plan area should reflect a rural character while providing opportunities for local employment and tourism. Agriculture is very important to citizens within the community and the land area designated as rural farm or agricultural resource land has been increased to more accurately reflect current farming and agricultural activities taking place across the plan area. Similarly, lands designated for park and recreation have been identified to encourage tourism and serve the recreational needs of local residents. A Rural Sensitive Resource designation will be implemented in selected areas of the open space network or where complex high value environmental features are inventoried. Finally, areas historically used for forest practices have been identified and designated for continued timber management in an effort to promote and encourage that use in appropriate locations. The following section describes in greater detail the proposed land use designations and zoning classifications as recommended in this plan.

PROPOSED LAND USE DESIGNATIONS AND ZONING CLASSIFICATIONS

The Key Peninsula Community Planning Board (CPB) analyzed a variety of information to recommend plan designations and zoning classifications on the Peninsula. First, limited areas of more intense rural development (LAMIRD) criteria were utilized to designate commercial areas (based on the Growth Management Act and Central Puget Sound Hearings Board decisions). Second, the Pierce County Comprehensive Plan policies for rural commercial areas and resource lands were evaluated. Third, existing land uses (based on the Pierce County Assessor tax records) were identified to designate rural farms, forest lands and park and recreation lands. Fourth, Pierce County’s Open Space Network and inventoried critical areas were used to identify property for Rural Sensitive Resource lands. Finally, individual landowner requests for rezones were considered at a series of community planning board meetings.

The CPB also developed hierarchy for designating future land use zones. This hierarchy was considered when a specific parcel of land contained several land uses, when the existing land use was different that the Pierce County Assessor information, or when the existing land use was different than the future land use envisioned by the CPB. The hierarchy or priority for designating zoning classifications was: First, designate commercial areas pursuant to LAMIRD criteria; next designate Agriculture Resource Lands, Park and Recreation, and Rural Farm areas pursuant to Pierce County Comprehensive Plan policies and the existing land use pattern; next, designate Rural Sensitive Resource lands based on the Pierce County Open Space Network and critical area inventory; and finally, all remaining lands were designated Rural 10.

One new land use designation and zone (Park and Recreation) will be added to the Pierce County Comprehensive Plan as a result of the Key Peninsula Community Plan. In addition to the new Park and Recreation zone, two new zoning classifications (Rural Farm and Rural Sensitive Resource) will be applied on the Key Peninsula. The following text, tables, and maps illustrate
the proposed changes in land use designations and zone classifications contained within the community plan and correlating acreage changes for each.

PROPOSED COMPREHENSIVE PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS

The following table summarizes the proposed land use designations and zoning classifications in terms of acreage and percent of plan area.

Table G-4: Proposed Land Use Designations and Acreage

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Ten (R10)</td>
<td>24,794</td>
<td>64%</td>
</tr>
<tr>
<td>Rural Sensitive Resource (RSR)</td>
<td>8,398</td>
<td>22%</td>
</tr>
<tr>
<td>Rural Farm (RF)</td>
<td>2,325</td>
<td>6%</td>
</tr>
<tr>
<td>Agricultural Resource Lands (ARL)</td>
<td>512</td>
<td>1%</td>
</tr>
<tr>
<td>Park and Recreation (PR)</td>
<td>2,287</td>
<td>6%</td>
</tr>
<tr>
<td>Rural Activity Center (RAC)</td>
<td>159</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>130</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>38,605</td>
<td>100%</td>
</tr>
</tbody>
</table>

RURAL TEN DESIGNATION AND ZONE

The Rural Ten (R10) designation primarily accommodates low-density single-family residential, agricultural, forestry, and recreational uses. Some types of civic uses and recreational uses, such as parks and trails, are also permitted in this designation. Home occupations are encouraged as an accessory use to a single-family dwelling unit. The residential densities within the R10 are one dwelling unit per 10 acres with a bonus density of two dwelling units per 10 acres when 50% of the property is set aside as open space. Existing parcels that are less than 10 acres and are zoned R10 can be built upon as long as other development criteria such as septic, water, critical areas, and other County requirements are met. Approximately 24,794 acres of the plan area have been designated R10. This represents 64% of the total plan area. The Rural Ten zoning classification implements this plan designation.

RURAL SENSITIVE RESOURCE DESIGNATION AND ZONE

The Rural Sensitive Resource (RSR) designation includes those properties designated as open space on the Pierce County Open Space Corridor map or associated with inventoried critical areas (specifically high value, complex environmental features such as wetlands and stream systems). This designation is intended to protect surface waters, aquifers, and fish and wildlife habitat from degradation. Incentives will be available for providing permanent protection of environmental features. For example, residential densities are one dwelling unit per 10 acres but a bonus density of two dwelling units per acres is permitted when 50% of the property is designated as permanent open space. New development within the RSR shall utilize low impact development techniques and the properties located within this designation are...
considered a high priority for community open space preservation and acquisition efforts. Approximately 8,398 acres of the plan area have been designated RSR. This represents 22% of the total plan area. The Rural Sensitive Resource zoning classification implements this plan designation.

**Rural Farm Designation and Zone**

The Rural Farm (RF) designation includes properties which are currently being used for or have historically been used for farming activities or have been previously zoned agriculture and that are not currently designated as Agricultural Resource Land (ARL). This new RF designation is intended to recognize properties that are suited for or are conducting agricultural activities within the community but may not meet the soils or parcel size criteria for designation as ARL. A variety of agricultural-related uses are allowed within this designation as well as the protections and incentives afforded to ARL. Densities within this designation are limited to one dwelling unit per 10 acres. Approximately 2,325 acres of the plan area have been designated RF. This represents 6% of the total plan area. The Rural Farm zoning classification implements this plan designation.

**Agricultural Resource Land Designation and Zone**

The Agricultural Resource Land (ARL) designation is intended to preserve parcels that contain prime agricultural soils for long-term agricultural activities. These properties are identified through a Countywide process. The criteria that are evaluated to implement this designation will stay the same as is currently established through the Pierce County Comprehensive Plan. This designation allows for a variety of agricultural uses. Approximately 512 acres of the plan area have been designated ARL. This represents one percent of the total plan area. The Agricultural Resource Lands zone implements this plan designation.

**Park and Recreation Designation and Zone**

The Park and Recreation (PR) designation has been established through the Key Peninsula Community planning process. This new designation was created in response to the community's desire to promote recreational activities and encouraging economic development through tourism. The designation is intended to simplify the permitting process for parks. The various types of existing park and recreation facilities as well as undeveloped public lands that should be reserved for future parks have received this Park and Recreation designation. It is assumed that existing uses such as commercial forest practice activities will continue on some of the properties designated for parks until such time as landowners choose to sell or transfer the land to a park and recreation provider. Approximately 2,287 acres of the plan area have been designated PR. This represents 6% of the total plan area. The Park and Recreation zone implements this plan designation.
**Rural Activity Center**

The Rural Activity Center (RAC) designation provide areas where residents can gather, work, shop, and entertain and tourists traveling to outlying recreation areas can obtain needed services. There are two RACs within the plan area; one located at Lake Kathryn near the intersection of SR 302 and 94th Avenue and the other at Key Center near the intersection of Olson Drive and the Key Peninsula Highway. An analysis of each commercial area on the Peninsula was conducted as part of the community planning process. The logical outer boundary of each commercial area was inventoried. This inventory was based on the built environment as of July 1, 1990. Similarly, the type of uses existing in each commercial area on July 1, 1990 was identified. Based on this information, the boundaries of the commercial areas and types of uses permitted within the RACs have been refined. The RAC designation accounts for approximately 159 acres of land, totaling less than one percent of the community. The Rural Activity Center zone implements this plan designation.

**Rural Neighborhood Center**

The Rural Neighborhood Center (RNC) designation serves the everyday needs of local rural residents. The RNC provides limited convenience shopping and services, is limited in size, and retains a scale and intensity that is appropriate for maintaining the rural character. The five Rural Neighborhood Centers are located at SR 302 and 118th Avenue, SR 302 and Wright Bliss Road, Key Peninsula Highway and 134th Avenue, Home, and Longbranch. An analysis of each RNC area on the Peninsula was conducted as part of the community planning process. The logical outer boundary of each area was inventoried. This inventory was based on the built environment as of July 1, 1990. Similarly, the type of uses existing in each commercial area on July 1, 1990 was identified. Based on this information, the boundaries of the commercial areas and types of uses permitted within the RNCs have been refined. The RNC designation accounts for approximately 130 acres of land, totaling less than one percent of the community. The Rural Neighborhood Center zone implements this plan designation.

**Community Plan Development Potential**

The total breakdown of vacant and underdeveloped lands under current zoning and the community plan zoning is described in the following table:

<table>
<thead>
<tr>
<th>Zone</th>
<th>Vacant (Gross Acres)</th>
<th>Underdeveloped (Gross Acres)</th>
<th>Development Capacity (Gross acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Current Conditions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R10</td>
<td>10,916</td>
<td>16,001</td>
<td>26,917</td>
</tr>
<tr>
<td>ARL</td>
<td>699</td>
<td>1,917</td>
<td>2,616</td>
</tr>
<tr>
<td>RAC</td>
<td>76</td>
<td>19</td>
<td>95</td>
</tr>
<tr>
<td>RNC</td>
<td>32</td>
<td>13</td>
<td>45</td>
</tr>
</tbody>
</table>

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Under the zoning adopted through the community plan process, the Key Peninsula has the capacity for approximately 7,285 dwelling units. This is 336 fewer units than could have been constructed under pre-community plan zoning. It is estimated that 19,787 persons could be accommodated by this housing, approximately 900 fewer residents than under pre-community plan zoning. The associated housing density of new residential growth would equate to .25 dwelling units per acre (not including potential accessory dwelling units or senior housing). This maximum dwelling unit capacity is higher than one would expect for an area zoned for one dwelling unit on 10 acres. The higher capacity is based on the large number of parcels on the Key Peninsula that are smaller than 7.5 acres which can accommodate a new single-family dwelling unit as well as an assumption that parcels that are eligible for subdivision will be divided at some point in the future for new housing.

The size of rural commercial areas will increase under the community plan. The Rural Activity Center at Key Center will increase in size by over four acres to a total of approximately 97 acres. The Rural Activity Center at Lake Kathryn will not change. The Rural Neighborhood Center at SR 302 and 118th Avenue will increase in size by over two acres to a total of approximately 30 acres. The Rural Neighborhood Center at SR 302 and Wright Bliss Road will increase by over 14 acres to a total of approximately 30 acres. The Rural Neighborhood Center at Key Peninsula Highway and 134th Avenue will increase by one acre to a total of approximately 37 acres. The Rural Neighborhood Center at Home will increase by over nine acres to a total of approximately 18 acres.

OTHER LAND USE CONSIDERATIONS

AQUACULTURE

The Key Peninsula has extensive marine shorelines containing high bluffs, bays and lagoons, sand spits, mud flats, sandy beaches, and many other features. These shoreline areas have historically offered locations for aquaculture, primarily the cultivation of oysters. Recently geoduck farmers have discovered that certain tidelands provide prime habitat for the cultivation of their product. This new aquaculture industry has the potential to create land use conflicts with upland home owners as the beaches used for geoduck farming are altered during
the initial stage of the young geoducks lifecycle. Hundreds of tubes that are used to protect the geoduck protrude out of the sand and create a visual impact at low tide as well as inhibit the ability of people to walk on the beach through the farm. The community planning board chose to encourage aquaculture activities throughout the Key Peninsula provided that farmers utilize best management practices and mitigate impacts to the environment and upland property owners.

**MASTER PLANNED RESORTS**

Master Planned Resorts have been identified as a preferred use in the community. These resorts have the potential to provide needed employment for Peninsula residents. The CPB considered these facilities an opportunity to increase tourism throughout the community which in turn would create prospects for other businesses. Based on the extensive marine shorelines and close proximity to major urban centers, Master Planned Resorts located on the Key Peninsula would have a tremendous opportunity for success.

**NEW FULLY CONTAINED COMMUNITIES AND MAJOR INDUSTRIAL DEVELOPMENTS**

Several opportunities exist under the Growth Management Act (GMA) that could provide significant employment opportunities in rural areas. New Fully Contained Communities (NFCCs) and Major Industrial Developments (MIDs) outside of UGAs are two possibilities the CPB considered. Both possibilities have extensive standards under the GMA that would need to be satisfied prior to implementation. Land at the north end of the plan area has been identified as the most logical location for either development. This general location is based on the large undeveloped properties that could be available and the fact that the Washington State Department of Transportation is exploring a re-alignment of SR 302 near the Pierce County/Kitsap County border. Either type of development would be considered by the Key Peninsula Land Use Advisory Commission at a future date, once a new corridor is established for SR 302.

**LAND USE POLICIES**

**GOALS**

The land use pattern on the Key Peninsula is intended to provide a rural ambiance highlighted by the natural attributes of the area, including the extensive marine shorelines, native forests, and large areas of open space. New land uses will reflect this rural environment emphasizing residential home sites on large lots, and resource uses including working farms and forest practices. Commercial services for local residents and tourists will be provided in compact, well-designed commercial shopping areas.
**Rural Residential**

**GOAL KP LU-1** A rural area that is endowed with working farms, forests, and pastures throughout the countryside provides community identity. Strive for a community that has safe streets and neighborhoods. Recognize individual rural communities and maintain their distinct identities. Low density housing, open space, and resource land uses will be the prominent development pattern in the area.

**KP LU-1.1** Establish Rural Residential land use designations that maintain a low density rural land use pattern, preserve the rural character, encourage agricultural activities, and protect environmentally sensitive features within the plan area.

**KP LU-1.2** The majority of the plan area should be designated Rural Residential. Property that is not designated for parks and recreation, sensitive resource, agriculture resource, rural farm, or rural commercial centers shall be designated for Rural Residential land use.

**KP LU-1.3** Residential densities in the R10 zone shall be 1 dwelling unit on 10 acres.

**KP LU-1.3.1** Residential density may be increased in the R10 zone to 2 dwelling units on 10 acres when 50% of the parcel is designated as open space.

**KP LU-1.3.2** The minimum lot size in the R10 zone shall be 10 acres, except the minimum lot size may be reduced to 1 acre when 50% of the parcel is designated as open space and residential densities are increased.

**GOAL KP LU-2** Allow a variety of rural residential land uses in the R10 zone that are consistent with a rural lifestyle.

**KP LU-2.1** The dominant land use shall be detached single-family residences.

**KP LU-2.2** Permit resource uses (farms and forestry). Mineral extraction (gravel mines, etc.) shall be a conditional use.

**KP LU-2.3** Permit civic uses such as churches, educational facilities, and public safety services that can be supported by rural infrastructure.

**KP LU-2.4** Allow tourism facilities such as hotel and motel uses with up to 20 guest rooms in locations throughout the Peninsula as a conditional use. Where new lodging facilities are developed on shoreline locations, encourage provisions for public access to the shoreline. Limit such public access to the lodging facilities’ property.

**KP LU-2.5** Support the development of Master Planned Resorts that will provide local jobs. Where new resorts are developed on shoreline locations, provisions for public access to the shoreline should be encouraged. Such public access should be limited to the resort property.

**KP LU-2.6** Allow for limited commercial services that are compatible with the functional and visual character of the rural area and serve a need for residents living in the rural area. Examples include backhoe services, home maintenance services, and other types of contractor yards.
GOAL KP LU-3 Establish a Rural Farm zone to support an agricultural-based tourist economy throughout the Peninsula.

KP LU-3.1 Implement the Rural Farm zone on properties that have established agricultural uses as evidenced by participation in the current use farm and agriculture program, are conducting agriculture operations, or in cases where landowners request inclusion and demonstrate their intent to conduct agriculture operations.

KP LU-3.2 Permitted uses in the Rural Farm zone include all agricultural uses and the buildings necessary to conduct the farm uses. These uses may include orchards, processing and sales of products produced on the farm, and wineries. Farm uses shall be permitted outright and are not subject to special use permit requirements.

KP LU-3.3 Encourage direct marketing of agricultural products from Rural Farm properties. Farm stands and associated parking areas shall maintain a minimum setback of 50 feet from SR 302 and the Key Peninsula Highway, 25 feet from other roads, and 10 feet from other property lines. Farm stands and associated parking shall maintain a 50-foot minimum separation from residences on adjacent properties.

KP LU-3.4 Allow custom milling and forest products sales, accessory to a single-family home, consistent with criteria for home occupations.

KP LU-3.5 Residential density shall generally not exceed a maximum of 1 dwelling on 10 acres. Residential density may be increased to a maximum of 1 dwelling unit per 5 acres in a clustered residential development on properties 20 acres or more in size when 50% of the site remains in open space. The clustered development may not result in more than 10 lots per cluster. The open space area must be dedicated to agricultural use.

GOAL KP LU-4 Establish a park and recreation designation to recognize campgrounds, parks, and recreational areas.

KP LU-4.1 Zone all undeveloped County and state properties on the Key Peninsula for future park and recreational use.

KP LU-4.2 Recognize all existing public and private parks and campgrounds through a park and recreation land use zone.

KP LU-4.3 Encourage recreational activities throughout the community plan area for the benefit of local residents and to encourage tourism.

KP LU-4.4 Support the development of shoreline access points for boat launches, public docks and piers, beach walking, wildlife viewing, and other shoreline-dependent uses.

KP LU-4.5 Permitted uses include neighborhood and community parks, amusement and recreation uses, campgrounds, community centers, museums, performing arts facilities, caretaker residences, and similar uses. New regional parks shall be a conditional use.
KP LU-4.6 Discourage the conversion of recreational areas, campgrounds, and parks to other uses.

KP LU-4.7 Until such time as properties designated for park and recreation are owned or controlled by a park and recreation provider, residential uses and densities shall be the same as authorized in the R10 designation.

GOAL KP LU-5 Implement the Rural Sensitive Resource (RSR) designation within the open space network.

KP LU-5.1 The RSR zone should be implemented in those areas of the open space network that have complex, high value environmental features.

KP LU-5.2 Low impact development standards shall be required in the RSR zone. These standards are intended to afford flexibility in stormwater system design while providing the highest level of stormwater control to protect downstream property owners and promote groundwater recharge.

KP LU-5.3 Residential densities and permitted uses shall be the same in the RSR designation as the R10 designation. When bonus density provisions are utilized, dedicate the required open space on the portion of the site that provides the greatest protection of environmental features.

KP LU-5.4 Encourage uses that do not involve significant buildings or impervious surfaces such as farming and forestry.

GOAL KP LU-6 Encourage home occupations and cottage industry.

KP LU-6.1 Allow home occupations and cottage industry in all zones as accessory use to a residence. All business activities shall be clearly secondary to the residential use of the site.

KP LU-6.2 Signs advertising home occupations or cottage industry shall be located on-site and shall be limited to one 8-square-foot business sign. Authorize off-site signs providing directions to home occupations and cottage industry when consistent with community plan design standards.

KP LU-6.3 Provide flexibility in the type of businesses permitted as home occupations and cottage industry.

KP LU-6.4 Allow any business type that is not visually or audibly noticeable at or beyond the property boundary.

KP LU-6.5 Permit home-based contractor businesses with associated outdoor storage through a Cottage Industry II approval.

KP LU-6.6 Separate cottage industry requirements into urban and rural categories with different standards for each (i.e., less intensive requirements for rural areas that are more compatible with rural character).
RESOURCE LANDS

GOAL KP LU-7  Agricultural, forest, and mineral resource lands are an asset for Peninsula residents. These lands provide many benefits including employment opportunities, wildlife habitat, and a scenic landscape enjoyed by all. Utilize resource lands at sustainable levels to provide raw materials, value-added products, and jobs necessary for future generations.

GOAL KP LU-8  Promote agriculture and aquaculture activities throughout the community plan area.

   KP LU-8.1  Properties that meet the ARL criteria shall be designated ARL.

   KP LU-8.2  Landowners may request their property be designated ARL when soil type and yield are not present, but the land is utilized for commercial agriculture purposes.

GOAL KP LU-9  Encourage a variety of uses in the ARL designation that are consistent with and support the long-term viability of farming.

   KP LU-9.1  Encourage direct marketing of agricultural products from ARL properties. Farm stands and associated parking areas shall maintain a minimum setback of 50 feet from SR 302 and the Key Peninsula Highway, 25 feet from other roads, and 10 feet from other property lines. Farm stands and associated parking shall maintain a 50-foot minimum separation from residences on adjacent properties.

   KP LU-9.2  Allow custom milling and forest products sales, accessory to a single-family home, consistent with criteria for home occupations.

GOAL KP LU-10  Allow a variety of aquaculture activities (including shellfish farming, fish hatcheries, and associated processing facilities) in appropriate locations throughout the community.

   KP LU-10.1  Mitigate aquaculture activities to reduce visual and noise impacts to nearby residences.

   KP LU-10.2  Implement best management practices for all aquaculture activities.

GOAL KP LU-11  Recognize forestry uses as a historical and desirable land use within the plan area.

   KP LU-11.1  Encourage a variety of uses in the Rural Residential designations that are consistent with and support the long-term viability of timber management.

   KP LU-11.2  Allow Christmas tree farms and the direct marketing of forest products associated with the holiday season. Tree stands and associated parking areas shall maintain a minimum setback of 50 feet from SR 302 and the Key Peninsula Highway, 25 feet from other roads, and 10 feet from other property lines. Farm stands and associated parking shall maintain a 50-foot minimum separation from residences on adjacent properties.

   KP LU-11.3  Allow custom milling and forest product sales on sites that engage in forest practice operations.
KP LU-11.4  To maintain the rural and forested character of the Peninsula and to promote tourism, discourage clearcuts adjacent to SR 302 and the Key Peninsula Highway.

KP LU-11.5  Require timber harvest methods that maintain the 50-foot-wide undisturbed natural buffer along SR 302 and the Key Peninsula Highway, or as an alternative, maintain tree density at 80 square feet of basal area per acre within a 100-foot-wide buffer.

RURAL CENTERS

GOAL KP LU-12  Compact and attractive Rural Activity Centers and Rural Neighborhood Centers serve as focal points for business and community activities. Plan these commercial centers in defined locations or in areas that have historically provided commercial services to the community. Encourage pedestrian features that present opportunities for citizens to walk between businesses. Commercial activities in rural centers should provide the basic goods, services, and employment needed by local residents.

KP LU-12.1  Prohibit rural commercial areas from sprawling along SR 302 and the Key Peninsula Highway.

KP LU-12.2  Designate rural commercial centers at Lake Kathryn and Key Center as Rural Activity Centers (RACs) based on their logical outer boundaries and consistency with other LAMIRD criteria.

KP LU-12.3  Rural Activity Centers are intended to provide the most intensive use of rural lands including opportunities for employment, shopping, civic services, and housing. Additional uses are appropriate in RACs when consistent with LAMIRD criteria.

KP LU-12.3.1  Analyze Rural Activity Centers to determine the land use intensity and types of business existing in each center on July 1, 1990 for consistency with criteria for LAMIRDs.

KP LU-12.3.2  Permitted uses in RACs based on 1990 business types include sales of general merchandise, food stores, motor vehicle repair, horticultural nursery, professional offices, vehicle salvage and storage, taverns, rental and repair services, public safety services, community services, metal products fabrication, building material and garden supply stores, and multifamily dwelling units.

KP LU-12.4  Authorize new civic and commercial uses in RACs that can be supported by rural facilities and services and that encourage a rural tourism economy. Uses in RACs should provide the basic goods and services for rural residents and tourists.
Examples of uses permitted in RACs to serve the everyday needs of rural residents and tourists include senior housing, nursing homes, education facilities, health services, postal services, religious assembly, transit services, agricultural products and supply sales, amusement and recreation uses, gas stations, restaurants, personal services, motels, farmers markets, and small-scale manufacturing and assembly uses.

Designate rural commercial centers at SR 302 and 118th Avenue, SR 302 and Wright Bliss Road, SR 302 and 134th Avenue, Home, and Longbranch as Rural Neighborhood Centers (RNCs) based on their logical outer boundaries and consistency with other LAMIRD criteria.

RNCs are intended to provide limited commercial services for residents and tourists. Additional uses are appropriate in RNCs when consistent with LAMIRD criteria.

Analyze RNCs to determine the land use intensity and types of business existing in each center on July 1, 1990 for consistency with criteria for LAMIRDs.

Permitted uses in RNCs based on 1990 business types include sales of general merchandise, food store, restaurant, contractor yard, motor vehicle repair, gas station, daycare, building materials and garden supply, church, laundry facilities, post office, and marina.

Authorize new civic and commercial uses in RNCs that can be supported by rural facilities and services and that encourage a rural tourism economy. RNCs should provide limited goods and services for rural residents and tourists.

Examples of uses permitted in RNCs to serve the everyday needs of rural residents and tourists include senior housing, religious assembly, public safety services, transit services, agricultural products and supply sales, amusement and recreation uses, personal services, and farmers markets.

Develop a process for rural industrial developments to provide local employment opportunities for Peninsula residents consistent with LAMIRD criteria.

The designation of land for industrial developments should be considered by the Key Peninsula Land Use Advisory Commission once the Washington State Department of Transportation selects a corridor for realigning SR 302 north of Burley Lagoon consistent with LAMIRD criteria.

Consider designating land near the Kitsap County line adjacent to one of the north-south arterial roads which would connect with newly aligned SR 302 for Rural Industrial Center consistent with LAMIRD criteria.
KP LU-13.3 Mitigation of environmental impacts associated with such development shall be determined through a planned action. Identification of potential uses shall be disclosed in the application. Review of environmental impacts shall include impacts to local aquifers, transportation systems, air and water quality, resource lands, and compatibility with adjacent rural residential uses.

KP LU-13.4 Any industrial areas shall be developed consistent with provisions for such uses described in the Washington State Growth Management Act, Countywide Planning Policies, and the Pierce County Comprehensive Plan. Necessary infrastructure shall be planned for and provided. Critical Area Regulations shall be met.

IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Assessor, Pierce Conservation District (PCD), Key Peninsula Community Councils, and the Key Peninsula Business Association.

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Amend the Pierce County Comprehensive Plan to adjust land use designations according to plan policies and maps. (PALS)
2. Amend the Pierce County Comprehensive Plan to:
   - Establish a Park and Recreation designation. (PALS)
   - Revise land use designations and maps consistent with the adopted community plan. (PALS)
3. Amend the Pierce County Development Regulations – Zoning (Title 18A) to:
   - Establish allowed uses in the various rural residential zone classifications consistent with community plan policies. (PALS)
   - Establish allowed uses in ARL classification consistent with community plan policies. (PALS)
   - Establish allowed uses in rural commercial zone classifications consistent with community plan policies and LAMIRD criteria. (PALS)
   - Establish densities and dimensions for the various zone classifications. (PALS)
   - Update development standards relating to the forested buffer adjacent to SR 302 and the Key Peninsula Highway. (PALS)
• Provide standards that support the development of Master Planned Resorts. (PALS)

2. Amend the Pierce County Zoning Atlas to adjust the zones for the community plan area including the zone classifications that are new to the Key Peninsula including Rural Sensitive Resource, Rural Farm, Park and Recreation. (PALS)

3. Amend the Pierce County Zoning Atlas to adjust the rural commercial zones consistency with community plan policies and LAMIRD criteria. (PALS)

4. Amend the Pierce County Development Regulation - Sign Code (Title 18B) to increase the size of signs for permitted home occupation and cottage industries. (PALS)

5. Amend the Pierce County zoning code and Stormwater Management and Site Development Manual to require low impact development techniques be implemented for development in the Rural Sensitive Resource zone. (PALS, PWU)

6. Amend the Pierce County Development Regulations – Critical Areas (Title 18E) to require fish and wildlife assessment for aquaculture activities in locations designated as “marine shoreline critical salmon habitat” areas. (PALS)

7. Establish a Key Peninsula Land Use Advisory Commission. (PALS)

**Mid-Term Actions (1-5 Years)**

1. Streamline the permitting process for land use activities in parks. (PALS)

2. Develop an inventory of potential shoreline access points. (PALS, Parks, PWU, LUAC)

3. Amend home occupation and cottage industry regulations to distinguish between urban and rural development standards. (PALS, LUAC)

4. Amend the Pierce County Shoreline Management Use Regulations (Title 20) to require best management practices for aquaculture activities. (PALS, LUAC)

5. Update the Pierce County Shoreline Master program to allow a variety of aquaculture activities. (PALS, LUAC)

6. Update Development Regulations – Natural Resource Lands (Title 18I) to revise property notification standards for new construction and development adjacent to resource uses (PALS)

**Long Term Actions (5-10 Years)**

1. Develop a process for establishing New Fully Contained Communities (RCW 36.70A.350) or Major Industrial Developments (RCW 36.70A.365) to provide local employment opportunities for Peninsula residents. (PALS, LUAC)
Historic Land Use Designations/Zoning

- Rural Activity Center (RAC)
- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Agricultural Resource Land (ARL)
- Mineral Resource Overlay

* Land Use Designations and Zoning Displayed Within Plan Area Only.
Historic Assessed Land Uses

- Single-Family Residential
- Multi-Family Residential
- Group Quarters/Other
- Mobile Home
- Residential Outbuildings
- Commercial/Service
- Education
- Quasi-Public Facilities
- Public Facilities
- Industrial
- Trans./Comm./Utilities
- Open Space/Recreation
- Resource Land
- Vacant
- Water Bodies
- Unknown

Source: Pierce County Assessor/Treasurer Land Use Code Information. February 20, 2007

Key Peninsula Community Plan

Pierce County, Washington

Department of Planning and Land Services

Plot Date: April 17, 2007
Key Peninsula Community Plan
Lake Kathryn Village Rural Activity Center

- Residential (Single- & Multi-Family, & Mobile Home)
- Commercial
- Vacant
- Proposed Boundary
- Existing Boundary
- Parcels to be Added
- Area Deleted

Department of Planning & Land Services
April 24, 2007
Scale 1 : 5,000
Key Peninsula Community Plan
118th Ave/SR-302 Rural Neighborhood Center

- Residential (Single- & Multi-Family; & Mobile Home)
- Commercial
- Vacant
- Proposed Boundary
- Existing Boundary
- Parcels to be Added
- Area Deleted

Department of Planning & Land Services
April 24, 2007
Scale 1 : 4,000
Key Peninsula Community Plan
Home Rural Neighborhood Center

- Residential (Single- & Multi-Family, & Mobile Home)
- Commercial
- Vacant
- Proposed Boundary
- Existing Boundary
- Parcels to be Added
- Area Deleted

Department of Planning & Land Services
April 24, 2007
Scale 1 : 3,000
Key Peninsula Community Plan
Longbranch Rural Neighborhood Center

Residential (Single- & Multi-Family, & Mobile Home)
Commercial
Vacant

Proposed Boundary
Existing Boundary
Parcels to be Added
Area Deleted

Department of Planning & Land Services
April 24, 2007
Scale 1 : 2,000
Chapter 3: Community Character and Design Element

Introduction

The Community Character and Design Element relates to the physical environment that composes the character of a community: the streets, parks, buildings, neighborhoods, and open space that determine the way our community looks and feels. It is a blending of land use planning, architecture, landscaping, and environmental protection. Community design looks at the way buildings, streets, public places, signs, natural features, and other development relate to one another and the people who use them. Through community design, improvements such as street construction, park development, commercial, residential, and civic development can be effectively coordinated to promote a unified community image. Design directly affects community and neighborhood livability, and overall quality of life. The community character policies are intended to reinforce the aesthetic characteristics that the community wants to retain and build upon. They are intended to enhance the image the community would like to portray to its own residents and visitors.

The residents of the Key Peninsula are interested in preserving the rural character of their community. The development which has occurred over the past 100 years has retained much of the wooded, pastoral, and natural characteristics of the Peninsula. The seven rural commercial areas tend to have a rustic physical appearance which is typical of many rural commercial areas found throughout the Pacific Northwest. These features create a unique environment for community identity and pride. Residents have determined that a high priority should be given to recognizing and preserving the existing character of the area. The Community Character and Design Element emphasize the community's vision of economic development through tourism by setting forth goals and objectives related to the preservation of the historic development pattern and rural characteristics of the area. Good design invites human presence, allowing for interaction of people and recognizes the functional and visual links between developments. Poorly designed development tends to hinder the development of desired land uses, stifles the pedestrian use of an area, and often leads to future blighted areas. The community plan design standards are primarily focused on the rural commercial areas.

Description of Current Conditions

The Key Peninsula is considered rural with large lot home sites, farms, and working forests. Historically, several small commercial areas developed near saltwater bays where piers were constructed (Home and Longbranch) and at major road intersections (Key Center and Lake
Kathryn). The northeast portion of the Key Peninsula lying east of 134th Avenue was developed at what could be characterized as a suburban development pattern. This development occurred prior to the Washington State Growth Management Act (GMA) through the Gig Harbor Peninsula Comprehensive Plan (1975). Elsewhere, there are still many farms (both hobby farms and commercial farms) on the Peninsula and outdoor recreational opportunities exist at private and public parks adjacent to the saltwater shoreline. It is still common to see people riding horses or enjoying other types of outdoor recreational activities such as biking and boating. Views of the southern Puget Sound, Mt. Rainier, and the Olympic Mountains are prominent from many locations within the plan area and are often quite spectacular.

**RURAL RESIDENTIAL AREA**

The character of the Key Peninsula was historically influenced by the agricultural and forestry industries with a connection to marine transportation. Since the 1950s, the rural residential area has seen a steady increase in single-family residential development. A significant percentage of new homes were constructed exclusively as vacation retreats; however, that trend is changing as more people have chosen to live on the Peninsula and commute to jobs elsewhere. Several large residential developments were completed prior to the adoption of the GMA and those lots are suburban in character. There are also historical farmhouses in the rural residential area that were built around the turn of the century. Since the early 1990s, the majority of new residential construction has occurred on larger lots or on parcels near the shoreline. These new residential homes along the shorelines are typically large executive homes.

There are still many large, undeveloped parcels located throughout the Key Peninsula.

The agricultural and forested character of the area, together with the Peninsula’s location southwest of Purdy, creates a perception for the citizens of the rural area that their community is isolated from the big city. This perception is a reality in terms of transportation as the majority of the Peninsula is surrounded by water. Several large state parks are located on the Peninsula and many tourists from outside of the community come to the area to vacation, generally in the summer months.

**RURAL COMMERCIAL CENTERS**

There are various small communities located within the plan area. Some of these historical commercial areas such as at Vaughn and Herron have no commercial development remaining but are still considered rural centers by local residents. Most of these places were not designated for commercial zoning through the community plan and are not expected to develop with new businesses. Other slightly larger commercial areas have some existing commercial development and have met the criteria under GMA to be designated for rural
commercial zoning. These smaller rural commercial centers include Longbranch, Home, and the intersections of the Key Peninsula Highway and 134th Avenue, Wright-Bliss Road and SR 302, and 118th Avenue and SR 302. These commercial areas and have been designated as Rural Neighborhood Centers. The neighborhood commercial areas commonly contain several retail or civic structures such as a convenience store, gas station, contractor’s yard, or church. The largest commercial areas on the Peninsula are located at Key Center and Lake Kathryn. These areas have been designated as Rural Activity Centers and will be the focus for the majority of new commercial development on the Key Peninsula.

**Lake Kathryn Rural Activity Center**

Lake Kathryn is one of the two rural activity centers on the Key Peninsula. It is located several miles west of the City of Gig Harbor’s urban growth area. The center contains some of the larger retailers in the area and the only shopping center. The only franchise fast food restaurant in the community is located in the center as well. Other uses include a wrecking yard, post office, gas station, mini-storage, and tavern. Only 27% of the 58-acre commercial center is developed with commercial uses. Over 42 acres of the RAC is currently vacant. There is tremendous potential for further redevelopment within the interior of the center on the south side of the highway. The parking lot at the Lake Kathryn Village shopping center is landscaped and a sidewalk exists fronting several of the commercial uses. Much of the center is wooded and this natural vegetation could be incorporated into the landscaping plans for future development.

**Key Center Rural Activity Center**

Key Center is the largest commercial center on the Key Peninsula at 97 acres and is the location of many of the retail and service uses local residents require. Commercial uses include a grocery store, hardware store, doctor office, several taverns, and restaurants. Civic uses include a post office, public library, and the headquarters for the local fire district. The commercial area is centralized along Key Peninsula Highway with Olson/Cramer Road being the main intersection. Thirty-three percent of the commercial zoned area is improved with commercial or civic development. Thirty-eight percent of the commercially zoned land is vacant and available for new development. Further, much of Key Center is considered underdeveloped with 27% of the RAC area improved with single-family residences. Two apartment buildings utilize approximately two percent of the commercial area. Because of its central location, existing inventory of commercial and civic land uses and potential for new development, Key Center is expected to experience significant development in the future. Unfortunately, Key Center has no consistent design attributes between the various buildings. Further, there are very few pedestrian amenities that would encourage local residents or tourists to spend time shopping in the commercial district. Quality site planning and good building design would go a long way to promote economic development in Key Center.

**Wright-Bliss Rural Neighborhood Center**

Existing development of the Wright-Bliss RNC is minimal. Development is centered around the road intersection and includes a fire station, log home contractor, gas station, coffee shop, and
pet/farm supplier. The center is 30 acres total in size with 43% of the RNC developed with commercial uses. The majority of the center is underdeveloped or vacant. Due to the location of the center on SR 302, there is potential for future commercial activities to locate in the Wright-Bliss RNC. There are minimal pedestrian amenities or landscaping in the center.

### 118th Avenue Rural Neighborhood Center

The majority of commercially-zoned land at the 118th Avenue RNC consists of the Charboneau Excavating, Inc. properties. This 12-acre site amounts to nearly one half of the commercially zoned land in the center and is largely unimproved and has significant development potential. Other existing uses include the Ravensara Coffee Shop, a veterinary hospital, and several real estate offices. The center is a total of 30 acres. State Route (SR) 302 bisects the 118th Rural Neighborhood Center and provides excellent access for commuters and tourists. Minter Creek, a salmon stream, runs through the commercial center on the north side of the highway. There are minimal pedestrian amenities or landscaping in the center.

### 134th Avenue Rural Neighborhood Center

The 55-acre RNC at 134th Avenue sprawls along the Key Peninsula Highway from just south of the traffic signal at SR 302 south toward 139th Avenue. There are various retail uses established along the highway with 25% of the commercially zoned area improved with commercial or civic activities while 45% of the land is vacant. Fifteen percent of the area is considered underdeveloped and improved with single-family residences. The center has excellent access to the adjacent Key Peninsula Highway. Many of the tourists heading further south on the Peninsula will pass through the 134th Avenue RNC. There are minimal pedestrian amenities or landscaping in the center.

### Home Rural Neighborhood Center

Located at the junction of Key Peninsula Highway and Herron Road at Van Geldern Cove, Home is one of the earliest communities established on the Key Peninsula and has retained several commercial activities. The commercially zoned area at Home is approximately 18 acres. Commercial and civic developments in Home include a grocery store, gas station, restaurant, and post office. Forty five percent of the total acreage of the center is improved with commercial or civic uses. Approximately 25% of the total acreage of the commercial area (amounting to just over four acres) is vacant while 27% of the area is considered underdeveloped with single-family residential uses. There are minimal pedestrian amenities or landscaping in the center.

### Longbranch Rural Neighborhood Center

The Longbranch RNC is the smallest of the Key Peninsula commercial centers at 5.87 acres but is the only commercially zoned area on the Peninsula to have an operating marina. Based on the proximity of the marina, the Longbranch RNC has opportunities for new development associated with maritime activities and tourists. The RNC is also the most southerly located commercial area and serves a fairly large geographic area. Presently, the Longbranch RNC has
one acre of established commercial development (the Longbranch Mercantile) which is under repair. The balance of the commercially zoned land at Longbranch is either underdeveloped (existing single-family residence) or consists of vacant land. There is good potential for this center to flourish and thrive once redevelopment has occurred. The RNC could support a variety of commercial and retail uses.

**SIGNS**

Signs throughout the Key Peninsula lack any sense of consistent style or order. Many commercial buildings are plastered with random signage. The use and combination of sandwich boards, banners, blinking lighting, and temporary signage creates sign clutter that can be visually disturbing to traveling motorists and citizens who are shopping or using other services. Signs are also attached to trees, public utility poles, and fences outside of designated commercial areas. In some instances signs don’t match the businesses they intend to advertise, are made of unattractive materials/colors, contain information that is misspelled, or are in a state of disrepair (rusty, broken, ripped, outdated, etc.).

**HISTORIC AND CULTURAL RESOURCES**

Historically, settlements and commercial areas were located at places that provided easy access to the shoreline for transportation. Many of the communities throughout the plan area, such as Home, Herron, Glen Cove, Lakebay, Longbranch, Wauna, and Vaughn have considerable early history providing these functions.

Preservation and enhancement of special and unique features and places that relate to a community’s heritage can bring economic benefits to the community through stimulating investment, increasing visitors, and promoting tourism in general. A variety of historic preservation activities throughout a community can support the efforts for resource conservation and also help improve quality of life. Examples include restoration of an old farm house, reuse of a historic schoolhouse or wharf, rehabilitation of an old store and retaining its commercial use through compatible commercial additions, and incorporation of historic resources and landmarks into new recreational resources and facilities, including trails, or scenic bike or auto routes.

There are a number of federal, state, and local laws and programs that apply to historic and cultural resource preservation. Locally, the Pierce County Cultural Resource Inventory provides an indication of those properties or structures that may hold historical or cultural significance. Table G-6 and Map G-11: Historic Resources identify historic and cultural resources within the plan area. These resources include residences, schools, stores, hotels, post offices, farms with farm buildings, and cemeteries.
### Table G-6: Historical and Cultural Resources

<table>
<thead>
<tr>
<th>Historic Place</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pierce County Register of Historic Places</strong></td>
<td></td>
</tr>
<tr>
<td>Wauna Post Office</td>
<td>7722 SR 302 NW, Purdy (Dedesignated and demolished due to safety and aesthetics issues.)</td>
</tr>
<tr>
<td>Glencove School</td>
<td>9604 Cramer Road KPN, Glencove</td>
</tr>
<tr>
<td>Glencove Hotel</td>
<td>9418 Glencove Road KPN, Glencove</td>
</tr>
<tr>
<td>Vaughn School</td>
<td>17006 S. Vaughn Road KPN, Vaughn</td>
</tr>
<tr>
<td>Home Historic District</td>
<td>Home</td>
</tr>
<tr>
<td>Home School</td>
<td>Sixth and “C” Street, Home</td>
</tr>
<tr>
<td>Longbranch School Gymnasium</td>
<td>4310 Key Peninsula Highway So., Longbranch</td>
</tr>
<tr>
<td><strong>National Register of Historic Places</strong></td>
<td></td>
</tr>
<tr>
<td>Glencove Hotel</td>
<td>9418 Glencove Road KPN, Key Peninsula</td>
</tr>
<tr>
<td>Longbranch School Gymnasium</td>
<td>4310 Key Peninsula Highway So., Key Peninsula</td>
</tr>
<tr>
<td>Purdy Bridge</td>
<td>Spans Henderson Bay, Purdy</td>
</tr>
<tr>
<td>Dadisman House</td>
<td>1814 “A” Street KPN, Home</td>
</tr>
<tr>
<td>Home School</td>
<td>Sixth and “C” Street, Home</td>
</tr>
<tr>
<td><strong>Pierce County Cultural Resources Inventory</strong></td>
<td><em>to determine actual historic significance and current condition of the following properties, further detailed research and analysis is required.</em></td>
</tr>
<tr>
<td>Residence</td>
<td>296A Blunt Road</td>
</tr>
<tr>
<td>Residence</td>
<td>Rt. 1, Box 294, McKay Road</td>
</tr>
<tr>
<td>Circle B Ranch</td>
<td>267 Western Home Road</td>
</tr>
<tr>
<td>Building and Residence</td>
<td>South side Von Gelden Cove west of highway</td>
</tr>
<tr>
<td>Residence</td>
<td>East side 94th Ave NW north of 150th St. NW</td>
</tr>
<tr>
<td>Residence and Barn</td>
<td>North side 128th St. NW near end</td>
</tr>
<tr>
<td>Residence</td>
<td>14915 Goodrich Dr. NW</td>
</tr>
<tr>
<td>Residence</td>
<td>14910 118th Ave. NW</td>
</tr>
<tr>
<td>Collins Store</td>
<td>SE corner #302 and 118th Ave NW</td>
</tr>
<tr>
<td>Brewer Farm</td>
<td>North side Cramer Road at Minter Creek</td>
</tr>
<tr>
<td>Minter Creek Hatchery</td>
<td>North side Cramer Road at Minter Creek</td>
</tr>
<tr>
<td>Vaughn Library Hall</td>
<td>SW corner Van Slyke and J.A. Hall Road</td>
</tr>
<tr>
<td>Residence</td>
<td>150 S. Vaughn Road</td>
</tr>
<tr>
<td>Vaughn Bay Cemetery</td>
<td>West side H.E. Irvin Road. north of Bay View Road</td>
</tr>
<tr>
<td>Key Peninsula Civic Center</td>
<td>East side Vaughn Road. S. Hwy. 302</td>
</tr>
<tr>
<td>Key Center Auto Parts</td>
<td>NW corner Vaughn-Glencove &amp; Longbranch Road</td>
</tr>
<tr>
<td>Historic Place</td>
<td>Location</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-----------------------------------------------------------</td>
</tr>
<tr>
<td>Residence</td>
<td>SE corner Vaughn &amp; Lackey</td>
</tr>
<tr>
<td>Residence</td>
<td>Near 119 J.A. Hall Road</td>
</tr>
<tr>
<td>Residence</td>
<td>South side J.A. Hall Road across from school</td>
</tr>
<tr>
<td>Residence</td>
<td>Near 141A Bay View Road</td>
</tr>
<tr>
<td>Residence</td>
<td>SE corner Bliss-Cochrane and W.P. Patrick Road.</td>
</tr>
<tr>
<td>Residence</td>
<td>Near 1264 Bay View, Possible demo PC Permit #224399</td>
</tr>
<tr>
<td>Centennial Feed</td>
<td>North side Vaughn-Glencove Road at Key Center</td>
</tr>
<tr>
<td>Residence</td>
<td>17616 Hall Road KN – currently church</td>
</tr>
<tr>
<td>German Cemetery</td>
<td>West end of Meridian Road</td>
</tr>
<tr>
<td>Lakebay Cemetery</td>
<td>XXX Cornwall Road KS</td>
</tr>
<tr>
<td>Residence</td>
<td>South side Stanford Road at Delano Bay</td>
</tr>
<tr>
<td>Residence</td>
<td>SW corner Meridian and Halvorson Road</td>
</tr>
<tr>
<td>Residence</td>
<td>South side Halvorson Road at bend</td>
</tr>
<tr>
<td>Residence</td>
<td>East end Halvorson Road</td>
</tr>
<tr>
<td>Residence</td>
<td>19 Shelgren –Lorenz Road</td>
</tr>
<tr>
<td>Residence</td>
<td>417 Key Peninsula Hwy N</td>
</tr>
<tr>
<td>Residence</td>
<td>South side West Meridian at Meridian Delano Road</td>
</tr>
<tr>
<td>Residence</td>
<td>Private road near east end of Halvorson Road</td>
</tr>
<tr>
<td>Residence</td>
<td>South side Mayo Cove</td>
</tr>
<tr>
<td>William Sipple Barn</td>
<td>East side Filucy Bay</td>
</tr>
<tr>
<td>Faraway Residence</td>
<td>Filucy Bay</td>
</tr>
<tr>
<td>Residence</td>
<td>5317 Key Peninsula Hwy S</td>
</tr>
<tr>
<td>Longbranch School (Longbranch Improvement Club)</td>
<td>West side Gig Harbor -Longbranch Road south of Lakebay - Devil’s Head Road</td>
</tr>
<tr>
<td>Residence</td>
<td>Mahnckes Point</td>
</tr>
<tr>
<td>Longbranch Cemetery</td>
<td>NE corner Gig Harbor-Longbranch Road &amp; Rickert Olson Road</td>
</tr>
<tr>
<td>Longbranch Community Church</td>
<td>SE corner Gig Harbor-Longbranch Road &amp; Rickert Olson Road</td>
</tr>
<tr>
<td>Farm</td>
<td>SE corner Gig Harbor-Longbranch Road &amp; Lakebay Devil’s Head Road</td>
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<tr>
<td>Garage</td>
<td>305 Gig Harbor-Longbranch Road</td>
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<tr>
<td>Residence</td>
<td>West side Whiteman Road north of Bay Road</td>
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<tr>
<td>Longbranch Mercantile</td>
<td>West side White Williams Road (520 KP Hwy)</td>
</tr>
<tr>
<td>Residence</td>
<td>328 White Williams Road (6706 KP Hwy)</td>
</tr>
<tr>
<td>Glencove School - Residence</td>
<td>9604 Cramer Road KN</td>
</tr>
</tbody>
</table>
This inventory of historic and cultural resources is intended to be a preliminary list of sites with potential historical significance. Additional detailed site specific research is necessary in some cases to determine a property’s eligibility for listing in a historic register. Further, other sites may be added to this list in the future based on additional research.

**DESCRIPTION OF DESIRED CONDITIONS**

The policies in the Community Character and Design Element intend to promote a quality visual environment consistent with the community’s rural heritage. Development is intended to be consistent with the community plan theme of promoting economic growth by encouraging tourism. This will occur through superior site planning, excellent streetscape design, and architectural details that are traditional to the Pacific Northwest. The primary focus for implementation of design standards are within rural commercial areas. The policies typically rely on development incentives for successful completion.

**RURAL RESIDENTIAL AREAS**

Preservation of the farms, forests, natural areas, and undisturbed lands that have historically been associated with the rural area of the Peninsula creates the rural character that the community considers essential for promoting tourism. A visual corridor along SR 302 and the Key Peninsula Highway that reflects the forested characteristics of the Peninsula should be retained and enhanced. Agricultural uses and forest practice activities help sustain the rural character in the community. These resource land uses should be encouraged to continue. Buildings and sites of historical significance should be retained.

**RURAL COMMERCIAL CENTERS**

In December 2006 the CPB held a community design charette to explore the possibility of requiring design standards in the community. The charette was facilitated by BCRA, an architectural design firm, and Pierce County planning staff. Members of the CPB, realtors, the Key Peninsula Business Association, and the general public participated in the charette. A variety of recommendations were described as a result of the design charette intending to promote economic development through tourism. Reconstruction of the streets through the rural commercial areas was a major theme taken from the charette. Projects intended to slow traffic, encourage pedestrian circulation, and better identify each rural commercial center were considered a priority. It was recommended that new buildings and significant remodels of existing buildings provide a rural or rustic building appearance following concepts of traditional Pacific Northwest architecture. Many of these concepts were accepted by the Key Peninsula CPB and have been incorporated into community plan policy. Development incentives will facilitate compliance with design standards. The results of the design charette can be reviewed via CD in Appendix C.
**Lake Kathryn Rural Activity Center**

Gateway identification should be incorporated along SR 302 that will let travelers know they have entered the commercial center. Use of monument signage and traffic calming that will provide positive identification to the area is encouraged. Several pedestrian crossings in appropriate locations, a trail along the bottom of the steep slope on SR 302, and a signalized intersection will create a safer pedestrian environment. Campus style development is encouraged. This should include a mix of retail, commercial, and office uses with shared parking between uses. Duplex and townhouse style senior housing is encouraged in the center. Multifamily residential development should be considered as a component of any mixed use retail project. Boulevards along SR 302 could narrow the traveled way and force traffic to slow down. Buildings should be located close to street frontage to create a strong neighborhood street presence, character, and identity. Pocket parks or public commons throughout the center are encouraged. Pedestrian and bike access to a future Cushman Regional Trail is recommended. New buildings and the significant exterior remodel of existing buildings should provide a rural or rustic building appearance following concepts of traditional Pacific Northwest architecture.

**Key Center Rural Activity Center**

Gateway identification of the commercial center would be created by new retail development close to the intersections of the Key Peninsula Highway and Olson Road. A gateway monument sign would act as an entrance feature and create community identity. Existing retail use should be reinforced by new retail development located close to the Key Peninsula Highway frontage with new parking areas located behind new buildings. The new retail uses could be supported by an increase in density with future senior housing. This senior housing should be a mix of housing types. Multifamily residential development or office park development should be considered on the hill to the east of the retail core. Traffic calming and pedestrian friendly amenities are encouraged including a planted median on the Key Peninsula Highway, crosswalks, mid-block crossings (in appropriate locations), sidewalks, and roundabouts dispersed on side streets throughout the center. A public parking area for residents and tourists including RV parking, a public restroom facility, and tourist kiosk is recommended. New buildings and the significant exterior remodel of existing buildings should provide a rural or rustic building appearance following concepts of traditional Pacific Northwest architecture.

**Wright-Bliss Rural Neighborhood Center**

Building frontages should be located close to streets to create pedestrian-oriented retail uses while also calming traffic. This strong street presence is intended to create an identity to the center. Bulb-outs and street trees on SR 302 would narrow streets visually, creating additional traffic calming opportunities. Pedestrian accessibility should be increased. Pedestrians should be able to easily cross SR 302 with crosswalks. Pathways should be provided between buildings, the street and parking areas. Parking areas should be located behind new commercial buildings to reduce the need for pedestrians crossing potentially busy areas. Parking lots should be landscaping in an effort to break up the large parking areas.
buildings and the significant exterior remodel of existing buildings should provide a rural or rustic building appearance following concepts of traditional Pacific Northwest architecture.

**118th Avenue Rural Neighborhood Center**

Gateway identification markers should be placed along SR 302 at either end of the 118th Avenue RNC, allowing travelers early visual identification of the commercial center. Retail uses will be authorized close to SR 302 to create a pedestrian-oriented environment. Narrower streets with parallel parking and landscaping with street trees will create a visual barrier between public and private spaces and between pedestrians and vehicle traffic on SR 302. A roundabout at the intersection of 118th Avenue is recommended to calm traffic. The 118th Avenue and SR 302 intersection should be considered for realignment to allow for a safer right-angled intersection. Mixed-use buildings and retail with parking areas located behind would allow for safe movement of pedestrians between parking lots, buildings, and retail spaces. Pocket parks or public common space should be interspersed between retail and mixed-use buildings. Senior housing could be located behind retail/commercial uses, allowing residents to live in close access to retail uses. New buildings and the significant exterior remodel of existing buildings should provide a rural or rustic building appearance following concepts of traditional Pacific Northwest architecture.

**134th Avenue Rural Neighborhood Center**

Gateway identification signage should be located at either end of Key Peninsula Highway at the entrance to the 134th Avenue commercial center. Existing uses will remain and new retail uses should be placed close to the Highway with parking areas located behind buildings. Traffic calming measures, such as a roundabout at the intersection of the Key Peninsula Highway and 134th Avenue, together with a strong retail street presence by placing new buildings near the street will slow traffic in the center. Pedestrian features including walkways between businesses and crosswalks on the Key Peninsula Highway will encourage shopping. Public common space should be provided as a component of office and commercial developments. Senior housing could increase the population density of the center. The addition of a loop road on the east side of Key Peninsula Highway should be considered. New buildings and the significant exterior remodel of existing buildings should provide a rural or rustic building appearance following concepts of traditional Pacific Northwest architecture.

**Home Rural Neighborhood Center**

Gateway identification signs are recommended at either end of the Home RNC along Key Peninsula Highway. These signs should be designed to create an identity or image for the Home commercial district. Community identity would be further reinforced by unified design features such as street trees, curbs, gutters and sidewalks. Parallel parking should be considered along the highway. These features will also contribute to calming the traffic by defining the street edge. Wide sidewalks with street lighting and parking along the water (Herron Road and A Street) would create a tourist focal point. Road intersections should be strongly defined with pedestrian crossings. Bulb-outs, redirected road intersections, and crosswalks would promote vehicular and pedestrian safety. New buildings and the significant
exterior remodel of existing buildings should provide a rural or rustic building appearance following concepts of traditional Pacific Northwest architecture.

LONGBRANCH RURAL NEIGHBORHOOD CENTER

Gateway signs are proposed at either end of the center to mark the entrance to the RNC at Longbranch. Transportation and traffic calming improvements are recommended including a pedestrian crossing between the retail area on the west side of the Key Peninsula Highway with the wharf and marina. Pavement changes at the crosswalks, curbs, gutters, sidewalks, planting strips all would contribute to a pedestrian friendly, safe and inviting environment. These improvements would also narrow and define the street and give travelers visual interest while promoting the commercial center for tourists. A maritime-themed shopping and activity center, located behind the existing buildings on Key Peninsula Highway, is recommended to provide additional services and tourist activities. Street trees, lighting, and pedestrian amenities will augment a boardwalk feature recommended for the east side of Key Peninsula Highway and which could provide access to the beach. New buildings and the significant exterior remodel of existing buildings should provide a rural or rustic building appearance following concepts of traditional Pacific Northwest architecture.

SIGNS

New signs should be constructed of natural materials or have natural appearing facades and shall be designed and placed in a manner to enhance the scenic atmosphere of the Key Peninsula. Simple wooden signs with engraved, painted, vinyl, or stained lettering are more desirable than plastic, internally lit signs. Signs should be maintained in a high-quality condition. Most signs should be installed in rural commercial areas associated with permitted businesses; however, community information signs, home occupations, and tourism signs should be permitted throughout the community when uniform sign design standards are established.

CULTURAL RESOURCES POLICIES

GOAL KP CR-1 Protect the existing historical and cultural resources that help to maintain the rural identity of the Key Peninsula.

KP CR-1.1 Protect or preserve buildings and sites of historical significance throughout the Key Peninsula.

KP CR-1.2 Encourage all development within the Home Historic District to follow the guidelines for construction contained in the Home, Washington Historic District Design Manual.

KP CR-1.3 Encourage protection and preservation of recognized landmarks and buildings through a variety of incentives aimed at rehabilitation or restoration.
KP CR-1.4  Encourage a diverse mix of rural architecture that currently characterizes the plan area.

**DESIGN AND CHARACTER POLICIES**

**GOALS**

The design character within rural commercial areas is represented by rural and rustic building concepts reflecting traditional Northwest architecture. Timber-framed buildings with extensive use of stone or brick highlight the desired exterior appearance of new civic and commercial buildings. Rural commercial centers should be designed to promote pedestrian circulation and slow vehicular traffic to enhance the quality of life for local residents and to attract tourists. Throughout the Peninsula, all development should be designed to emphasize the natural landscape including the extensive marine shorelines, native forests, and large areas of open space.

**COMMUNITY CHARACTER**

**GOAL KP D-1**  Development should be conducted in a manner that preserves and enhances the existing natural beauty of the Key Peninsula. Existing places of historic and cultural significance should be protected. Encourage new buildings that are representative of the rural character of the area.

**GOAL KP D-2**  Support methods to retain the natural beauty and scenic atmosphere of the Key Peninsula.

- **KP D-2.1**  To maintain the rural and forested character of the Peninsula and to promote tourism, discourage clearcuts adjacent to SR 302 and the Key Peninsula Highway.

- **KP D-2.2**  Require timber harvest methods that maintain the 50-foot-wide undisturbed natural buffer along SR 302 and the Key Peninsula Highway, or as an alternative, maintain tree density at 80 square feet of basal area per acre within a 100-foot-wide buffer.

- **KP D-2.3**  Require design standards for commercial activities located outside of rural commercial areas including design standards for home occupations and cottage industries.

- **KP D-2.4**  Require that automobile repair businesses conduct the repair activities inside a building or totally screen the activities from adjacent residential uses.

- **KP D-2.5**  Require that all commercial business activities that include outdoor storage be screened from view from adjacent residential uses. Screening may include fencing or landscaping screens of native vegetation. This policy is not intended to apply to agricultural resource uses.
RURAL COMMERCIAL DESIGN

GOAL KP D-3  Design and develop the seven rural commercial areas on the Key Peninsula to maximize economic development opportunities. Design each rural commercial area to attract additional businesses, tourists, and local residents. Automobile traffic should be slowed and pedestrian amenities should be constructed. Design buildings following traditional Northwest architectural styles.

GOAL KP D-4  Support the development of streetscape improvements within rural commercial centers that will encourage economic development.

KP D-4.1  Implement traffic calming techniques within rural commercial centers.

KP D-4.1.1  Authorize a variety of techniques including landscape medians, roundabouts, bulb-outs, and other methods of slowing the traffic flow in rural commercial centers. Emphasis should be given to Key Center and Home rural commercial areas.

KP D-4.1.2  Consider the installation of on-street parking including parallel or angle parking based on the unique circumstances of each commercial center.

KP D-4.2  Implement pedestrian-friendly design features that will encourage safe pedestrian circulation within the road right-of-way in rural commercial centers.

KP D-4.2.1  Support the installation of curbs, gutters, and sidewalks, multi-use trails, and paths along public and private roads.

KP D-4.2.2  Support the construction of pedestrian crossings at road intersections and mid-block crossings with refuge areas as appropriate. A variety of techniques including stamped concrete, colored pavers, and striping should be considered for pedestrian crossings.

KP D-4.2.3  Allow pedestrian amenities within the County road right-of-way such as lighting standards, street trees, landscaping, and benches.

KP D-4.3  Explore a variety of sources to fund streetscape improvements. Consider funding sources such as local improvement districts, developer contributions, federal, state, and local grant opportunities, and public investment.

KP D-4.4  Encourage the development of gateway identification markers at entrances to rural commercial centers. Gateway improvements are intended to create a sense of arrival when entering a commercial district.

KP D-4.5  Provide incentives for property owners to follow low impact development techniques for new development.

GOAL KP D-5  Encourage development of pocket parks and public common areas within rural commercial centers.

KP D-5.1  Pursue opportunities for public investment to provide pocket parks within rural commercial areas.
KP D-5.2 Utilize development incentives as a method for achieving a ratio of public common space or outdoor gathering space based on development intensity and use.

KP D-5.3 Orient outdoor gathering space to maximize sun exposure and view opportunities.

GOAL KP D-6 Implement design features that will encourage pedestrian circulation within rural commercial centers.

KP D-6.1 Encourage the installation of pedestrian pathways between buildings and through parking lots.

KP D-6.1.1 Incorporate pedestrian pathways within proposed developments, and between buildings with connections to the public sidewalk or public road right-of-way.

KP D-6.1.2 Identify pedestrian pathways through use of raised walkways or changes in pathway materials or texture, landscaping, and lighting.

KP D-6.2 Integrate new development with existing developments through strategic placement of landscaping, connected parking, and pedestrian pathways.

KP D-6.3 Provide lighting at a pedestrian scale and directing it downward. Provide incentives that encourage lighting around parking lots and buildings. Lighting should provide an adequate amount of illumination to provide a feeling of safety; however, avoid lighting standards that light up large areas with a single light source.

KP D-6.4 Promote the use of native, drought-tolerant vegetation in landscaping applications.

KP D-6.4.1 Incorporate existing trees and other native vegetation in landscaping areas whenever possible.

KP D-6.4.2 Require landscaping within and around parking lots. Provide incentives for innovative stormwater control facilities such as rain gardens and bioretention facilities.

KP D-6.4.3 Encourage landscaping that does not depend on irrigation.

KP D-6.4.4 Landscaping within road medians or at road intersections shall consist of low-growing shrubbery or other vegetation that does not impair a driver’s vision or sight distance.

GOAL KP D-7 Promote the improvement of compact nodes of commercial development which will create a strong sense of community identity and will encourage use by local residents and tourists.

KP D-7.1 Encourage developers to construct new buildings within rural commercial centers close to the street with parking facilities located behind the buildings.

KP D-7.1.1 Support the placement of corner accent buildings at road intersections.

KP D-7.1.2 Authorize construction of new buildings in rural commercial centers with zero setbacks from the road right-of-way when parking is located to the rear of the building and a public plaza or outdoor pedestrian amenity is provided.
KP D-7.1.3 Campus-style building layouts are acceptable.

KP D-7.2 Encourage centralized, interconnected parking areas to locate behind commercial or civic uses that front on the Key Peninsula Highway or SR 302.

KP D-7.2.1 Encourage shared parking or other methods to reduce the amount of parking area required.

KP D-7.2.2 Create incentives for businesses to share access driveways that reduce access points onto the Key Peninsula Highway and SR 302.

KP D-7.2.3 Design parking lots and parking spaces to accommodate larger vehicles common to the rural area.

GOAL KP D-8 New buildings and the significant exterior remodels of existing buildings should provide a rural or rustic building appearance following concepts of traditional Northwest architecture.

KP D-8.1 New buildings should utilize a basic architectural style that is considered traditional to the Pacific Northwest.

KP D-8.1.1 Reduce the apparent scale of new commercial or civic buildings. Simple rectangular building form may be articulated by smaller secondary volumes. Expansive primary facades should be modulated to create visual interest.

KP D-8.1.2 Provide simple gable or hip roofs with consistent pitches (typically 4:12 to 6:12). Roofs should include a wide sheltering eave that provides protection from the weather. Roofing materials such as asphalt composition, cedar shake, or metal are appropriate.

KP D-8.1.3 Encourage vertical or square windows. Windows should be able to open and close. When horizontal window areas are desired, groups of windows should be installed, limiting large single pieces of glass.

KP D-8.1.4 Discourage standardized corporate or franchised style in the design of new buildings.

KP D-8.2 Timber-framed buildings with extensive use of stone, brick, and other natural materials provide the desired exterior appearance of buildings in rural commercial centers.

KP D-8.2.1 Wood, stone, brick, or synthetic materials that resemble natural building materials are the appropriate building materials for exterior facades.

KP D-8.2.2 Wood siding and trim are encouraged. The use of vinyl or metal siding is discouraged.

KP D-8.2.3 Natural colors are important to help buildings maintain a rural appearance. Bright primary colors are discouraged.

KP D-8.3 Screen trash and recycling areas, outdoor storage areas, and loading docks from public streets and public spaces.
KP D-8.4  Locate or screen mechanical and HVAC units, antennas, satellite dishes, and other exterior equipment to minimize visibility from the public street.

**SIGN DESIGN**

**GOAL KP D-9**  Construct all new signs of natural materials or use natural-appearing facades to be designed and placed in a manner to enhance the scenic atmosphere of the Key Peninsula. Wooden signs with engraved, painted, vinyl, or stained lettering are more desirable than plastic, internally-lit signs. Signs should be maintained in a high-quality condition.

**GOAL KP D-10**  Authorize signs that meet community established standards for size, location, and design.

**KP D-10.1**  Allow attractive signs in rural commercial zones to adequately advertise permitted business activities.

**KP D-10.1.1**  Monument signs are the preferred type of freestanding signs in rural commercial zones. Develop incentives which discourage freestanding pole signs.

**KP D-10.1.2**  Encourage multi-tenant commercial developments to consolidate freestanding signs on one sign support structure to reduce the visual impacts associated with multiple freestanding signs along the road right-of-way.

**KP D-10.1.3**  Signs within multi-tenant commercial developments should have similar design characteristics to provide a consistent appearance.

**KP D-10.1.4**  The sign code shall assure that all signs are sized based on the speed limit of the abutting street.

**KP D-10.1.5**  Businesses in rural commercial centers that do not have frontage on SR 302 or the Key Peninsula Highway may have one off-site business identification sign. Business should consolidate these signs on individual monument sign support structures near a location where customers would leave SR 302 or the Key Peninsula Highway to access the business location.

**KP D-10.1.6**  Businesses with frontage on SR 302 or the Key Peninsula Highway may not have off-premise signage.

**KP D-10.1.7**  Allow the placement of one community kiosk in each rural commercial center. The kiosk could contain a map to identify business locations as well as individual nameplates for each business.

**KP D-10.1.8**  Allow the placement of community entry signs in each rural commercial center that identifies the commercial center.

**KP D-10.2**  Businesses located outside of rural commercial areas shall be allowed to advertise permitted business activities.
KP D-10.2.1 Home occupations, cottage industries, and agricultural uses shall be allowed to display one 8-square-foot business sign on the site where the permitted business activity is located.

KP D-10.2.2 Home occupations, cottage industries, and agricultural uses shall be allowed to display off-site directional signs on private property. These signs shall require a sign permit. Each sign shall have a consistent appearance based on community-established design criteria for size and color. The number of signs permitted shall be the minimum number necessary to provide directions at those intersections requiring a change of direction between SR 302 or the Key Peninsula Highway to the business location.

KP D-10.2.3 Regulate signs for permitted uses in rural residential zone classifications based on the speed limit of the road fronting the permitted use.

KP D-10.3 New signs shall be designed to meet specific design standards.

KP D-10.3.1 Encourage signs that are constructed with natural materials or have natural appearing facades.

KP D-10.3.2 Develop design standards that include incentives for installing signs which are constructed with natural materials.

KP D-10.3.3 The facade of the base structure of all monument signs shall be constructed of natural or natural-appearing materials such as stone, wood, or brick.

KP D-10.3.4 Limit the illumination and mechanical movement of new signs.

KP D-10.3.4.1 Indirect illumination of signs is preferred to internally illuminated signs.

KP D-10.3.4.2 Internally illuminated signs are permitted in rural commercial zones.

KP D-10.3.4.3 Signs which flash or otherwise have light that turns on and off intermittently are prohibited.

KP D-10.3.4.4 Signs which incorporate exposed neon tube illumination are permitted only indoors in businesses located in rural commercial zones.

KP D-10.3.4.5 Signs which include visible moving parts or have any visual mechanical movement are prohibited.

KP D-10.3.4.6 Electronic signs which change color or text and electronic message signs are prohibited. This policy is not intended to restrict or prohibit electronic message center signs for public safety service providers or time and temperature signs.

KP D-10.3.5 Signs which are not visible from a road right-of-way or public parking lot shall be exempt from sign design standards.

KP D-10.4 Special considerations shall be made for community-oriented information signs.

KP D-10.4.1 Allow off-site community signs that identify civic uses including boat ramps, shoreline access, bicycle routes, parks, and similar activities.
KP D-10.4.2 Design off-site community information signs to meet specific standards for size and color.

KP D-10.4.3 Reduce visual clutter of off-site community signs by encouraging these informational signs to be placed on the same sign support structure when possible.

KP D-10.4.4 Community signs that are placed on the same location as the activity that is being advertised may be increased in size and shall meet community standards for sign design.

KP D-10.4.5 Allow public safety services, parks, and schools to install internally illuminated reader board signs.

KP D-10.4.6 Allow the temporary installation of community and civic event banners.

KP D-10.4.7 Allow community identification signs at prominent entrances to the community. Encourage the installation of a Welcome to the Key Peninsula sign along SR 302 near Wauna.

KP D-10.5 Promote a gradual reduction in the number of nonconforming signs. Any business with a nonconforming sign or signs shall be required to remove or modify the sign(s) such that compliance with the sign code is achieved prior to the issuance of any building permit for the expansion, modification, remodel of the building, or change in the use of the business.

KP D-10.6 Inventory all signs visible from public rights-of-way on the Key Peninsula to establish a benchmark for sign enforcement purposes.

KP D-10.7 Support an annual sign clean-up day. Consider using volunteer groups such as Citizens Against Crime to assist in identification or removal of illegal signs.

KP D-10.8 Develop a pilot program on the Key Peninsula to authorize the installation of off-site tourist-oriented directional signs within the County road right-of-way.

**Implementing Actions**

The following list of actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Assessor, Pierce Conservation District (PCD), Key Peninsula Community Councils, and the Key Peninsula Business Association.
**Short Term Actions (Upon Plan Adoption to 1 Year)**

1. Amend Title 18A, Zoning cottage industry standards to:
   - Require a forested buffer along SR 302 and Key Peninsula Highway outside of rural commercial areas. (PALS)
   - Provide design standards to adequately screen certain home occupations and cottage industries from adjacent residential dwellings. (PALS)
   - Provide flexible setback standards for new buildings within rural commercial centers to encourage construction close to the street with parking facilities located behind the buildings.

2. Amend Title 18J, Design Standards and Guidelines to:
   - Establish design standards and guidelines and a site plan review and approval process for all development within rural commercial centers. (PALS)
   - Provide incentives for property owners to follow low impact development techniques for new development. (PALS, PWU)
   - Establish maximum impervious surface standards and minimum native vegetation retention requirements. (PALS)
   - Utilize development incentives as a method for implementing design standards. (PALS)
   - Implement tree retention and reforestation requirements within road side buffers.
   - Discourage clear cuts adjacent to SR 302 and the Key Peninsula Highway. (PALS)
   - Provide opportunities for traffic calming techniques to be constructed within rural commercial centers. (PALS, PWU)
   - Implement design features that will encourage pedestrian circulation within rural commercial centers. (PALS)
   - Integrate new development with existing developments through strategic placement of landscaping, connected parking and pedestrian pathways.
   - Encourage centralized, interconnected parking areas to locate behind commercial or civic uses that front on the Key Peninsula Highway or SR 302.
   - Utilize a variety of incentives and development standards to encourage new buildings and the significant exterior remodels of existing buildings to provide a rural or rustic building appearance following concepts of traditional Northwest architecture.

3. Amend Title 18B, Signs to:
   - Establish sign design standards and a sign review and approval process. (PALS)
   - Encourage monument signs and discourage freestanding pole signs. (PALS)
   - Encourage multi-tenant commercial developments to consolidate freestanding signs on one sign support structure. (PALS)
   - Establish sign design standards for home occupations. (PALS)
   - Establish standards that would reduce the number of nonconforming signs throughout the Key Peninsula. (PALS)
• Authorize community entry signs at each rural commercial center. (PALS)

4. Provide sign design standards that would permit off-site community signs that identify civic uses, including boat ramps, shoreline access, bicycle routes, parks and similar activities. (PALS)

5. Amend the Shoreline Management regulations to allow a community entrance sign on the Purdy sand spit near Wauna. (PALS)

6. Allow the placement of one community kiosk in each rural commercial center. (PALS)

7. Encourage all development within the Home Historic District to follow the guidelines for construction contained in the Home, Washington Historic District Design Manual. (PALS)

8. Implement development incentives that encourage protection and preservation of historic landmarks and buildings. (PALS)

**Mid-Term Actions (1-5 years)**

1. Develop a comprehensive inventory of cultural resources including historical significant features on the Peninsula. (PALS)

2. Develop a pilot program on the Key Peninsula to authorize the installation of off-site tourist-oriented directional signs within the County road right-of-way. (PALS, PWU, LUAC)

3. Support the development of streetscape improvements within rural commercial centers that will encourage economic development. (PALS, PWU)

4. Explore a variety of sources to fund streetscape improvements. (PALS, PWU)

5. Encourage the development of “Gateway” identification markers at entrances to rural commercial centers. (PALS, ED, LUAC, Key Peninsula Business Association)

6. Support an annual sign clean up day. Consider using volunteer groups such as “citizens against crime” to assist in identification or removal of illegal signs. (PALS, Pierce County Responds, LUAC, KP Community Council)

7. Pursue opportunities for public investment to provide pocket parks within rural commercial areas. (PALS, Parks, ED, KP Business Assoc., KP Community Councils)

**Long Term Actions (5-10 years)**

1. Implement traffic streetscape improvements including calming techniques within rural commercial centers. (PALS, PWU)

2. Inventory all signs visible from public rights-of-way on the Key Peninsula to establish a benchmark for sign enforcement purposes. (PALS, KP Business Assoc., KP Community Councils)
Chapter 4: Natural Environment Element

DESCRIPTION OF CURRENT CONDITIONS

The following information has been compiled from the following sources: The Shoreline Master Program for Pierce County - March 1974; Key Peninsula Gig Harbor Islands Watershed Characterization and Action Plan - July 1999; Key Peninsula, Gig Harbor, and Islands Watershed Nearshore Salmon Habitat Assessment - July 2003; Pierce County Biodiversity Network Assessment - August 2004; Key Peninsula - Islands Basin Plan, Draft Basin Characteristics - September 2004; WRIA 15 Watershed Plan.

WATER RESOURCES

SHORELINES

The Washington State Shoreline Management Act (SMA) provides for the management of water bodies identified as “shorelines of the state.” The marine waters of Puget Sound that surround the Key Peninsula and Herron Island, including Case Inlet, Drayton Passage, Pitt Passage, Carr Inlet, Henderson Bay, and the many other minor bays and inlets, are all regulated shorelines of the state. Freshwater lakes exceeding 20 acres are also regulated under the SMA. These lakes include Bay Lake, Carney Lake, Lake Minterwood and Stansberry Lake. Areas under jurisdiction of the SMA include the specific water bodies, all lands within 200 feet of their ordinary high water mark, and their associated wetlands and floodplains. There are no rivers or streams on the Peninsula that are managed under the SMA.

The Pierce County Shoreline Master Program (SMP), adopted by Pierce County under the SMA, includes five Shoreline Environments – Natural, Conservancy, Rural, Rural Residential, and Urban. All shorelines are given a Shoreline Environment designation that reflects environmental conditions. The Shoreline designation identifies the type and intensity of development allowed.

Much of the shoreline area on the Key Peninsula is medium to high bank with areas containing significant bluffs. The exceptions to this are the bays and inlets where low bank shoreline is prevalent. The majority of the saltwater shorelines surrounding the Key Peninsula are either designated as a Rural, Rural Residential, or Conservancy Shoreline Environment. Low to medium bank shoreline areas are typically designated as Rural or Rural Residential. Conservancy areas are generally associated with an environmental feature such as a marine bluff or estuary. The sand spits within the plan area have been designated as Natural Shoreline Environments.
Carney Lake is designated Rural and includes 20.5 acres in Pierce County and 18.7 acres in Kitsap County. The shoreline of Carney Lake is developed with low density residential uses and the lake is used for recreational purposes. Bay Lake is designated Conservancy and is the largest lake on the Key Peninsula covering 147 acres. The shoreline of Bay Lake is partially developed with low density residential uses but is primarily surrounded by forest land. Bay Lake is included in the Pierce County Biodiversity Network and the shoreline area contains a wide variety of bird and mammal species. Lake Minterwood and Stansberry Lake are shallow lakes designated Rural Residential. Their shorelines have been extensively developed with residential uses and are used for recreational purposes.

**Surface Water**

**Streams**

The Key Peninsula is drained by a number of small and moderate-sized streams. The watersheds of the streams vary in size from a few acres to approximately 19 square miles. Rocky, Burley, and Minter Creeks and their tributaries drain the largest watersheds. The larger streams are perennial. Most of the land close to the edges of the Peninsula drains to small, unnamed, ephemeral streams which discharge directly to Puget Sound.

Surface water hydrology is greatly influenced by land use. Prior to settlement most of the Peninsula was heavily wooded. Very little precipitation flowed directly to surface streams during storms. Most precipitation evaporated from the wetted surfaces of vegetation or percolated first into the thick layer of vegetable matter on the forest floor and then gradually moved laterally toward surface streams or downward into the underlying soil layers. As the Peninsula was settled, the mature trees were logged, and land was cleared for agriculture, homes, and roads. Dense forest that produced very little runoff was replaced by land uses with less ability to detain water. The volume of surface runoff increased, as did the peak flow rates in surface streams. In many cases, these increased flows have resulted in destabilization of stream banks and the degradation of fish and wildlife habitat.

In 1981, the state established an instream flow protection plan for Water Resource Inventory Area 15 (WRIA 15) under administrative rule WAC 173-515. The Key Peninsula planning area is wholly contained within WRIA 15. Instream flows are usually defined as the stream flows needed to protect and preserve instream resources and values, such as fish, wildlife and recreation. Instream flows are established through an administrative rule and essentially represent a water right for streams. Instream flows do not affect water rights in existence at the time they are set, but do affect future water rights and withdrawals established after the instream flow rule is established. Any time the stream flow falls below the minimum level set, all water rights junior in priority date to the instream flow could be ordered to shut off diversions until the stream flows return to the set level. In the Key Peninsula planning area, Minter and Rocky creeks have set instream flows.

Most streams that are listed in the Kitsap Peninsula instream flow rule are closed, or seasonally closed, to future diversions. A stream closure is a legal determination that no additional surface water is available to be withdrawn from the regulated stream, regardless of a stream
flow rate. No new groundwater rights in hydraulic continuity with closed surface waters can be granted unless the impact to the stream is sufficiently mitigated. In the Key Peninsula planning area, Rocky and Lackey creeks have established partial stream closures and Minter and Dutcher creeks are closed year round.

Exempt wells, (wells using less than 5,000 gallons a day) are exempt from the water rights permitting process; however, if the cumulative effects of exempt wells are found to seriously affect stream flows then exempt wells can be limited to in-house use only under the Kitsap Peninsula instream flow rule.

## Lakes

The Key Peninsula contains numerous lakes, ranging in size from 147 acres to less than one acre. According to the KGI Watershed Characterization and Action Plan, the majority of lakes are less than ten acres in size and most are shallow (less than 30 feet in depth). Nearly all of the lakes are used for sport fishing, boating, swimming, and other recreation. Some of the lakes are known to support cold water fish such as rainbow and cutthroat trout and some contain warm water species such as largemouth bass and bluegill.

Other than size and use information, relatively little water quality or biological information exists for most of the lakes. The few lakes that have been studied were studied primarily due to problems with water quality or excessive plant growth. Invasive aquatic plants such as Eurasian milfoil have been identified as significant problems in several lakes. Residential development is occurring around many of the lakes in the area and pressure for continued development within lake watersheds is likely to continue in the future. Unless carefully managed, development often results in additional surface runoff and nutrient loading. Excessive nutrient and sediment loading can lead to unacceptable algae blooms and emergent plant growth and can accelerate eutrophication.

## Wetlands

The National Wetland Inventory (NWI) for the Key Peninsula indicates that wetlands are present throughout the community plan area. The NWI map identifies approximately 3,111 acres of wetland areas. The majority of wetlands identified by the NWI map (58%) are palustrine wetlands. Palustrine systems include all nontidal wetlands dominated by trees, shrubs, mosses or lichens, as well as wetlands that occur in tidal areas where salinity concentrations are very low. Palustrine systems may not exhibit open water areas and are often difficult to recognize by the general public. The next largest category of wetlands are estuarine wetlands (26%). Estuarine systems consist of tidal habitats and adjacent tidal wetlands in which saltwater is diluted by freshwater runoff from the land. Estuarine wetlands are usually semi-enclosed by land but have a connection to Puget Sound. The NWI map identifies that 16% of the wetlands are lacustrine systems, which include wetlands and deepwater habitats (such as lakes) that are greater than 20 acres in size, are situated in a topographic depression or a dammed stream channel, and lack trees, shrubs, mosses, or lichens with greater than 30% coverage. It is likely that the Key Peninsula contains many more
wetlands than are identified on the NWI maps. NWI maps do not provide information regarding the category or quality of wetlands.

Pierce County categorizes wetlands as a part of the implementation and enforcement of the Critical Area regulations. There are four categories of wetlands described. Category I wetlands are high quality wetlands, high quality rare wetlands, wetlands of exceptional local significance, or documented habitat for endangered species. These wetlands include high quality estuarine wetlands, sphagnum bogs and fens, and mature forested swamps. Category II wetlands do not contain features outlined in Category I. These wetlands include significant spring-fed systems, peat systems, forested swamps with three canopy layers, wetlands along salmon streams, and certain open water wetlands. Category III wetlands are regulated wetlands that do not contain features outlined in Category I, II, or IV. Category IV wetlands are hydrologically isolated wetlands less than or equal to one acre in size which do not meet the criteria of a Category I or II wetland, contain only one wetland class, and have only one dominant plant species (monotypic vegetation).

**Surface Water Quality**

There is limited historical data available on surface water quality on the Key Peninsula prior to the 1990s. Data collected since the 1990s indicates that there are water quality problems in some of the streams on the Peninsula that should be addressed. The results of various monitoring efforts indicate that levels of fecal coliform bacteria in streams and bays frequently exceed state water quality standards. Other water quality parameters of concern include dissolved oxygen and turbidity. Section 303(d) of the Federal Clean Water Act (CWA) requires Washington State to periodically prepare a list of all surface waters in the state for which beneficial uses of the water (such as for drinking, recreation, aquatic habitat, and industrial use) are impaired by pollutants. As of 2004, there are eight streams on the Key Peninsula that are listed on the 303(d) list as water quality limited. The listed streams are: Dutcher, Lackey, Rocky, Burley, Huge, Little Minter, Minter, and Purdy Creeks. Additional unnamed streams on the Peninsula may also be water quality limited but it is not possible to distinguish unnamed streams on the list.

Surface water quality is also monitored by the Washington State Department of Health - Office of Shellfish Programs in estuaries and bays where shellfish are harvested commercially or recreationally. The primary pollutant of concern that is monitored at these locations is fecal coliform bacteria. Concentrations of fecal coliform bacteria indicate the possible presence of pathogens and disease-causing organisms in the water due to contamination from agricultural runoff, livestock waste, improperly functioning or failed septic tanks, stormwater runoff, boat waste, or wildlife. The presence of pathogens and disease-causing organisms that are associated with fecal coliform bacteria in surface water pose a public health risk for harvested shellfish as well as for other forms of human contact with the water such as swimming. Several of the beaches on the Peninsula are closed or under shellfish harvesting restrictions due to pollution.
GROUNDWATER AND WATER SUPPLY

GROUNDWATER

Most residents of the Key Peninsula rely on groundwater as their sole source of potable water. The water is obtained from a variety of private and community wells. The water is tapped from several local aquifers that are replenished by rainfall. Precipitation that percolates into the ground enters a shallow unconfined aquifer within the permeable Vashon Drift Formation. Some of the water in the shallow aquifer continues to move downward into the Salmon Springs Drift through openings in the impermeable Kitsap Foundation. Some water is discharged via springs and seeps to Puget Sound either directly or via surface streams. Most of the water used for domestic purposes on the Key Peninsula is obtained from wells that penetrate the intermediate aquifer in the Salmon Springs Drift to a depth of 150 to 250 feet below the land surface. The intermediate aquifer is partially confined below the relatively impermeable Kitsap Formation and is thus better protected from contamination than the shallow aquifer. Groundwater on the Peninsula is not obtained from aquifers connected to the Olympic or Cascade Mountains.

In 1998, the Washington State Legislature passed the Watershed Management Act (RCW 90.82) due to the recognition that watersheds throughout the state were facing diminishing water availability and quality and the loss of critical habitat for fish and wildlife. This legislation, referred to as “2514 watershed planning” provides for locally-based watershed planning with the goal of giving local interests a voice and a forum for collaboration and input into water resource management decisions. Watershed planning for WRIA 15 began in early 2000. Water resource information was collected, technical studies were reviewed, and recommended actions were suggested. The planning unit charged with completing the watershed plan could not come to consensus and efforts were suspended in 2005.

A primary purpose of watershed planning under the Watershed Management Act was to develop an understanding of water resource needs within a watershed (demand) as well as an estimate of the amount of water naturally occurring within a watershed (supply). This is not an easy task. For example, even the most refined water balance numbers, such as actual rainfall data as collected at rainfall monitoring locations are not absolute. Data often varies from season to season and from year to year. Changes in land use and land cover alter infiltration, evaporation, transpiration, and run-off rates. Finally, human consumption from sources such as Exempt Wells, is difficult to determine and can change over time.

In 2005, a revised water balance was produced through the WRIA 15 watershed planning process, based upon analyses conducted during the five-year process. This revised water balance estimates that of the 50.6 inches of average rainfall a year occurring on the Kitsap Peninsula, 42% is lost to evapotranspiration, 37% goes to Puget Sound in the form of surface runoff, 14% provides baseflow to streams, and 7% is recharged to deeper aquifers.

The 2005 revised water balance is of a generalized nature and concludes that refinements are needed on a sub-basin scale which should be based upon monitoring of conditions in order to capture the unique hydrologic characteristics occurring within each of the 23 sub-basins, as
delineated during the watershed planning process. The water balance further identifies the sub-basins in the Kitsap Peninsula recommended for such a refinement due to existing (or allocated) water rights and groundwater withdrawal (or water use) estimates. The two sub-basins in the Key Peninsula Community Plan area (Key Center and Long Branch) are not included on this list of recommended high priority sub-basins.

Generally speaking, freshwater supply for domestic use and for fish and wildlife is a limited resource in the Key Peninsula Community Plan area. Fortunately, adequate supplies appear to be available through the 20-year planning period with reasonable conservation or efficiency measures and monitoring programs to ensure this continues to be the case.

**GROUNDWATER QUALITY**

As water passes through the surface soils and percolates downward into the deeper aquifers it undergoes chemical changes as a result of natural processes and human influences. Shallow groundwater typically contains higher concentrations of nitrates than deeper groundwater because it is more influenced by human activities including the use of septic tanks for wastewater disposal, use of fertilizers, and domestic animal husbandry.

Groundwater quality on the Key Peninsula is generally very good; however, there is a potential for serious groundwater quality problems as a result of seawater intrusion. Seawater intrusion can occur when wells that draw upon groundwater aquifers are pumped at a rate that exceeds the local recharge capacity. The resulting reduction in hydraulic pressure in the freshwater aquifers causes seawater to migrate landward. In severe cases, the salinity of water drawn from wells may increase to the point at which it is unusable for domestic or irrigation purposes. Although there have not been any significant cases of seawater intrusion reported on the Key Peninsula, minor cases have been reported in the Longbranch, Taylor Bay, and Glen Cove areas. More significant cases have been reported in other coastal communities in the Puget Sound region.

Wellhead protection areas are found in various locations throughout the Peninsula. These areas are defined as property within the 10-year time-of-travel zone boundary of a Group A public water system well. Wellhead protection areas are regulated as aquifer recharge areas in the Critical Area regulations. It is the intent of the aquifer recharge standards to protect groundwater that is vulnerable to contamination by new land uses.

**WATER SUPPLY**

Under Washington State law, the waters of Washington collectively belong to the public and cannot be owned by any one individual or group. Instead, the Department of Ecology (DOE) may grant individuals or groups the right to use water. A water right is a legal authorization to use a certain amount of public water, in a certain area, for specific beneficial uses. While State law requires every user of surface waters (i.e., streams, lakes, springs) to obtain a water right, certain groundwater uses are exempt from the requirement of obtaining a water right from DOE. Generally, the use of groundwater at an amount less than 5,000 gallons per day are “exempt” from the requirement of obtaining a water right and thus are referred to as exempt
Domestic water on the Peninsula is provided by a combination of individual wells, small Group B water systems and larger Group A water systems. The majority of the Peninsula is undesignated in regards to public water service. Group B water systems provide between two and 15 connections. Approximately 235 Group B water systems operate on the Peninsula. Group A water systems are those public water systems serving more than 15 connections or those which serve 25 or more people per day for 60 or more days per year regardless of the number of connections. Currently, approximately 52 Group A water systems operate on the Peninsula with approximately one-third of the Group A water systems defined as “non-community,” thus serving such uses as camps, parks, churches, schools, and civic centers. Currently, individual wells are not well quantified.

In order to ensure safe and reliable water service and to meet new requirements, many of the smaller water systems in the community plan area have enlisted the operation or ownership services of Satellite System Management Agencies (SSMAs). SSMAs are approved by the Washington State Department of Health (DOH) to own or operate more than one unconnected water system. The primary SSMAs providing management or ownership services on the Key Peninsula are Washington Water Service and Peninsula Light Company. Washington Water Service has several regional planning areas on the Peninsula which they intend to provide water service as its owned, but unconnected, water systems become “intertied,” or connected, over time.

Throughout the greater Puget Sound region, water system purveyors are beginning to recognize the importance of regional water sources and are working together to intertie individual systems in order to share limited water resources. Due to the rural nature of the Key Peninsula such regional sources, even on a smaller scale, may be impossible. Outside of existing water systems, new small-scale community water systems may be infeasible due to low density development. Instead, the most likely source of domestic water for new large lot development will be in the form of individual wells. Additionally, the expansion of existing water systems, as envisioned by Washington Water Service, will occur in some areas of the Peninsula to serve new development.

**Earth Resources**

**Geologic Formations**

The Key Peninsula is geologically and topographically similar to other regions in the South Puget Sound region, reflecting the influences of volcanic activity, tectonic plate movement, and glacial activity. Four major geologic formations underlie the Peninsula. The uppermost layer is the Vashon Drift, which consists mostly of sand and gravel. The permeable Colvos Sand unit of the Vashon Drift occupies much of the area, although it is often covered by a layer of less permeable Vashon Till. Below that is the Kitsap Formation, which consists primarily of low permeability clay and silt and typically has a depth of about 100 feet, although in some areas it is entirely absent. Another layer of permeable sand and gravel, the Salmon Springs Drift, lies...
under the Kitsap Foundation and extends below sea level. The Pre-Salmon Springs Deposits, consisting mostly of unconsolidated materials, extend to bedrock at a depth of about 1,000 feet below sea level. The upper portion of the Pre-Salmon Springs Deposits consists of clay and silt and lower portions consist of sand and gravel.

**TOPOGRAPHY**

The Key Peninsula is a peninsula of land extending southward into Puget Sound from the much larger Kitsap Peninsula. Much of the land surface of the Key Peninsula lies between two and three hundred feet above sea level and is characterized by a terrain of rolling, rather flat-topped hills and ridges. Bluffs drop to the waters of Puget Sound at most locations on all three sides of the Peninsula. Slopes in the upland areas of the Peninsula typically range from 0 to 30 percent, with most areas having slopes of 6 to 15 percent. Slopes reach 45 to 70 percent along the bluffs at the edges of the Peninsula.

**SOILS**

Surface soils on the Peninsula are moderately to highly productive suited to growing native vegetation, as well as certain crops such as strawberries, raspberries, and hay. Drainage and erosion characteristics of the soils vary according to composition and slope. The most common soil on the Peninsula, Harstine gravelly sandy loam, consists of approximately 5 to 36 inches of gravelly sandy loam underlain by a substratum of up to 60 inches of compact glacial till that is cemented in places. A water table is often perched above the glacial till during periods of heavy rainfall. In some residential neighborhoods, onsite sewage disposal systems such as septic tanks may fail or not function properly during heavy rainfall periods. Ponding is generally of short duration because water flows laterally above the glacial till and seeps at the bottom of slopes. Harstine soil is moderately productive under good management, but the available water capacity is low. The soil is capable of supporting large loads but slopes ranging up to 45% may limit suitability for development in some areas. Other common soils on the Peninsula include Indianola loamy sand and Kitsap silty loam. Indianola soils have rapid permeability and slow surface runoff and can support more residential density and on-site sewage treatment systems. Depending on the slope, the erosion hazard is generally low. Kitsap soils are moderately well drained but permeability can be very slow. Surface runoff is medium and erosion hazard is moderate. Kitsap soil is subject to hillside slippage. Under good management, Kitsap soil is highly productive. The available water capacity in Kitsap soils is high, and due to the high seasonal water table septic drainfields do not function properly during the wet season. The southern portion of the Key Peninsula contains Bow silt loam in addition to the Harstine soils. Bow soils are somewhat poorly drained with slow permeability in the substratum. Surface runoff is medium and erosion hazard is moderate. Soils in the Kitsap-Indianola complex and Xerochrepts associations with 45 to 70 percent slopes are common along the bluffs at the edges of the Peninsula. These soils are well-drained but runoff is very rapid due to the slope and the erosion hazard is very severe.
**FISH AND WILDLIFE RESOURCES**

**FISH**

There are diverse populations of saltwater, freshwater, and anadromous fish within the Key Peninsula plan area. This is attributable to its extensive shoreline and surface water.

Saltwater (marine) species that are found in the waters offshore of the Peninsula include cabezon, dogfish, flatfish, greenlings, lingcod, Pacific cod, pollack, rockfish, skate, surf perch, and whiting. Also found in the waters surrounding the plan area are baitfish, such as herring, sand lance, and surf smelt. Baitfish are an important food source for predatory fish, birds, and mammals. A herring spawning area is documented in Mayo Cove. Sand lance spawning areas are located on the east and west sides of the Peninsula and in Filucy Bay. Surf smelt spawning areas are located along the shoreline of Henderson Bay in Glencove, Filucy Bay, and Mayo Cove.

Land-locked freshwater native species, including cutthroat and rainbow trout are found in streams throughout the plan area. Several non-native species of bass, bluegill, and perch can be found in lakes on the Key Peninsula.

The primary anadromous species found in streams on the Peninsula are the Coho (silver) and chum (dog) salmon although five species of salmon, sea-run cutthroat and steelhead trout can be found in the waters that surround the plan area. Specifically, Rocky Creek supports Chinook, Coho, and chum salmon runs. Dutcher Creek supports a run of Coho salmon. Minter Creek support runs of Chinook, Coho, chum, and pink salmon. Lackey Creek is home to a chum salmon run. Steelhead trout have been documented in the Rocky, Minter, and Lackey Creek drainages. Native runs of sea-run cutthroat trout are present in most of the perennial streams on the Peninsula. The Washington State salmon hatchery at Minter Creek, salmon enhancement efforts of several volunteer organizations, as well as the efforts of many private property owners support the continued runs of anadromous fish within the plan area.

**SHELLFISH**

There are a number of commercial shellfish growing areas on the Peninsula including Burley Lagoon, Minter Bay, Filucy Bay, and Rocky Bay. The following commercial shellfish harvesting locations are monitored regularly for fecal coliform bacteria: Burley Lagoon, Drayton Passage, Dutcher Cove, Filucy Bay, Minter Bay, and Rocky Bay. The following recreational shellfish harvesting locations are also monitored for fecal coliform bacteria: Taylor Bay, Vaughn Bay, and Purdy Beach. Monitoring has occurred at some of these sites since the 1980s and repeated violations of water quality standards have been recorded at many of the sites, resulting in periodic or long-term shellfish bed downgrades or closures. Public beaches in Burley Lagoon, Glen Cove, Minter Bay, Von Geldern Cove, Mayo Cove, Taylor Bay, Vaughn Bay, and portions of
Filucy Bay and the Purdy Sand Spit are closed to shellfish harvesting due to pollution (DOH web site - April 27, 2005). Geoduck farming is becoming a popular but controversial aquaculture activity around the Peninsula.

**WILDLIFE**

There are a variety of wildlife habitats on the Key Peninsula. These include coniferous forests, prairie-type grasslands, wetlands, stream, lake and marine shorelines. This broad range of habitats is host to a wide variety of wildlife species native to the Pacific Northwest.

The forested and shrub areas support numerous large and small mammals, birds, reptiles, and amphibians. The most common smaller mammals found in these areas include chipmunks, foxes, hares, mice, opossums, porcupines, raccoons, shrews, skunks, and squirrels. A small number of larger animals including the coyote, Colombian black-tailed deer, and black bear occur where large contiguous forests remain. Common bird species found in forested and shrub areas are chickadees, crows, finches, goldfinches, hawks, jays, mountain quail, owls, robins, thrushes, warblers, and woodpeckers. Amphibians and reptiles commonly found in the plan area’s forest and riparian environments are frogs, garter snakes, salamanders, and toads.

Wetland, riparian, coastal, and open water areas are populated primarily by a few mammals including beavers, river otters, seals, and sea lions, as well as a wide variety of bird species such as bald eagles, ducks, Canadian geese, golden-eyes, grebes, herons, kingfishers, mergansers, ospreys, and teals.

Residential development, logging, and agricultural practices on the Peninsula have substantially reduced wildlife habitat through the years. However, valuable habitat qualities still remain in the undeveloped, large tracts of native vegetation and around the remaining wetlands and streamside forests throughout plan area.

**ENDANGERED, THREATENED, SENSITIVE AND CANDIDATE WILDLIFE SPECIES**

Congress passed the Endangered Species Act [ESA] in 1973 to protect species of plants and animals that are of “aesthetic, ecological, educational, historical, recreational, and scientific value.” The ESA is also intended to protect the listed species’ “critical habitat,” which is the geographic area occupied by or essential to the protected species.

The status of fish and wildlife species in Washington State are determined by the Washington Department of Fish and Wildlife. Areas identified by the Washington Department of Fish and Wildlife as containing protected species of wildlife and plants are labeled as Priority Habitat Areas. Factors considered include abundance, occurrence patterns, vulnerability, threats, existing protection, and taxonomic distinctness. The status categories are as follows:

- **Endangered (E):** In danger of becoming extinct or extirpated from Washington.
- **Threatened (T):** Likely to become endangered in Washington.
- **Sensitive (S):** Vulnerable or declining and could become Endangered or Threatened in the state.
- **Candidate (C):** Under review for listing.
- **Monitored (M):** Taxa of potential concern.
Species of concern found within designated Priority Habitat Areas on the Key Peninsula include the bald eagle (T), Puget Sound Chinook salmon (T), great blue heron (M), harbor seal (M), and osprey (M). Mountain quail, which have been spotted in several areas on the Peninsula are classified “rare or uncommon.”

**Open Space**

The term open space can mean a variety of things to different people. Some people think of open space as wild, undisturbed areas (i.e., natural open space) that serve as habitat for fish and wildlife or rural, scenic areas. Others think of artificially landscaped areas which offer a sense of visual relief from the built environment and a place to conduct passive recreation activities (i.e., greenbelts, golf courses, and parks), as open space. When considered together, all of these areas provide people a place to connect with nature.

The Pierce County Countywide Planning Policies require all jurisdictions (Pierce County, cities, and towns) to plan for the provision of open space; consider open space parks, environmentally sensitive lands and greenbelts, natural buffers, scenic and natural amenities, unique geological features; designate appropriate open space; and encourage new housing to locate in a compatible fashion with open space designations or outside designated open space.

The County Council adopted open space priorities in 1998. These priorities were established for any County program that provides for the preservation of open space. Open space resources were categorized as high, medium, or low priority for preservation or acquisition. In 1999, the County Council adopted a Comprehensive Plan text amendment which established a revised open space/greenbelt map based upon the high priority open space categories (critical salmon habitat, fish and wildlife habitat, wetlands, tidal marshes, estuaries, rivers and streams, marine waters, and wooded areas). These areas will receive the highest priority for any Pierce County programs that acquire or otherwise preserve lands for open space. In 2004, the Comprehensive Plan Open Space Corridor map was modified to reflect revised Biodiversity Network (i.e., fish and wildlife habitat areas) data.

**Description of Desired Conditions**

The natural environment on the Key Peninsula provide local residents with the opportunity to live, work, and play in a healthy and scenic environment. The native vegetation, marine shorelines, and fresh water streams contribute to the livability of the area. Preserving the remaining native fish and wildlife species and vegetation that provides the habitat for these species is important to the residents of the Key Peninsula. Accommodating planned growth while maintaining the functions and values of the natural environment is a priority. The following text describes the desired condition for each resource type in more detail.
WATER RESOURCES

SHORELINES
The natural shoreline processes should be protected for present and future generations. Activities that increase the function and value of marine shorelines are encouraged while activities that would degrade the marine environment are discouraged or prohibited. New developments near the shoreline are encouraged to utilize Best Management Practices. Development standards along shorelines should include incentives to preserve native vegetation and wildlife habitat and protect water quality. Efforts to provide clean water for businesses that depend on shoreline locations are a community priority.

SURFACE WATER
Surface water runoff should not negatively impact properties located downstream from development. Uncontrolled surface water can damage property, negatively impact the natural environment, and disturb salmon spawning areas and shellfish beds. To minimize impacts associated with uncontrolled surface water runoff, including soil erosion, flooding, and stream scouring, it is imperative that new development be properly designed. Pollutants and sediment are often carried to surface water bodies by stormwater runoff. Incentives should be provided to encourage residents and owners of livestock to engage in Best Management Practices. Agricultural practices should be conducted to eliminate fecal coliform bacteria contamination into riparian areas. On-site sewage system requirements and practices that could potentially allow contamination of surface waters should be eliminated. Wetland areas, streams, and lakes should be maintained into the future. Efforts to educate the public regarding the function, value, and importance of protecting surface waters should be pursued.

GROUNDWATER AND WATER SUPPLY
The Key Peninsula is dependent on groundwater for water supply. Groundwater on the Peninsula is supplied by rainfall resulting in potential water supply problems in the future. Groundwater supplies contained within the Key Peninsula aquifers should be protected and conserved. Aquifers can be damaged by non-point sources of pollution or by simply not capping abandoned wells. Water conservation measures should be implemented when possible. The Key Peninsula is susceptible to saltwater intrusion and several locations have shown evidence of some saltwater contamination. Measures should be taken to ensure seawater does not further contaminate local aquifers. Water availability, water needs, and water conservation measures should be evaluated in each land use decision process. Land use
and development decisions should be made with an emphasis on sustaining a long-term supply of high quality groundwater upon which the residents of the Key Peninsula depend.

**Fish and Wildlife Resources**

The existing native fish and wildlife species on the Key Peninsula and the natural habitats that support these species should be protected. Pierce County should provide educational information on the existing fish and wildlife species located within the plan area and on Best Management Practices (BMPs) for retaining these species. Degraded stream and nearshore habitat for anadromous fish should be improved throughout the plan area. Fragmentation of wildlife corridors should be avoided. New open space dedications should be linked with adjacent open space or critical areas to facilitate wildlife movement. Forest practice methods should promote a diversity of wildlife habitat. Programs that reduce pollution of shellfish beds should be implemented.

**Open Space**

Permanently preserving open space on the Key Peninsula is a priority. Public and private acquisition, preservation, and restoration efforts within the designated open space areas should be pursued through cooperative agreements, development incentives and public education and outreach efforts. Open space areas that provide quality fish and wildlife habitat or that contain designated critical areas should be preserved. Sites that provide important links between open space areas, offer significant views, or are registered as a historic place are priorities for open space acquisition. Development within designated open space areas should be established through specific density and intensity levels, appropriate uses, and low impact development techniques. Native vegetative buffer areas, vegetative screens, and greenbelts should be incorporated into the overall system of open space in order to soften impacts of development, provide opportunities for shoreline access, trails, create opportunities for pocket parks, and promote design that is consistent with community established standards. The Countywide Open Space/Greenbelt map should be amended to reflect the existing and desired system of open space within the community.

**Environment Policies**

**Goals**

The Key Peninsula’s unique natural ecosystems and environmental features will be enjoyed by present and future generations. The area’s clean air and water provide a healthy place for citizens to live. Environmental features such as lakes, streams, wetlands, aquifers, marine shorelines, and forested areas contribute to the quality of life and scenic beauty of the area and should be sustained. The area’s natural resources and natural systems should be protected; where degraded, they should be restored where appropriate.
GOAL KP ENV-1  Support public education and incentive-based programs that protect the function and value of the natural environment.

KP ENV-1.1  Provide informational brochures and publications to public and civic organizations including the library, fire stations, schools, utility providers, and community groups for distribution to local citizens.

KP ENV-1.2  Advertise public assistance opportunities for repairing failing septic systems.

KP ENV-1.3  Educate citizens regarding potential impacts of household hazardous waste on groundwater including proper use and disposal of fertilizers and pesticides.

KP ENV-1.4  Discourage the use of fertilizers and pesticides on lawns in shoreline areas. Offer educational information to residents regarding environmentally friendly, biodegradable, non-chemical alternatives.

KP ENV-1.5  Promote the use of non-toxic alternatives to household products. Provide informational handouts that explain how to dispose of toxic household products.

KP ENV-1.6  Require that educational information of shoreline best management practices is distributed to new shoreline property owners when the property is transferred.

KP ENV-1.7  Provide incentives that encourage environmentally sound development practices.

KP ENV-1.8  Encourage the removal of invasive plants such as Scot’s broom and noxious weeds such as tansy ragwort.

GOAL KP ENV-2  Consider the implementation of development regulations and incentives that encourage property owners to repair degraded environmental features on their land.

KP ENV-2.1  Provide incentives such as a streamlined development permit process for property owners to engage in BMPs that protect land and water resources downstream.

KP ENV-2.2  Establish development incentives which encourage property owners to eliminate dispersing fertilizers, pesticides, and other toxic chemicals in areas that could contaminate surface waters.

KP ENV-2.3  Require that landowners conducting agricultural operations implement farm best management practices to address, at a minimum, livestock waste and surface water protection prior to receiving property tax relief through the public benefit rating system.

GOAL KP ENV-3  Simplify and streamline the permit process for projects that enhance the environment.

KP ENV-3.1  Create a permit ombudsman position to facilitate the permitting process and resolution of disputes.

KP ENV-3.2  Evaluate the feasibility of providing local government services in the community such as a satellite development center office.
KP ENV-3.3 Designate staff resources to specific geographical areas (Key Peninsula) to facilitate staff expertise in individual communities.

KP ENV-3.4 Develop a process for Planning and Land Services staff to conduct site visits at the request of the property owner to determine the presence or absence of regulated Critical Areas prior to development permit application submittal.

KP ENV-3.5 Consider waiving additional Critical Area assessments and studies on sites containing several Critical Areas when a buffer is established exceeding the maximum buffer requirement for all remaining Critical Areas.

KP ENV-3.6 Pursue grants and other alternative funding options to conduct Critical Area inventories.

GOAL KP ENV-4 Provide adequate funding for timely enforcement of regulations that protect water quality.

GOAL KP ENV-5 Assist landowners, builders, and developers in avoiding impacts to surface waters through educational, technical, and financial assistance.

KP ENV-5.1 Site specific evaluations should be conducted to field-verify flood-prone areas. Any on-site monitoring will require the authorization by the property owners.

KP ENV-5.2 Support the ongoing efforts of volunteer organizations such as Pierce County Conservation District Stream Team and the South Puget Sound Salmon Enhancement Group. Stream Team’s goal is to improve the quality of streams for the benefit of fish, wildlife, and people.

GOAL KP ENV-6 Prioritize water quality problems.

KP ENV-6.1 Water quality problems that negatively impact economic development and jobs, such as pollution of shellfish beds, are the highest priority.

KP ENV-6.2 Failing septic systems are considered a high priority for repair as they can contaminate surface water and groundwater resources.

KP ENV-6.3 Consider providing a tax incentive for property improvements that reduce downstream pollution or conserve freshwater resources.

GOAL KP ENV-7 Encourage properties with livestock confinement areas to initiate or update a site-specific farm plan when the property changes ownership.

KP ENV-7.1 Farm plans may be prepared by the Pierce Conservation District, Natural Resource Conservation Service, or any other licensed or certified professional complying with Natural Resource Conservation Service standards.
KP ENV-7.2 Farm plans should address roof runoff management for livestock and agricultural buildings, sacrifice areas, waste storage and nutrient management, fencing, surface water protection, and pasture and mud management.

KP ENV-7.3 Provide incentives for landowners to implement farm plans.

KP ENV-7.4 Encourage programs that educate real estate professionals regarding issues that affect farm properties in sensitive areas.

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**GROUNDWATER AND WATER SUPPLY**

**GOAL KP ENV-8** Develop methods to reduce the potential for saltwater intrusion in local aquifers.

**KP ENV-8.1** Provide property owners with information regarding saltwater intrusion and techniques for prevention.

**KP ENV-8.2** Encourage low impact development techniques along marine shorelines.

**KP ENV-8.3** Maximize on-site infiltration of stormwater in areas that are susceptible to saltwater intrusion unless such infiltration could result in the reduction of slope stability along marine bluffs.

**KP ENV-8.4** Provide incentives for property owners to conserve fresh water.

**KP ENV-8.5** Encourage voluntary water quality monitoring along marine shorelines to detect changes in chloride levels which may indicate saltwater intrusion.

**KP ENV-8.6** Promote the use of drought-resistant or native vegetation plantings in landscaping areas.

**KP ENV-8.7** Require new commercial development to provide low-flow, drip irrigation techniques in required landscaping areas where supplemental water is necessary for the survival of plantings.

**KP ENV-8.8** Discourage extensive, irrigated landscaped areas in new developments.

**KP ENV-8.9** Support the use of recycled water for irrigation purposes.

**KP ENV-8.10** Encourage water purveyors and homeowners to trace and repair leaks in existing water systems.

**KP ENV-8.11** Encourage property owners to retain native soils and reduce the compaction of yards and landscape areas.

**KP ENV-8.12** Promote educational programs that provide information to property owners concerning wellhead protection measures.

**KP ENV-8.13** Designate areas that are at increased risk of groundwater contamination as aquifer recharge areas.

**KP ENV-8.14** Consider establishing standards that prohibit the application of toxic substances to the land or water in areas that could damage aquifers, fish, or shellfish.
AIR RESOURCES

GOAL KP ENV-9  Continue to allow lawful outdoor burning on the Key Peninsula during appropriate times.

KP ENV-9.1  Provide information regarding outdoor burning restrictions and permit requirements to local residents.

KP ENV-9.2  Work with Fire District #16 in considering notification standards for land-clearing burns.

KP ENV-9.3  Recognize that all outdoor burning may be prohibited during times of increased fire danger or poor air quality.

KP ENV-9.4  Have the proper agency with authority enforce outdoor burning standards such as the prohibition of burning prohibited material.

FOREST, FISH, AND WILDLIFE RESOURCES

GOAL KP ENV-10  Limit fragmentation of wildlife habitat.

KP ENV-10.1  Locate any required open space dedication for new development adjacent to other open space tracts, wooded areas, or critical areas to facilitate wildlife movement.

KP ENV-10.2  Promote backyard wildlife sanctuary programs. Encourage the use of native vegetation and other habitat features in residential landscaping.

GOAL KP ENV-11  Promote forest practice methods that maintain a diversity of wildlife habitat.

KP ENV-11.1  Selective cuts are preferred over clearcuts. Timber harvest operations should leave trees that represent a variety of species and age categories.

KP ENV-11.2  Work with the State Department of Natural Resources regarding forest practices on the Peninsula. Provide the DNR with information regarding community plan priorities and local regulations. Encourage the DNR to meet local standards.

KP ENV-11.3  Selective cuts and small clear cuts should be used to create a diverse habitat for plants and wildlife.

KP ENV-11.4  Encourage fencing methods that allow for wildlife movement.

GOAL KP ENV-12  Promote the improvement of degraded stream and nearshore habitat conditions for anadromous fish throughout the community plan area.

KP ENV-12.1  Protect and improve environmental conditions that provide local employment opportunities and resource-based jobs in the community.

KP ENV-12.2  Identify point and nonpoint sources of pollution that affect shellfish beds.

KP ENV-12.3  Promote the services provided by the Pierce Conservation District such as farm management plans.
Septic systems should be maintained and pumped consistent with the Tacoma-Pierce County Health Department’s operation and maintenance program. Encourage the use of low-flow pumping fixtures and appliances to reduce the possible acceleration of slope failures by saturating on-site septic system drainfields.

**Open Space**

**GOAL KP ENV-13** Identify and develop strategies for preserving open space on the Key Peninsula.

- **KP ENV-13.1** Update the Countywide Open Space Corridors Map to reflect local conditions.
- **KP ENV-13.1.1** Eliminate properties from the Open Space Corridors Map that have been developed to the extent that open space objectives cannot be met.
- **KP ENV-13.1.2** Include areas described as a high priority resource in Pierce County Code, Chapter 2.114.
- **KP ENV-13.1.3** Properties that do not include a high priority resource should be considered for inclusion in the Open Space Corridors Map when they fill in a gap between open space corridors.
- **KP ENV-13.1.4** Conduct an inventory of all public properties within the plan area which may be utilized for open space.

**GOAL KP ENV-14** Encourage public and private acquisition and preservation of open space.

- **KP ENV-14.1** Promote the use of the Pierce County Conservation Futures program and the Current Use Assessment-Public Benefit Rating System on the Key Peninsula.
- **KP ENV-14.2** Advertise Conservation Futures and Current Use Assessment programs in the Key Peninsula and Peninsula Gateway newspapers.
- **KP ENV-14.3** Provide incentives to promote public access for trails, parks, marine shorelines, and points of esthetic and historical interest.
- **KP ENV-14.4** Consider designating land within the open space corridor as a Sensitive Resource Zone. Low impact development standards should be implemented in these areas.

**Implementing Actions**

The following list of actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County
Health Department (TPCHD), Pierce County Assessor, Pierce Conservation District (PCD), Key Peninsula Community Councils, and the Key Peninsula Business Association.

**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. Amend the Pierce County Development Regulations – Zoning (Title 18A) to:
   - Provide incentives that encourage environmentally sound development practices and the use of Best Management Practices. (PALS, PWU)
   - Provide incentives for land owners to implement farm plans. (PALS, PCD)
   - Require new commercial development to provide low-flow, drip irrigation techniques in required landscaping areas where supplemental water is necessary for the survival of plantings. (PALS)
   - Restrict livestock access to lakes, streams and wetlands. (PALS)

2. Amend Title 18J, Design Standards and Guidelines to:
   - Encourage innovative design solutions, including low impact development techniques, to reduce impervious surfaces and promote aquifer recharge. (PALS)
   - Require any open space dedication for new development be located adjacent to other open space tracts, wooded areas or critical areas. (PALS)
   - Minimize outdoor light pollution to ensure light does not impact neighboring businesses or residential homes while ensuring lighting standards provide for visibility and safety of outdoor spaces. (PALS)

3. Amend Title 18E, Critical Areas to:
   - Designate areas that are at increased risk of groundwater contamination as aquifer recharge areas. (PALS)
   - Consider waiving additional critical area assessments and studies on sites containing several critical areas when a buffer is established exceeding the maximum buffer requirement for all remaining critical areas. (PALS)

4. Provide property owners with information regarding seawater intrusion and techniques for prevention. (PALS, TPCHD)

5. Enforce the requirement of the 50-foot wide buffer adjacent to SR 302 and the Key Peninsula Highway. Require reforestation of any buffer that has been removed or degraded. (PALS)

6. Continue to designate staff resources to specific geographical areas to facilitate staff expertise in individual communities. (PALS)

7. Continue to support the "permit ombudsman" position to facilitate the permitting process and resolve disputes between permit applicants and PALS. (PALS)

8. Encourage low impact development techniques along marine shorelines. (PALS, PWU)

9. Update the Countywide Openspace/Greenbelt Map to reflect local conditions. (PALS)
**Mid-Term Actions (1-5 years)**

1. Offer a variety of educational materials to private property owners regarding Best Management Practices for environmental stewardship on the Key Peninsula. (PALS, PWU, PCD, FARM, TPCHD)

2. Require that landowners conducting agricultural operations implement farm best management practices to address, at a minimum, livestock waste and surface water protection prior to receiving property tax relief through the Current Use Assessment program (PALS, Parks, Assessor, PCD)

3. Consider amending Current Use Assessment program to provide a tax incentive on properties that make improvements that reduce downstream pollution or conserve freshwater resources. (PALS, Parks, Assessor)

4. Evaluate the feasibility of providing local government services in the community such as a satellite development center office. (PALS)

5. Develop a process for Planning and Land Services staff to conduct site visits at the request of the property owner to determine the presence or absence of regulated critical areas prior to development permit application submittal. (PALS)

6. Pursue grants and other alternative funding options to conduct critical area inventories on the Key Peninsula. (PALS, PWU)

7. Complete an update to the Pierce County Shoreline Master Program. Actions to be considered in the SMP update should include:
   - Updates to the shoreline environment designations. (PALS)
   - Identification of potential locations for additional public access including unopened County road ends. (PALS)
   - Establishment of best management practices for aquaculture. (PALS)
   - Incentives for beach nourishment or other soft armoring techniques. (PALS)
   - Standards that would require construction of non-water dependant structures at a sufficient distance from the ordinary high water mark to ensure that bulkheads are not necessary for the lifetime of the structure. (PALS)
   - Protection of sand spits by discouraging new bulkheads below feeder bluffs. (PALS)
   - Discouraging new dock and pier construction except for public use facilities. (PALS)
   - Prohibiting dredging activities. (PALS)
   - Incentives that encourage the retention of native vegetation along marine shorelines. (PALS)
   - Require habitat restoration plans for any shoreline development proposal on a site that has an existing shoreline violation. (PALS)
   - Incentive-based process to encourage the removal of bulkheads and other hard armoring along marine waters. (PALS)

8. Provide informational materials that promote best management practices and environmental stewardship at public agencies including the Pierce County Building Department and the Tacoma Pierce County Health Department. (PALS, TPCHD)
9. Provide a list of bulkhead design options that encourage alternatives to traditional concrete, rock or timber bulkheads. (PALS, PWU, TPCHD)

10. Provide pier and dock design options that utilize grated surfaces which allow light to pass though the pier or dock instead of traditional construction methods. (PALS, TPCHD)

11. Identify point and non-point sources of pollution that affect shellfish beds. (PWU-Water Programs, TPCHD)

12. Promote the use of the Pierce County Conservation Futures program and the Current Use Assessment-Public Benefit Rating System on the Key Peninsula through workshops, newspaper advertisements and direct mailing to eligible property owners. (PALS, Parks, Assessor).

13. Work with the Department of Natural Resources regarding forest practices on the Peninsula. Provide the DNR with information regarding community plan priorities and local critical area regulations. Encourage the DNR to meet local standards. (PALS)


**LONG TERM ACTIONS (5-10 YEARS)**

1. Require that educational information regarding shoreline BMPs is distributed to new shoreline property owners when the property is transferred. (PALS, TPCHD, PWU, PCD)

2. Encourage properties with livestock confinement areas to initiate or update a site specific farm plan when the property changes ownership. (PALS, PCD)
Shoreline Environments

- Urban
- Residential Rural
- Rural
- Conservancy
- Natural

Source: Shoreline Master Program for Pierce County
Adopted March 4, 1975

Key Peninsula Community Plan

Department of Planning and Land Services
Plot Date: April 17, 2007
Soils


Key Peninsula Community Plan

Pierce County, Washington

Department of Planning and Land Services

Plot Date: April 17, 2007
Fish & Wildlife Resources

Wildlife Locations
- Bald Eagle, Great Blue Heron, Mountain Quail, Osprey, and Piloted Woodpecker
- Ed Grass Presence
- Feeder Bluff

Nearslope Salmon Habitat - Quality

- Low Quality
- Medium Quality
- High Quality

-Salmonid Presence Documented
- In Plan Area Includes: Fall Chinook, Fall and Summer Chinook, Chinook Salmon, Winter Steelhead, and Resident Cutthroat Trout

-Fish Presence Documented
- In Plan Area Includes: Resident Cutthroat Trout

Priority Habitat for Wildlife (40% Transparency)

- Key Peninsula Comm. Plan Boundary
- Municipal Area

Key Peninsula Community Plan

Pierce County, Washington

Department of Planning and Land Services

Plot Date: April 17, 2007

Map Data:
- The map features are approximate and are intended only to provide an indication of land use. Additional research and site-specific information may be required for more detailed planning and development.
- The map information is derived from various sources and is subject to change. The County makes no warranty of fitness for a particular purpose.
Open Space Corridors

Adopted October 10, 2006 - Ord. 0206-53s
Effective March 1, 2007

Key Peninsula Community Plan

Pierce County, Washington

Department of Planning and Land Services

Plot Date: April 17, 2007
Map Title: G-19: Potential Erosion/Landslide Hazard Areas

Key Peninsula, Washington

Adapted October 19, 2004 - Ord. #2004-56
Effective March 1, 2005

The boundaries of erosion and landslide hazard areas are approximate and are intended only to provide an indication of the presence of erosion and landslide hazard areas. Additional erosion or landslide hazard areas not shown on these maps may exist.

Sources for Potential Erosion:
2) Pierce County Soil Erosion Data from Pierce County, Kalaloch, Clouds, and Other Data, updated monthly as of 2003. See Pierce County KEC's web site, http://www.piercecountywa.gov/KEC/ for a list of erosion hazard areas.

Sources for Potential Landslide:

Map Disclaimer: The map features are approximate and are intended only to provide an indication of the presence of erosion and landslide hazard areas. Additional erosion or landslide hazard areas may exist outside these boundaries. This is not a survey. The County assumes no liability for variations associated with aerial surveys. ALL DATA IS EXPRESSED AS IF AERIAL PHOTOGRAPHIC.
Chapter 5: Economic Element

Description of Current Conditions

The economic character of the Key Peninsula is rural with a predominance of small retail businesses which provide goods and services mainly to the local population. They also cater to a significant secondary market, serving the large influx of people occupying vacation homes, visiting the many camps in the area, or enjoying the two State Parks. The area also hosts a variety of home-based businesses, many of which are agriculture-related, including a number of breeders of prize-winning livestock. Firms working in the construction industry also constitute a large share of the home-based businesses.

While there is strong business activity in the plan area, most residents still commute to jobs located in Gig Harbor, Tacoma, Kitsap or King County, or other locations outside the Peninsula. Because their travel to work takes them to areas with abundant opportunities to obtain goods and services, many of their purchases are made outside the Key Peninsula. That dynamic makes starting and maintaining a retail business difficult. The challenge for businesses is to find the products and services that are in demand and can be supported by the local market.

Income

Residents of the Key Peninsula had a median household income of about $49,000. That income is 108% of the Pierce County median household income of $45,204. Figure G-1 shows income distributions of households in the Key Peninsula area compared to Pierce County as a whole. The incidence and characteristics of poverty on the Key Peninsula also differ from Pierce County as a whole. Table G-7 shows the percentage of people with incomes below the poverty threshold on the Key Peninsula is about 8.3%, whereas the figure for Pierce County is 10.5%. The table also shows the Key Peninsula exhibits a lower incidence of poverty among children, but a higher incidence among seniors than Pierce County.
Figure G-1: Household Income

![Graph showing Household Income Compared to Pierce County]

Source: U.S. Census

Table G-7: Population at or Below Poverty Level

<table>
<thead>
<tr>
<th></th>
<th>Key Peninsula</th>
<th>Pierce County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population at or below poverty level</td>
<td>8.3%</td>
<td>10.5%</td>
</tr>
<tr>
<td>Children (&lt;18) as % of population in poverty</td>
<td>33.3%</td>
<td>35.7%</td>
</tr>
<tr>
<td>% of children (&lt;18) in poverty</td>
<td>10.3%</td>
<td>6.9%</td>
</tr>
<tr>
<td>% of children (&lt;18) in poverty</td>
<td>10.3%</td>
<td>13.6%</td>
</tr>
<tr>
<td>% of seniors (65+) in poverty</td>
<td>8.3%</td>
<td>7.2%</td>
</tr>
</tbody>
</table>

Source: U.S. Census

Industry and Employment

As shown in Table G-8, there are approximately 387 total firms operating on the Peninsula, which employ some 1,270 people. Those firms are widely disbursed throughout the Peninsula, with concentrations in Key Center, Home, and the Lake Kathryn/Horseshoe Lake areas. Public employers account for nearly 3% of the firms in the area, but account for 18% of the employment, mostly in public schools. The largest private industry sectors include: agriculture, logging and shellfish; business and professional services; construction, and; retail trade. Employment is fairly even between those sectors, with construction slightly higher than the others at nearly 16%.
Table G-8: Employment

<table>
<thead>
<tr>
<th>Total Employer Firms*</th>
<th>387</th>
<th>Total Employment</th>
<th>1,270</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Firms Count</strong></td>
<td></td>
<td><strong>Firms %</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Employment Count</strong></td>
<td></td>
<td><strong>Employment %</strong></td>
<td></td>
</tr>
<tr>
<td>Public</td>
<td>11</td>
<td>2.8%</td>
<td>234</td>
</tr>
<tr>
<td>Private</td>
<td>376</td>
<td>97.2%</td>
<td>1,036</td>
</tr>
<tr>
<td>Agriculture/logging/shellfish</td>
<td>71</td>
<td>18.3%</td>
<td>161</td>
</tr>
<tr>
<td>Business &amp; professional services</td>
<td>63</td>
<td>16.3%</td>
<td>156</td>
</tr>
<tr>
<td>Construction</td>
<td>67</td>
<td>17.3%</td>
<td>201</td>
</tr>
<tr>
<td>Dining, lodging, recreation</td>
<td>29</td>
<td>7.5%</td>
<td>110</td>
</tr>
<tr>
<td>Education/social service</td>
<td>40</td>
<td>10.3%</td>
<td>101</td>
</tr>
<tr>
<td>Information</td>
<td>6</td>
<td>1.6%</td>
<td>8</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>11</td>
<td>2.8%</td>
<td>34</td>
</tr>
<tr>
<td>Other services</td>
<td>35</td>
<td>9.0%</td>
<td>86</td>
</tr>
<tr>
<td>Retail trade</td>
<td>40</td>
<td>10.3%</td>
<td>154</td>
</tr>
<tr>
<td>Transportation</td>
<td>4</td>
<td>1.0%</td>
<td>7</td>
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<tr>
<td>Wholesale trade</td>
<td>10</td>
<td>2.6%</td>
<td>18</td>
</tr>
</tbody>
</table>

* “Employer Firms” are businesses with employees covered by Unemployment Insurance
Source: Puget Sound Regional Council

Retail Sales

As shown above, there are about 387 firms on the Key Peninsula which have employees covered by the Unemployment Insurance program. However, the Department of Revenue shows that in 2004 there were 491 firms reporting taxable retail sales. As shown in Table G-9, that number increased steadily from 2000 through 2004, as did total taxable retail sales. Inflation adjusted taxable retail sales per firm increased by 9.7% in the period 2000 through 2004 (Figure G-2).

Table G-9: Taxable Retail Sales

<table>
<thead>
<tr>
<th>Year</th>
<th>Firms</th>
<th>Taxable Retail Sales</th>
<th>Inflation Adjusted Taxable Retail Sales (2000=100)</th>
<th>Inflation Adjusted Taxable Retail Sales Per Firm</th>
<th>Inflation Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000</td>
<td>417</td>
<td>$21,604,123</td>
<td>$21,604,123</td>
<td>$51,808</td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td>428</td>
<td>$22,521,553</td>
<td>$21,733,238</td>
<td>$50,779</td>
<td>3.6%</td>
</tr>
<tr>
<td>2002</td>
<td>449</td>
<td>$25,065,003</td>
<td>$23,727,673</td>
<td>$52,846</td>
<td>1.9%</td>
</tr>
<tr>
<td>2003</td>
<td>468</td>
<td>$28,833,306</td>
<td>$26,869,103</td>
<td>$57,413</td>
<td>1.6%</td>
</tr>
<tr>
<td>2004</td>
<td>491</td>
<td>$30,312,162</td>
<td>$27,899,021</td>
<td>$56,821</td>
<td>1.2%</td>
</tr>
</tbody>
</table>

Source: Washington State Department of Revenue; U.S. Bureau of Labor Statistics; Pierce County Economic Development Division
Figure G-2: Taxable Retail Sales

Source: Washington State Department of Revenue; U.S. Bureau of Labor Statistics; Pierce County Economic Development Division

WORKFORCE

Workforce characteristics are similar to Pierce County as a whole, with some notable exceptions. As shown in Table G-10, a slightly higher percentage of people age 16 and over are not in the workforce and a considerably smaller portion are in the military. Table G-11 shows that a substantially larger percentage of the workforce is self employed. Regarding occupations, residents of the Key Peninsula are employed similarly to residents of Pierce County as a whole, as shown in Table G-12, with some under representation in Sales and Office occupations, and over representation in Construction, Extraction and Maintenance. Finally, Table G-13 shows that about 72% of residents commute 30 minutes or more to work, and about 25% commute less than half an hour. About 3.3% work at home, which is comparable to the Pierce County rate of 3.6%.

Table G-10: Employment Status

<table>
<thead>
<tr>
<th>Employment Status</th>
<th>Key Peninsula Count</th>
<th>Key Peninsula %</th>
<th>Pierce County %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population age 16+</td>
<td>11,520</td>
<td>100.0%</td>
<td></td>
</tr>
<tr>
<td>Not in the workforce</td>
<td>4,231</td>
<td>36.7%</td>
<td>33.6%</td>
</tr>
<tr>
<td>In the workforce</td>
<td>7,289</td>
<td>63.3%</td>
<td>66.4%</td>
</tr>
<tr>
<td>Employed</td>
<td>6,724</td>
<td>58.4%</td>
<td>59.1%</td>
</tr>
<tr>
<td>Unemployed</td>
<td>488</td>
<td>4.2%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Military</td>
<td>77</td>
<td>0.7%</td>
<td>3.2%</td>
</tr>
</tbody>
</table>
**Table G-11: Employment Category**

<table>
<thead>
<tr>
<th>Class of Worker</th>
<th>Key Peninsula Count</th>
<th>Key Peninsula %</th>
<th>Pierce County %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private wage and salary workers</td>
<td>4,697</td>
<td>69.9%</td>
<td>75.7%</td>
</tr>
<tr>
<td>Government workers</td>
<td>1,093</td>
<td>16.3%</td>
<td>17.7%</td>
</tr>
<tr>
<td>Self-employed</td>
<td>918</td>
<td>13.7%</td>
<td>6.3%</td>
</tr>
<tr>
<td>Unpaid family workers</td>
<td>16</td>
<td>0.2%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>

Source: U.S. Census

**Table G-12: Occupations**

<table>
<thead>
<tr>
<th>Occupations</th>
<th>Key Peninsula Count</th>
<th>Pierce County</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mgt, professional, and related occupations</td>
<td>1,968</td>
<td>29.3%</td>
</tr>
<tr>
<td>Service occupations</td>
<td>1,052</td>
<td>15.6%</td>
</tr>
<tr>
<td>Sales and office occupations</td>
<td>1,552</td>
<td>23.1%</td>
</tr>
<tr>
<td>Farming, fishing, and forestry occupations</td>
<td>36</td>
<td>0.5%</td>
</tr>
<tr>
<td>Construction, extraction, and maint occupation</td>
<td>1,086</td>
<td>16.2%</td>
</tr>
<tr>
<td>Production, transportation, and material moving</td>
<td>1,030</td>
<td>15.3%</td>
</tr>
<tr>
<td>occupations</td>
<td></td>
<td>15.1%</td>
</tr>
</tbody>
</table>

Source: U.S. Census

**Table G-13: Travel Time to Work**

<table>
<thead>
<tr>
<th>Commute Times</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total workers age 16+</strong></td>
<td>6,685</td>
<td>100.0%</td>
</tr>
<tr>
<td>Under 5 min</td>
<td>119</td>
<td>1.8%</td>
</tr>
<tr>
<td>5-9 min</td>
<td>110</td>
<td>1.6%</td>
</tr>
<tr>
<td>10-14 min</td>
<td>279</td>
<td>4.2%</td>
</tr>
<tr>
<td>15-19 min</td>
<td>429</td>
<td>6.4%</td>
</tr>
<tr>
<td>20-24 min</td>
<td>452</td>
<td>6.8%</td>
</tr>
<tr>
<td>25-29 min</td>
<td>250</td>
<td>3.7%</td>
</tr>
<tr>
<td>30-34 min</td>
<td>1,024</td>
<td>15.3%</td>
</tr>
<tr>
<td>35-39 min</td>
<td>285</td>
<td>4.3%</td>
</tr>
<tr>
<td>40-44 min</td>
<td>501</td>
<td>7.5%</td>
</tr>
<tr>
<td>45-59 min</td>
<td>1,297</td>
<td>19.4%</td>
</tr>
<tr>
<td>60-89 min</td>
<td>1,107</td>
<td>16.6%</td>
</tr>
<tr>
<td>90 min +</td>
<td>609</td>
<td>9.1%</td>
</tr>
<tr>
<td>30 minutes or greater</td>
<td>4,823</td>
<td>72.1%</td>
</tr>
<tr>
<td>Worked at home</td>
<td>223</td>
<td>3.3%</td>
</tr>
</tbody>
</table>
DESCRIPTION OF DESIRED CONDITIONS

Residents of the Key Peninsula value the rural character and renewable resource heritage of their community. They would like to have more professional services available within the plan area, but not at the expense of their rural way of life. Providing more employment opportunities for local residents is a priority for this plan. However, while more job opportunities on the west side of the Narrows Bridge are desired, people also recognize the occupations of many residents will dictate they commute to more urbanized areas for work.

As in many rural areas, independence, self-reliance and entrepreneurship are highly valued on the Key Peninsula, and the area has a long tradition of entrepreneurs operating businesses at their homes. This plan should support that tradition. Home-based business can encompass a wide range of activities, from on-line merchandising to value-added agricultural products to creative arts and more. In order for home-based businesses to thrive, certain infrastructure and services are necessary. The plan should also recognize that as a home-based business becomes successful it may outgrow its place of birth and should at some point move to an area where it can better serve its clientele without impacting neighboring residences.

Renewable resources are an area of strength for the Key Peninsula. In particular, shellfish and aquaculture, forest products and agriculture present economic opportunities. Operations that add value to renewable resources should be encouraged, as long as those operations are compatible with the rural character and maintain a clear distinction between commercial and residential areas.

Promoting tourism on the Key Peninsula is seen as a way to capitalize on the stunning natural attributes of the area. It is also seen as an opportunity to create new markets for the agricultural industry by promoting agricultural tourism. The Key Peninsula’s significant stretches of shorelines and open space present an opportunity to develop a strong industry based on recreational tourism. Proximity to urban areas with large residential populations and a burgeoning convention trade makes the area particularly attractive for day trips and overnight stays. Land use, facilities and infrastructure development policies should support recreational tourism. A strong tourism industry is only possible if there are adequate recreational opportunities and transportation access to the Peninsula.

Maintaining the look and feel of the built environment is an important part of retaining the identity of the Key Peninsula and therefore a key component in expanding the tourism market. New commercial development should be architecturally consistent with the area’s rural heritage while exhibiting enough variety to maintain the character of established commercial nodes. In order for regulation of design for commercial buildings to lead to an enhanced business climate, the standards must be financially feasible for small businesses.
ECONOMIC DEVELOPMENT POLICIES

GOALS

Providing employment opportunities for local residents is a community priority. Encourage home occupations and cottage industries that minimize impacts to neighbors. Promote jobs related to tourism including community based events such as a farmers market. Utilize natural resource lands to provide local jobs. Rural activity centers should be the focal point for local job opportunities. Encourage local government to look for opportunities to streamline the permit processes to facilitate economic development.

GENERAL

GOAL KP EC-1  Encourage a positive business climate that fosters job growth in a rural context.

KP EC-1.1  Look for opportunities to streamline the permit process so that it is understandable, predictable, flexible, and affordable.

KP EC-1.1.1  Explore opportunities to establish an office on the Key Peninsula to provide County information and permitting services.

KP EC-1.1.2  Provide adequate staffing levels in the County permitting departments so specific employees can be familiar with and provide consistent implementation of the specific development requirements on the Key Peninsula.

KP EC-1.2  Explore opportunities for establishing development standards for rural areas that would take into account the differences between urban development requirements and rural development needs.

KP EC-1.2.1  Consider site-specific flexibility in the permitting process based on local conditions and performance standards.

KP EC-1.3  Consider the establishment of design standards for new commercial businesses in rural commercial centers that would enhance the economic development of these areas.

KP EC-1.3.1  Any commercial design standards should be developed with significant input from the business and development community to assure they are financially feasible for small business.

KP EC-1.3.2  New commercial development may be architecturally consistent with the area’s rural heritage while exhibiting enough variety to maintain the character of established commercial centers.

KP EC-1.3.3  Explore the possibility developing an architectural style that would provide a sense of place or unique characteristic for one or more of the rural commercial centers on the Key Peninsula.
KP EC-1.4  Explore alternatives for funding infrastructure development.

KP EC-1.4.1  Develop a system to allow latecomer fees or other mechanism that recognizes cumulative impacts of development and spreads the cost of infrastructure development across all beneficiaries.

KP EC-1.4.2  Explore options for generating revenue for transportation infrastructure development on the Peninsula, assuring that revenue generated stays in the plan area.

KP EC-1.4.3  Encourage the establishment of a Main Street Association in Key Center which could use tax incentives to facilitate development of sidewalks, streetscape improvements, infrastructure, and other amenities in the commercial area.

KP EC-1.5  Encourage additional educational facilities to locate in the plan area.

KP EC-1.5.1  Support workforce and vocational training opportunities or any specialized educational facilities which may locate in the plan area.

KP EC-1.5.2  Consider utilizing a portion of Washington State’s Department of Natural Resource property for an educational facility that would provide training for local jobs.

KP EC-1.5.3  Support expansion of public transportation services between the Key Peninsula and educational facilities outside of the plan area.

KP EC-1.5.4  Work with Tacoma Community College and other educational institutions to increase the availability of educational opportunities within the plan area.

KP EC-1.5.5  Support development of a facility to be shared by Pierce County permitting agencies, regional educational institutions, and other public or private agencies, and a small business incubator.

KP EC-1.5.6  Encourage the development of private educational facilities for K-12 within the plan area.

**Home Occupations and Cottage Industries**

**GOAL KP EC-2**  Encourage the establishment of home-based businesses and cottage industries throughout the community.

KP EC-2.1  Encourage home occupations that range from on-line merchandising and services provided via the internet, to the arts, to small-scale fabrication and manufacturing, and more.

KP EC-2.2  Review the existing Development Regulations for home-based business to ensure that the regulations are appropriate for operating a business in the rural area.

KP EC-2.3  Ensure that home occupations do not result in adverse impacts to surrounding neighbors.
KP EC-2.3.1 Ensure that regulations affecting home-based businesses do not negatively impact the entrepreneurship, innovation, and new product development that are often the result of successful home occupation businesses.

KP EC-2.4 Recognize that as certain home-based businesses become successful they may create impacts that are inappropriate in residential areas.

KP EC-2.4.1 Support an adequate amount of commercially zoned land to support the transition of home-based businesses into commercial areas.

KP EC-2.4.2 Ensure a process to re-evaluate the amount of commercially zoned land if a shortage becomes apparent.

KP EC-2.4.3 Enforce regulations restricting the size and operation of home-based businesses.

KP EC-2.4.4 Support, when necessary, the relocation of home-based businesses to commercial zones by providing entrepreneurs with access to information regarding the resources of agencies such as the Pierce County Economic Development Board (EDB) and available incentives.

KP EC-2.5 Recognize the service needs of home-based businesses.

KP EC-2.5.1 Encourage providers of public services, especially the postal service, to consider the needs of home-based businesses when determining hours of operation.

KP EC-2.5.2 Encourage operators of broadband telecommunications infrastructure to provide high-speed internet access to all parts of the plan area.

KP EC-2.5.3 Encourage cellular communication companies to provide complete coverage to all parts of the plan area while co-locating communication equipment on existing towers whenever possible.

**NATURAL RESOURCE INDUSTRIES**

**GOAL KP EC-3** Support the retention and development of natural resource-based industry such as local aquaculture, local agriculture, and local forest product uses.

KP EC-3.1 Encourage the harvesting, processing, and merchandising of non-timber forest products such as brush and huckleberry picking.

KP EC-3.2 Define levels of intensity for sawmills to accommodate small custom milling operations on rural and resource lands or as a cottage industry.

KP EC-3.3 Provide greater flexibility in the type of uses permitted as accessory uses on designated resource lands.

KP EC-3.4 Ensure adequate accessory uses are allowed on agricultural lands to permit production, processing, and merchandising of agricultural products.

KP EC-3.5 Encourage sustainable natural resource harvesting practices.
Allow farmers to actively farm their property by maintaining pastureland.

TOURISM

GOAL KP EC-4  Capitalize on the unique scenic beauty and proximity to urban areas by promoting economic development opportunities through tourism.

KP EC-4.1  Provide opportunities for Master Planned Resorts in the community.

KP EC-4.2  Support the development of a destination resort on the Key Peninsula that would provide local jobs.

KP EC-4.3  Encourage a Master Planned Resort that is compatible with the existing rural character of the Key Peninsula.

KP EC-4.4  Utilize opportunities associated with parks, trails, and recreational facilities for economic development.

KP EC-4.5  Identify tax incentives or density credits for public and private developers who choose to provide public access to parks, trails, shorelines, and other passive recreational areas.

KP EC-4.6  Ensure lodging facilities are allowed uses throughout the Key Peninsula.

KP EC-4.7  Review the Zoning Code and allowed use tables to ensure lodging facilities of appropriate size and scale are allowed uses in the plan area.

KP EC-4.8  Allow lodging facilities with up to 20 guest rooms to locate in rural residential locations and allow lodging facilities with more capacity to locate only in Rural Activity Centers.

KP EC-4.9  Apply design standards to new lodging facilities located inside of the plan area.

KP EC-4.10  Encourage the development of a tourism web site, special events calendar, community bulletin board, or visitor information center.

KP EC-4.11  Support development of public restrooms in Key Center.

IMPLEMENTING ACTIONS

The following list of actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Assessor, WSU Extension, Pierce Conservation
District (PCD), Farm Assistance Revitalization & Marketing Program (FARM), Key Peninsula Community Councils, and the Key Peninsula Business Association.

**SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)**

1. Amend the Pierce County Development Regulations – Zoning (Title 18A) to:
   - Allow educational facilities in appropriate zones within the plan area. (PALS)
   - Allow master planned resorts and other lodging facilities in appropriate locations within the plan area. (PALS)
   - Provide a range of senior housing types, densities, and facilities for seniors such as medical and personal services in rural activity centers. (PALS)
   - Provide greater flexibility in the type of uses permitted as accessory uses on designated resource lands. (PALS)
   - Review the existing development regulations for home based business to ensure that the regulations are appropriate for operating a business in the rural area. (PALS)
   - Authorize lodging facilities to locate throughout the community when applicable design standards are met. (PALS)

2. Amend Pierce County Development Regulations - Design Standards and Guidelines (Title 18J) to establish design standards for new commercial businesses in rural commercial centers that would enhance the economic development of these areas. (PALS)

**MID-TERM ACTIONS (1-5 YEARS)**

1. Pursue opportunities to improve and streamline the County permit process. (PALS, LUAC, ED)
2. Explore opportunities for establishing development standards for rural areas that would take into account the differences between urban development requirements and rural development needs. (PALS, ED, PWU)
3. Explore alternatives for funding infrastructure development in rural commercial centers including programs that spread the cost of infrastructure across all beneficiaries. (PALS, ED)
4. Work with the Key Peninsula Business Association to establish a “Main Street Association” in Key Center which could use tax incentives to facilitate development of sidewalks, streetscape improvements, infrastructure, and other amenities in the commercial area. (PALS, PWU, ED, Key Peninsula Business Assoc.)
5. Amend Title 18A, Zoning to incorporate operational standards that serve as a guide for when a home-based business should relocate into a designated commercial area. (PALS, Economic Development)
6. Identify tax incentives or density credits for public and private developers who choose to provide public access to parks, trails, shorelines, and other passive recreational areas. (PALS, Parks, Assessor)
7. Conduct an inventory of public access points to marine shorelines and watercourses within the plan area to determine best locations for aquatic recreation areas. (PALS,
8. Review standards contained in development and construction and infrastructure regulations to determine if the thresholds for home occupations, Cottage Industry I, and Cottage Industry II categories are appropriate for the rural area. (PALS, LUAC)

LONG TERM ACTIONS (5-10 YEARS)

1. Look for opportunities to establish an office on the Key Peninsula to provide County information and permitting services. (PALS, PWU, ED, PCD)
2. Ensure that an adequate amount of commercially-zoned land is available to support the transition of home-based businesses into rural commercial areas. Evaluate the amount of vacant and developable land in rural commercial centers every five years. (PALS, ED, LUAC)
3. Support development of a facility to be shared by Pierce County permitting agencies, regional educational institutions and other public or private agencies, and a small-business incubator. (PALS, ED)
4. Support development of public restrooms in Key Center. Pursue public/private partnerships, grant funding, land donations and other opportunities that would facilitate this project. (PALS, Parks, ED, LUAC, Key Peninsula Business Assoc, Key Peninsula Community Council)
5. Work with local agencies and groups to develop a farmers’ market within the plan area. (PALS, ED, Key Peninsula Business Association, Farm Bureau, WSU Extension, Farm Assistance Revitalization & Marketing Program (FARM))
6. Work with local agencies, businesses and citizen groups to promote tourism related business and activities within the plan area. (PALS, Parks, ED, Key Peninsula Business Association)
7. Encourage operators of broad-band telecommunications infrastructure to provide high-speed internet access to all parts of the plan area. (ED)
8. Encourage cellular communication companies to provide complete coverage to all parts of the plan area while co-locating communication equipment on existing towers whenever possible. (ED)
9. Explore the viability of establishing a reserve area for a New Fully Contained Community (NFCC) in conjunction with the development of a new east-west transportation corridor within the community plan area. (PALS, LUAC)
Chapter 6: Facilities and Services Element

**INTRODUCTION**

The Facilities and Services Element articulates needs for facilities and services to implement the visions and goals of the Key Peninsula Community Plan. Facilities and services are collectively considered infrastructure and may include public or privately funded projects. Policy statements regarding infrastructure provide direction to investors and decision-makers about investments desired and needed by the community. This element also prioritizes some of the projects and may suggest potential funding sources to acquire or construct facilities or provide services.

**DESCRIPTION OF CURRENT CONDITIONS**

**CAPITAL FACILITIES PLANNING IN PIERCE COUNTY**

The Pierce County Comprehensive Plan contains a Capital Facilities Element, often referred to as the Capital Facilities Plan (CFP). The CFP is a six-year plan for identifying and financing Countywide capital improvements that support the County’s current and future population and designated land uses. The CFP is based on projected needs for capital facilities for the next 20 years, given current trends and expenses and is updated annually. Application of level of service (LOS) standards is a method for identifying needed capital improvements. LOS standards state the acceptable quantity and quality of a facility or service; expressed as unit of population, housing, acreage, square footage, gallons, vehicles per hour, waiting time, or similar unit of measurement.

**PARKS AND RECREATION**

**HISTORY OF PARKS AND RECREATION PLANNING IN PIERCE COUNTY**

Prior to 1958, the Metropolitan Park District of Tacoma provided most of the park facilities and recreation programs throughout Pierce County. In 1958, the Board of Pierce County Commissioners created the Department of Parks and Recreation for Pierce County. At that time, several park sites outside the City of Tacoma were conveyed to Pierce County. The Pierce County Parks Department continued to grow in the 1980s and 1990s and established many recreational programs such as the All Abilities Camp, Sound to Narrows Race, mobile recreation, ski school, martial arts, aerobics, Tour de Pierce, Carless Commute, Cooperative Playshops, and sports leagues.

The Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of park and recreation facilities in the County. These policies cover a range of issues including the County’s responsibility in providing parks, technical assistance to local park associations, and include criteria for new park development. Section 19A.20.090 of the
Comprehensive Plan states that the primary reliance is upon cities and towns and special purpose districts to provide local park facilities and services appropriate to serve local needs. The location criteria for park and recreation areas states that new parks must be located on public roads. Open space passive recreation parks should be located on land offering significant environmental features.

The Pierce County Comprehensive Park, Recreation, and Open Space Plan (referred to as the Parks Plan) provides general direction and guidance for both facilities and programs. The Parks Plan does not contain project specific plans for the County’s park properties.

In 1994, Pierce County adopted a Comprehensive Park, Recreation, and Open Space Plan for the Gig Harbor and Key Peninsulas. This plan is often referred to as the Draggoo Study. The primary goals of this plan were to:

- Provide a full range of park and recreation services for all age groups and interests.
- Provide and support an efficient management structure that preserves local control and provides a system approach to the provision of park and recreation services.
- Reduce the burden on schools in providing for community recreation needs.
- Preserve and protect important natural areas for parks, trails, open space and shoreline use.
- Develop and support a broad and reliable funding base to support plan implementation and long-term provision of park and recreation services.
- Ensure that recreation program needs are met.

The 1994 plan specifically addressed and made recommendations for levels of service for neighborhood parks, school parks, community parks, natural open spaces, regional parks, and special use areas such as boat launches, shoreline access points, trails and indoor recreation spaces. Pierce County did not implement this park and recreation plan, principally because the LOS standards recommended in the plan were greater than described in the Countywide Capital Facilities Plan.

KEY PENINSULA METRO PARKS

The Key Peninsula Metropolitan Park District (KPMPD) was formed by a special election in May of 2004 with over 60% voting in favor to form the district. KPMPD is the successor to Key Peninsula Parks & Recreation District, which was created in a 1972 general election. The current funding source for the KPMPD is the ZooTrek sales tax, collected by Pierce County.

The park system includes the Key Peninsula Sports Complex and Fairgrounds and Home Park. KPMPD and Pierce County cooperatively manage the Rocky Creek Conservation Area. The Park District is also in the process of acquiring approximately 360 acres from the State of Washington Department of Natural Resources. A five-member Board of Commissioners govern the Key Peninsula Metropolitan Park District. Commissioners serve six-year staggered terms.
and are the legislative body responsible for adopting the District budget and developing goals, policies and regulations, which will guide the District’s future.

Pierce County Parks works closely with the KPMPD. Pierce County anticipates that the KPMPD will be the primary Park and Recreation provider on the Key Peninsula in the future.

**DOMESTIC WATER**

The Department of Ecology issues water rights in Washington State. A water right is a legal authorization to use a certain amount of public water for specific beneficial purposes. State law requires every user of streams, lakes, springs, and other surface waters to obtain a water right permit unless they use 5,000 gallons or fewer each day. A water right will be issued only if it is determined that water withdrawal will not have a detrimental effect on other nearby wells. Water rights are based on anticipated average daily flows from the proposed use and are approved for a specified number of wells.

**OVERVIEW OF DOMESTIC WATER SUPPLY AND WATER SYSTEM PLANS, POLICIES AND REGULATIONS**

Numerous water related plans, programs or processes occur at the State, County, Water Resource Inventory Area (WRIA), and individual water system service area level. The Pierce County Comprehensive Plan, the Pierce County Coordinated Water System Plan - 2001, the Key Peninsula Gig Harbor Islands Watershed Characterization and Action Plan - July 1999, the Key Peninsula Islands Basin Plan - June 2006, and individual water purveyor water system plans address domestic water supplies in some manner. Additionally, numerous regulations impact the provision of water service, including the Pierce County land use development regulations. A draft watershed plan was developed for Water Resource Inventory Area 15 - Kitsap Peninsula and Islands in June 2005 but was not completed. Consensus between the watershed committee members could not be reached. The Squaxin Island Tribe voted against the plan.

**WATER SYSTEMS SERVING THE PLAN AREA**

Domestic water within the plan area is provided by a combination of individual on-site wells, small “Group B” water systems, and larger “Group A” water systems. Currently within the plan area, there are 58 “Group A” water systems that have either 15 or more connections or serve 25 or more people per day for 60 or more days per year regardless of the number of connections. Fifty-five separate water purveyors are responsible for operating these systems. Major purveyors on the Key Peninsula include Washington Water Service, Herron Maintenance Water System, and the Bruce Cole Water System. As required by state law, water service areas are exclusive service areas, which means only the designated purveyor is authorized to provide public water service to properties within their individual service area. Outside designated water service areas, wells exempt from the requirement to obtain a water right are expected to provide water service for new growth. These individual “exempt” wells or small “Group B” public water systems (utilizing an exempt well to provide 2-14 connections) are most likely to occur in the future. There is not a complete inventory of individual wells or Group B systems located on the Key Peninsula at this time.
ISSUES FACING WATER PURVEYORS

Generally speaking, providing a safe, sustainable supply of water to a growing population is getting more and more difficult for water purveyors across the state. Balancing the need for water for people with the needs of fish, wildlife, and the natural environment is a major challenge. Fresh water is a finite resource with a growing demand and how we live and use water have significant cumulative impacts on how much water is available and how clean the water is. Educating users of water in a typically wet western Washington environment is a challenge facing policy makers and water purveyors. Many property owners and water users lack a basic understanding of the interaction between groundwater and the saltwater in our shoreline locations, between aquifers and freshwater streams, and generally lack the knowledge of how much water can be withdrawn before problems occur. In an area like the Key Peninsula which is totally dependent on groundwater for supply, it is important to have a water budget to understand the quantity of water available for current users and growth. A detailed water budget has not been completed for the Key Peninsula at this time. Essentially, how to manage the water resources into the future is at issue.

Pierce County policy makers and local water purveyors promote water conservation methods as a means of ensuring sufficient water supplies for growth. Conserved water is water that does not have to be purchased or conveyed so it is cost effective. Water conservation can be frustrated by development regulations and homeowner covenants that require extensive irrigated landscaping and similar features. Water conservation can be enhanced by requiring plumbing fixtures that conserve water, instituting leak detection and correction programs, and by developing strict irrigation and landscaping standards. Care in requiring landscaping that does not demand extensive irrigation for its survival will help, as will emphasis in landscaping standards that require the use of native plant materials and in land clearing regulations that limit the extent of native vegetation removal.

At this time, it can be extremely difficult, if not impossible, to obtain a new water right from DOE due to staffing limitations, lack of needed information, and the closure status of streams, among other reasons. How to balance water resource needs into the future, thereby providing water for both instream and out of stream uses, is an important issue facing many areas of the state, including Pierce County and the Key Peninsula Community Plan area. The failure to complete the Kitsap Peninsula and Islands - Water Resource Inventory Area 15 watershed plan may have a negative impact on the ability for new water rights to be attained in the future.

SEPTIC SYSTEMS AND WASTEWATER DISPOSAL

As part of a strategy to guide urban intensity development into designated urban growth areas, the Pierce County Comprehensive Plan directs that sanitary sewers be provided almost exclusively to urban areas. The entire Key Peninsula Community Plan area is designated as rural under the County Comprehensive Plan and as a result, sewer service is generally not available. One exception to this is the sewer system at Taylor Bay. This system was developed for a moderate-density subdivision before the Growth Management Act was implemented by Pierce County. All other areas of the Key Peninsula utilize septic systems for wastewater disposal.
SOLID WASTE

Solid waste management in Pierce County is governed by the Tacoma-Pierce County Solid Waste Management Plan, which under state law is an integrated system plan addressing all issues related to solid waste collection, disposal, and processing. The following solid waste management services are provided to residences and businesses in the Key Peninsula Community Plan area:

- **Refuse collection service** is provided to residential and commercial customers by American Disposal, franchised under the authority of the Washington Utilities and Transportation Commission. Waste Connection of California is the parent company of American Disposal.

- **American Disposal** provides curbside pickup of recyclables, including mixed waste paper, cardboard, newspaper, glass, and cans to single-family and multifamily residential customers. Commercial recycling programs are offered by American Disposal upon request.

- **Key Center Drop Box Transfer Station** near Key Center accepts household trash, recyclables and yard waste. Commercial or industrial waste is not accepted at this time.

- **The Purdy Transfer Station** located near Purdy on the Gig Harbor Peninsula at 14515–54th Avenue NW also provides recycling facilities as well as disposal services for appliances and other non-hazardous solid waste for plan area residents. A new household hazardous waste facility is anticipated to be constructed at this location in 2007.

- **American Disposal** provides yard waste containers and pick-up for plan area residents once per week and residents can also utilize the Purdy Composting Facility at the Purdy Transfer Station for disposing of large amounts of debris.

- Under an agreement with the City of Tacoma, Pierce County residents may dispose of their **household hazardous waste** at the Tacoma Landfill Hazardous Waste Collection Facility located at 3510 S. Mullen in Tacoma. The facility is open seven days per week and a list of materials accepted and not accepted at the site is available.

The existing solid waste facilities within the community plan area are described in Table G-14.

<table>
<thead>
<tr>
<th>Name</th>
<th>Capacity</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Key Center Drop Box Transfer Station</td>
<td>2 -50 cubic yard</td>
<td>5900 Block of Key Peninsula Hwy</td>
</tr>
<tr>
<td>(self haul only)</td>
<td>drop box container</td>
<td>Lakebay, WA</td>
</tr>
</tbody>
</table>

Solid waste that is not disposed of correctly can result in a variety of negative environmental consequences. Household hazardous waste can damage aquifers and the water quality of streams when gasoline, oils, and antifreeze are disposed of improperly. The short ravines commonly found in the Key Peninsula area can be a popular target for people looking to illegally dump garbage, yard waste, appliances, tires, hulks, and even commercial waste. Yard waste and grass clippings are the most common items dumped by adjacent landowners.
ILLEGAL DUMPING AND JUNK VEHICLES

Pierce County Responds is the County’s program to provide a comprehensive response to the problem of illegal dumping of waste and nuisance vehicles. The Solid Waste Division maintains a hotline to receive and investigate illegal dumping and nuisance vehicle complaints. Within the authority of this program, the County offers a cooperative abatement system to assist with cleanup of waste and vehicle removal, recommends cases for prosecution, effects site cleanups, and promotes citizen involvement in litter cleanup activities. The program brings together the staff and resources from the departments of Public Works and Utilities, Planning and Land Services, Community Services, Sheriff, Prosecuting Attorney and the Tacoma-Pierce County Health Department. Information about the program can be found at: www.piercecountyresponds.org.

FIRE PROTECTION

Fire District No. 16 serves the entire Key Peninsula. It was voted into existence in 1952 by the citizens of the Key Peninsula. In the early 1960s the Firefighters Association formed the ambulance service. The district has six stations located throughout the Peninsula. Table G-15 describes each station, location and equipment.

Table G-15: Fire District No. 16 Stations and Equipment

<table>
<thead>
<tr>
<th>Station Number</th>
<th>Location</th>
<th>Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station One - Wauna</td>
<td>10320 SR 302</td>
<td>• 2004 E-One engine with 1250 GPM pump and 1000 gallon tank</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 2002 Wheeled Coach ambulance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1987 Omco 1500 gallon tender</td>
</tr>
<tr>
<td>Station Two - Key Center</td>
<td>8911 Key Peninsula Highway, KPN</td>
<td>• 2004 E-One engine with 1250 GPM pump and 1000 gallon tank</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 2000 Wheeled Coach ambulance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1980 3-D 1500 gallon tender</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1997 Ford F-350 Rescue</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 2 - Kawasaki Personal Water Craft - Water Rescue Team</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1993 Wheeled Coach ambulance Re-Hab unit</td>
</tr>
<tr>
<td>Station Three - Home</td>
<td>1921 Key Peninsula Highway</td>
<td>• 2004 E-One engine with 1250 GPM pump and 1000 gallon tank</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 2005 Wheeled Coach ambulance</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1980 3D 1500 gallon tender</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1999 Ford F-450 Brush truck</td>
</tr>
<tr>
<td>Station Four - Longbranch</td>
<td>4215 Key Peninsula Highway</td>
<td>• 1986 CanAm engine, 1000 GPM pump and 750 gallon tank</td>
</tr>
<tr>
<td>Station Number</td>
<td>Location</td>
<td>Equipment</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Station Five - Vaughn</td>
<td>12310 Wright-Bliss Road</td>
<td>• 2004 E-One engine with 1250 GPM pump and 1000 gallon tank</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1987 Omco 1500 gallon tender</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1992 GMC 3500 Brush truck</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1984 CanAm reserve engine, 1000 GPM pump and 750 gallon tank</td>
</tr>
<tr>
<td>Station Six - Herron Island</td>
<td>901 Yew Blvd</td>
<td>• 1986 CanAm pumper with 750 gallons of water and a 1000 GPM pump</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 1997 Ford E-350 Ambulance</td>
</tr>
</tbody>
</table>

The district runs several special operations teams including water rescue, wildland firefighting, high angle rope rescue and also operates a fire boat. The district responded to 1,768 calls in 2005 with calls increasing by approximately 15% in 2006 averaging just over five calls per day. Approximately 80% of all calls relate to medical aid or rescue.

**Electric Systems**

Electric power is supplied to the plan area by Peninsula Light Company. Peninsula Light was established in 1925 as a non-profit member-owned utility. Peninsula Light currently serves approximately 30,000 members in a 107-square mile area of Pierce County west of the Tacoma-Narrows Bridge. The service area includes Key Peninsula, Gig Harbor Peninsula, Fox Island, Tanglewood Island, Raft Island, and Herron Island. Approximately 13,500 of these electrical connections are within the Key Peninsula Community Plan area.

**Transportation**

**Roadways**

The roadway network in Key Peninsula is primarily made up of two-lane roads that follow the natural contours of the existing topography. Similar in ways to the Gig Harbor Peninsula, the roadways are not aligned in a grid pattern that is commonly found in more urbanized areas. The intersections are characterized by approaches that come in at tightly skewed angles. Many of the roadways are narrow and without shoulders. The adjacent topography, trees, and other environmental features complicate the widening of these roadways.

Access into and out of the Key Peninsula is primarily from State Route 302 (SR 302), which is a two-lane highway that runs in an east-west direction in the northern portion of Key Peninsula between Mason County and Purdy. Traffic levels, including heavy truck traffic, have been increasing on SR 302 through the Key Peninsula area over the years. Traffic backups are commonplace at the SR 302/Purdy Drive NW intersection during the weekday morning commute period and often extend over the Purdy Spit Bridge and into Wauna. Traffic congestion is also heavy at this intersection as well as on the SR 16 off-ramp to SR 302 for motorists heading to Key Peninsula during the evening commute hours. It should be noted that the Washington State Department of Transportation (WSDOT) is scheduled to begin work in...
2007 on an environmental study and preliminary design work for the improvement and potential northerly realignment of the SR 302 corridor through the Key Peninsula.

Key Peninsula Highway is the main north-south thoroughfare that runs almost the entire length of the Peninsula from Longbranch to Elgin. Since Key Peninsula Highway provides direct access to SR 302 and some of the commercial centers in the community plan area, it handles the largest volume of traffic among the County roadways. However, traffic volumes have been gradually growing on the other north-south arterials (Wright-Bliss Road KPN, 118th Avenue NW, and 94th Avenue NW) due to the increase in commuters traveling to and from Kitsap County.

### Nonmotorized Travel

In unincorporated Pierce County, nonmotorized transportation generally refers to facilities that are constructed within the roadway right-of-way and are designed primarily for the use of pedestrians and bicyclists and can also accommodate equestrians. Examples of nonmotorized improvements include sidewalks, shoulders, wide curb lanes, paths, and trails.

Nonmotorized transportation facilities are very limited in the Key Peninsula. With the exception of the paved shoulders along SR 302 and portions of Key Peninsula Highway and Wright-Bliss Road KPN, most of the roadways in Key Peninsula do not have pedestrian or bicycle facilities to accommodate nonmotorized travel. Because of its rural nature, the Key Peninsula does not receive priority in funding for nonmotorized improvements. The area’s lack of nonmotorized facilities along with its minimal transit service results in the community being dependent upon motor vehicles to meet daily travel needs.

### Ferry Service

Regular passenger ferry service to different areas of Key Peninsula was discontinued in the 1940s. There is a privately owned ferry service that runs to Herron Island, located in Case Inlet west of Key Peninsula. The mainland dock for this private ferry is located at Herron Bay at the end of North Herron Road KPN. In operation since 1958, this private passenger and vehicle ferry service runs seven days per week. However, it is restricted to full-time island residents and to visitors with authorized guest passes.

### Transit Service

Pierce Transit provides local transit service to the Key Peninsula area. The rural nature of the Key Peninsula creates unique operating problems for Pierce Transit. Its low population density, discontinuous roadway system, and lack of pedestrian facilities have reduced Pierce Transit’s ability to provide effective public transit service to this area. Pierce Transit operated local fixed route service on a fixed schedule with stops restricted to major roadways until 2000. Because that service did not extend into local residential neighborhoods, which are often removed from
major streets, patronage was low. Fixed route service was eliminated as part of a larger transit reduction in 2000. In its place, Pierce Transit began Bus PLUS service on the Key Peninsula in September of 2003. Bus PLUS is designed to serve neighborhoods that do not have the population densities needed to support fixed route service. This service utilizes smaller buses that are designed to hold a maximum of 15 passengers and can operate on neighborhood streets that are unsuitable for full-sized buses.

Bus PLUS service (Route 113) is currently provided in the Key Peninsula area north of the Home area and includes scheduled bus stops at the Lake of the Woods development, Lake Kathryn Village, Key Center, and along SR 302 and the Key Peninsula Highway. Bus PLUS serves these scheduled stops every two hours during the weekdays. Pierce Transit provides unscheduled service along many other streets including Wright-Bliss Road KPN, Lackey Road KPN, Creviston Drive NW, and Cramer Road KPN. Passengers must contact Pierce Transit in order to make arrangements to be picked up at locations that are not on major streets. In 2005, Pierce Transit averaged 47 riders per day, which is an increase from the previous year (39 riders per day).

Pierce Transit currently leases a Park-and-Ride lot at the Peninsula Market in Key Center that can accommodate up to 20 vehicles. The next closest Park-and-Ride lot is in Purdy. There is a vanpool that originates from Longbranch while other Key Peninsula residents utilize the express and local bus services that operate out of the Purdy Park-and-Ride lot.

**DESCRIPTION OF DESIRED CONDITIONS**

**PARKS AND RECREATION**

**SPECIFIC PARK ACQUISITION SITES**

The community has identified the following sites as potential park and recreation facilities. All park and recreation providers, including Pierce County and the Key Peninsula Metro Park District, and other private organizations should strive to acquire property for parks, trails, and open space before the properties become cost-prohibitive for park and recreation use. The potential acquisition sites that are identified are not listed in order of priority.

**Table G-16: Park Acquisition Recommendations**

<table>
<thead>
<tr>
<th>Site*</th>
<th>Acres</th>
<th>Location - Ownership</th>
<th>Recommended Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dalton Property</td>
<td>80</td>
<td>East side of Filucy Bay – Dalton Family</td>
<td>Passive Recreation, shoreline access</td>
</tr>
<tr>
<td>Tacoma - Lake Cushman</td>
<td>Lineal</td>
<td>Burley Lagoon to Mason County line -</td>
<td>Develop trail to tie in with the Cushman trail on the Gig Harbor</td>
</tr>
<tr>
<td>Transmission Line (Trail</td>
<td>trail</td>
<td>Tacoma City Light</td>
<td>Peninsula</td>
</tr>
<tr>
<td>extension)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Horseshoe Lake “360 acre”</td>
<td>360</td>
<td>Adjacent to Kitsap Co. N. of Tac. Cushman Powerline - WDNR</td>
<td>Regional Park</td>
</tr>
<tr>
<td>Key Center “480 acre”</td>
<td>480</td>
<td>N. of Key Center – WDNR</td>
<td>Regional Park</td>
</tr>
</tbody>
</table>
The availability of parking facilities near public boat launch locations was cited as a major problem throughout the community. The following properties have been identified as possible locations for acquisition near existing boat launches.

<table>
<thead>
<tr>
<th>Parcel Number*</th>
<th>Parcel Status</th>
<th>Ownership</th>
<th>Parcel Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>786000330</td>
<td>Vacant</td>
<td>WA DOT</td>
<td>.38 acre</td>
</tr>
<tr>
<td>786000210</td>
<td>Vacant</td>
<td>Pierce County</td>
<td>.27 acre</td>
</tr>
<tr>
<td>786000202</td>
<td>Vacant</td>
<td>Pierce County</td>
<td>.20 acre</td>
</tr>
<tr>
<td>786000231</td>
<td>Vacant</td>
<td>Hotchkiss</td>
<td>1.08 acre</td>
</tr>
</tbody>
</table>

*Not in order of priority

The availability of parking facilities near public boat launch locations was cited as a major problem throughout the community. The following properties have been identified as possible locations for acquisition near existing boat launches.

Table G-17: Park Acquisition Recommendations for Boat Launch Parking
<table>
<thead>
<tr>
<th>Parcel Number*</th>
<th>Parcel Status</th>
<th>Ownership</th>
<th>Parcel Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>7860000201</td>
<td>Vacant</td>
<td>Hotchkiss</td>
<td>.98 acre</td>
</tr>
<tr>
<td>0021022022</td>
<td>Vacant</td>
<td>Post</td>
<td>2.88 acre</td>
</tr>
<tr>
<td>0021022043</td>
<td>Vacant</td>
<td>Moller living trust</td>
<td>7.71 acre</td>
</tr>
<tr>
<td>458500160</td>
<td>Vacant</td>
<td>Quigley</td>
<td>.38 acre</td>
</tr>
<tr>
<td>458500220</td>
<td>Vacant</td>
<td>Alskog family trust</td>
<td>.51 acre</td>
</tr>
<tr>
<td>458500232</td>
<td>Vacant</td>
<td>Alskog family trust</td>
<td>.41 acre</td>
</tr>
<tr>
<td>458500214</td>
<td>Unknown residential</td>
<td>Evans</td>
<td>.43 acre</td>
</tr>
</tbody>
</table>

** Vaughn Boat Launch **

<table>
<thead>
<tr>
<th>Parcel Number*</th>
<th>Parcel Status</th>
<th>Ownership</th>
<th>Parcel Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>0021022022</td>
<td>Vacant</td>
<td>Post</td>
<td>2.88 acre</td>
</tr>
<tr>
<td>0021022043</td>
<td>Vacant</td>
<td>Moller living trust</td>
<td>7.71 acre</td>
</tr>
</tbody>
</table>

** Home Boat Launch **

<table>
<thead>
<tr>
<th>Parcel Number*</th>
<th>Parcel Status</th>
<th>Ownership</th>
<th>Parcel Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>458500160</td>
<td>Vacant</td>
<td>Quigley</td>
<td>.38 acre</td>
</tr>
<tr>
<td>458500220</td>
<td>Vacant</td>
<td>Alskog family trust</td>
<td>.51 acre</td>
</tr>
<tr>
<td>458500232</td>
<td>Vacant</td>
<td>Alskog family trust</td>
<td>.41 acre</td>
</tr>
<tr>
<td>458500214</td>
<td>Unknown residential</td>
<td>Evans</td>
<td>.43 acre</td>
</tr>
</tbody>
</table>

** Longbranch Boat Launch **

<table>
<thead>
<tr>
<th>Parcel Number*</th>
<th>Parcel Status</th>
<th>Ownership</th>
<th>Parcel Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>0020251003</td>
<td>Vacant</td>
<td>Etzel</td>
<td>.24 acre</td>
</tr>
<tr>
<td>5350200010</td>
<td>Vacant</td>
<td>Etzel</td>
<td>.39 acre</td>
</tr>
<tr>
<td>5350200020</td>
<td>Other residential</td>
<td>Stephen</td>
<td>.40 acre</td>
</tr>
<tr>
<td>5350200030</td>
<td>Vacant</td>
<td>Davis</td>
<td>.41 acre</td>
</tr>
<tr>
<td>0020253010</td>
<td>Vacant</td>
<td>Roland</td>
<td>10.0 acres</td>
</tr>
</tbody>
</table>

*Not in order of priority

The following table describes potential uses that have been identified as desirable at existing parks or future parks in the community plan area.

**Table G-18: Desired Recreational Uses and Amenities at Parks**

<table>
<thead>
<tr>
<th>Active Recreation Uses</th>
<th>Passive Recreational Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Skate boarding facilities</td>
<td>Trails for walking, mountain biking and Equestrians</td>
</tr>
<tr>
<td>Multi-purpose event field</td>
<td>Natural Areas</td>
</tr>
<tr>
<td>Ball Fields including softball, baseball and soccer</td>
<td>Open Space</td>
</tr>
<tr>
<td>Exercise Circuit</td>
<td>Bird Watching</td>
</tr>
<tr>
<td>Outdoor Amphitheater</td>
<td>Cultural Garden</td>
</tr>
<tr>
<td>Aquatic Center</td>
<td>Botanical Garden</td>
</tr>
<tr>
<td>Outdoor Pool/Kids Spray Pool</td>
<td>Water Feature</td>
</tr>
<tr>
<td>Kids Park with family area</td>
<td>Open Water and Shoreline Access</td>
</tr>
<tr>
<td>Dog Park</td>
<td></td>
</tr>
<tr>
<td>Recreational Vehicle Park/Camping Area</td>
<td></td>
</tr>
<tr>
<td>BMX Track</td>
<td></td>
</tr>
<tr>
<td>Tennis Courts</td>
<td></td>
</tr>
<tr>
<td>Basketball Courts</td>
<td></td>
</tr>
<tr>
<td>Lawn Bowling</td>
<td></td>
</tr>
</tbody>
</table>
Finding funding sources for acquisition and maintenance of new park facilities is a challenge. However, when properties suitable for parks or trails become available, they should be purchased and put in trust for future development. Existing County-owned land (including road ends at the shoreline) should be reviewed to determine if any portion of these parcels is suitable for parks. Public and private partnerships for development of parks should be encouraged and, where feasible, incorporated into community development projects.

**DOMESTIC WATER**

Groundwater must be managed so that withdrawal rates will not exceed recharge rates in order to preserve the quality and supply of the Peninsula’s groundwater resource. Water conservation measures are encouraged and should be implemented whenever possible. Pierce County Planning, Public Works and Utilities, and the TPCHD should work together to limit new wells and development activities that require water withdrawals in those areas on the Key Peninsula that have been identified as being at risk for saltwater intrusion. Critical aquifer recharge areas throughout the Key Peninsula should be identified and further protected as necessary. Pierce County should implement adaptive management strategies based upon the information received from groundwater monitoring programs.

**SEPTIC SYSTEMS AND WASTEWATER DISPOSAL**

The entire Key Peninsula is designated as a rural area under the County’s Comprehensive Plan. New sanitary sewer facilities are not permitted in the rural area except under specific circumstances involving failing septic systems. In these cases community septic systems may be appropriate. Septic systems should be installed using the latest technology and placed in the most appropriate locations to operate correctly. Special care should be taken when installing septic systems and drainfields near environmentally sensitive areas such as freshwater streams, wetlands, and marine shorelines. Septic systems should be regularly maintained to properly function and if failing systems are discovered, they should be repaired or replace immediately.

**SOLID WASTE**

The Key Peninsula should be provided with an environmentally sound, economically responsible means of solid waste management that balances the need for this service with the costs of waste disposal. Pierce County should encourage recycling and promote programs that reduce the volume of solid waste. Private industry is encouraged to provide sufficient disposal
capacity for waste collection and processing capacity for recyclables produced in the plan area. Affordable recycling options for civic uses and small business should be explored. All residents of the Key Peninsula should have access to refuse disposal, hazardous waste disposal, and recycling collection services.

**FIRE PROTECTION**

Cost effective fire protection services should be maintained in the community. Pierce County and the County’s Fire Prevention Bureau (FPB) should continue to support the efforts of Fire District #16 in responding to the increasing population and demand for services on the Peninsula. The FPB should participate in discussions between the fire district and the water purveyors regarding the maintenance and testing of fire hydrants. Planning and Land Services should work with the fire district to ease the permitting process for construction of fire district facilities. Pierce County should continue to recognize the differences between rural developments and urban projects in fire safety regulations. Enforcement of fire and life safety codes should continue to be part of the review process for all building permits issued by Pierce County.

**ELECTRIC SYSTEMS**

Reliable electrical service should be provided in the community plan area to accommodate growth in a way that balances public concerns over the impacts of utility infrastructure with the consumer’s interest in paying a fair and reasonable price. Peninsula Light Company should consider the community’s natural environment and the impacts that utility infrastructure may have on it together with the community’s desire that utility projects be aesthetically compatible with surrounding land uses when planning for and constructing electrical facilities. Regional electrical facilities should be permitted in the plan area. Pierce County should support expansion of electric utility facilities to meet future load requirements and support new clean energy technologies and conservation measures to aid in meeting future growth needs.

**TRANSPORTATION**

**ROADWAYS**

The policies included in the Key Peninsula Community Plan emphasize the community’s desire to develop a transportation system that accommodates growth and emphasizes safety but still preserves the rural environment of the Key Peninsula. In general, capacity and traffic flow improvements are needed in the northern portion of the Key Peninsula while widening in the southern portion is not deemed necessary due to its smaller population base. A new east-west corridor in the form of a new or improved...
SR 302 corridor is considered crucial to the residential and economic growth of this area. In addition, a north-south alternative to Key Peninsula Highway in the southern portion of the Key Peninsula is needed for emergency access.

The rural character of the Key Peninsula and the County’s funding limitations were also considered in identifying the roadway improvements applicable to the Key Peninsula. The improvement of existing roadways is preferred to the construction of new roadways in order to preserve existing land uses and to protect the natural environment. Intersection improvements are considered a top priority since they reduce congestion, improve safety, and are also cost effective. To further improve traffic flow, policies have been included in the community plan to limit or consolidate the number of new driveways along arterials. Although safety and operational improvements are not typically included in the long-range community plans since those types of improvements are addressed on a case-by-case basis as they arise, the community planning board felt that it was important to include policies that address traffic speeding and pedestrian safety concerns.

A listing of the motorized transportation project recommendations for the Key Peninsula Community Plan area is included in Appendix B. The improvement or realignment of SR 302 is considered a very high priority. Although recommendations for state highway projects are not required in the community plan, the CPB felt that it was important to convey to the County and WSDOT that future improvements to SR 302 is of the utmost importance to the community. Other community priorities include making traffic flow and safety improvements at several intersections on the Key Peninsula Highway and constructing the missing section of 186th Avenue KPN north of Herron Road KPN in order to improve access and emergency response to and from the southern portion of Key Peninsula.

**NONMOTORIZED TRAVEL**

There is strong support among both residents and business owners to create a system of nonmotorized facilities to enhance pedestrian, bicycle, and equestrian travel throughout the Key Peninsula area. Improvements are needed in the commercial centers like Key Center and Home to make them more pedestrian friendly. To enhance safety and to preserve the rural character of the area, there is a preference for walkways that are separated from the roadway. Paved shoulders are recommended on roadways leading to destinations such as schools, parks, playfields, boat launches, transit stops, community facilities, and tourist sites. Bicycle travel should be accommodated throughout the entire length of Key Peninsula, including to Longbranch. Furthermore, any nonmotorized facilities should interconnect with the recreational trails in Key Peninsula as well as other trails in the surrounding areas (e.g., Cushman Trail).

A listing of the nonmotorized transportation project recommendations for the Key Peninsula Community Plan area is included in Appendix B. Community priorities include providing wider and continuous paved shoulders to Key Peninsula Highway, constructing pedestrian improvements in the commercial centers like Key Center and Home, and providing multi-use trails along SR 302 and 144th Street KPN/NW (Powerline Road).
Ferry Service

There are no plans at this time to initiate public or private ferry service to the Key Peninsula.

Transit Service

Although local residents realize that the Key Peninsula may not have the population base to support fixed bus route service, there is a desire for increased and more reliable transit service for local residents traveling within and outside of the Key Peninsula area. While service increases and transit improvements for the Key Peninsula are not currently listed as a priority in Pierce Transit’s Six-Year Transit Development Plan, the transit agency is anticipating that the need for more “hybrid” services, such as Bus PLUS and vanpools, will expand for this area in the future.

Local residents have shown support for increasing the frequency and service area for the Bus PLUS service in Key Peninsula. Some commuters would like to see the Bus PLUS run on an hourly basis on weekdays and also operate on weekends. There has also been public support for extending the Bus PLUS zone from the current terminus in Home south to Longbranch. More frequent Bus PLUS service during commute hours to the Purdy Park-and-Ride lot is recommended in order to provide more timely connections with the express bus service to Tacoma and Seattle. The expansion of local and express bus routes is also highly desired.

As the demand for express bus and vanpool services continues to grow, Pierce Transit anticipates that existing Park-and-Ride lots in Purdy and at the Peninsula Market in Key Center will become overcrowded. Community members have also suggested that another Park-and-Ride lot is needed in the Key Peninsula area with Lake Kathryn Village being mentioned as a candidate location. To accommodate the expected increase in transit demand associated with the opening of the new Tacoma Narrows Bridge as a toll facility in 2007, it should be noted that Pierce Transit is planning to construct the new Peninsula Park-and-Ride facility in Gig Harbor on the west side of SR 16 across from the existing Kimball Drive Park-and-Ride lot.

Capital Facilities Policies

Goals

Require that facilities and services are provided prior to or concurrent with development. These services may include parks, recreation and open spaces, potable water supply, adequate sewage disposal, and stormwater and surface water management systems, fire protection, and transportation systems.

Residents of Key Peninsula have various needs to access Pierce County government 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, Key Peninsula 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.
PIERCE COUNTY OFFICES

GOAL KP CF-1 Improve access to Pierce County government services within the Key Peninsula community.

KP CF-1.1 Encourage Pierce County to locate offices west of the Tacoma Narrows to enable residents and business owners to attend County-related appointments and obtain permits without traveling to the City of Tacoma.

KP CF-1.2 Identify existing public or private facilities on the Key Peninsula or Gig Harbor Peninsula that could serve as a potential Pierce County satellite service center.

KP CF-1.3 Survey various segments of the Key Peninsula community to identify which services are desired in the community.

FIRE PROTECTION

GOAL KP CF-2 The residents of the Key Peninsula expect high quality, cost-effective fire protection services. The Pierce County Fire Protection Bureau (FPB) should work with the local fire district in achieving this goal.

KP CF-2.1 The FPB should recognize the differing needs and capabilities of the rural area in their regulations. Maintaining the rural character of the community should be a consideration in the decision-making process (e.g., large agriculture buildings are a part of the character of rural settings where water systems are not accessible).

KP CF-2.2 The FPB should consider providing services into the communities served. The FPB should provide staff resources at any Pierce County satellite office established on the Peninsula.

KP CF-2.3 The FPB should facilitate discussions between Fire District #16 and the local water purveyors regarding the maintenance and testing of water systems and fire hydrants that supply fire flow on the Key Peninsula.

KP CF-2.4 Pierce County shall work to establish a process between governmental agencies that foster better working relationship to save taxpayer monies.

KP CF-2.4.1 Pierce County should support the consolidation of services through fire authorities or other measures that create stronger and more cost-effective emergency services.

KP CF-2.4.2 Pierce County should solicit comments from Fire District #16 on all subdivision and discretionary land use permit applications that are proposed on the Key Peninsula.

KP CF-2.5 Pierce County shall support better working relationships with other counties to facilitate programs such as statewide emergency medical service protocols.
PARKS AND RECREATION POLICIES

GOALS

The Key Peninsula should have extensive parks, trails, open space, and recreational facilities for local residents and to promote tourism. The various park and recreational providers should collaborate in providing and maintaining these services.

REGIONAL PARKS

GOAL KP PR-1

Achieve and sustain an acceptable level of service for regional park facilities. Regional parks should provide both passive and active recreational amenities.

KP PR-1.4

The amount of land designated for regional parks shall be measurable. This level of service (LOS) for regional parks shall be a ratio based on the number of acres of park that are designated for every 1,000 people in Pierce County.

KP PR-1.4.1

Achieve and sustain an acceptable LOS for regional park facilities. Evaluate the LOS annually.

KP PR-1.4.2

Include park lands owned by other park providers such as the Washington State Parks and Key Peninsula Metropolitan Park Districts when measuring LOS.

KP PR-1.5

Improvement of shoreline parks and marine access locations are considered a higher priority than development of existing upland park facilities.

KP PR-1.6

Marine shoreline locations are the highest priority for regional park land acquisition within the Key Peninsula Community Plan area. Upland areas that could provide parking or access to public marine shorelines are considered high priority for acquisition.

TRAILS

GOAL KP PR-2

Develop a community-wide system of recreational trails. The system of trails should link neighborhoods with parks, school sites, and other public property. Public lands and existing rights-of-way should be used for trail purposes whenever feasible.

KP PR-2.4

The Pierce County Departments of Public Works and Utilities, Planning and Land Services, and Parks and Recreation should collaborate to create a map of unopened road right-of-way throughout the Key Peninsula.

KP PR-2.5

Prohibit the vacation of public right-of-way that provides pedestrian access or that could contribute toward a community-wide trail system.

KP PR-2.6

Beach trails along the saltwater shoreline are a high priority.
KP PR-2.7  Acquire property that will support a community-wide system of trails now and in the future. Whenever possible, unopened rights-of-way and other public lands should be dedicated for trail purposes. Acquiring easements across private lands should be considered when necessary.

KP PR-2.8  Pursue opportunities for property acquisition that provide shoreline access, trails for specific user groups, or that would contribute to a north-south community trail.

KP PR-2.9  Trail rights-of-way should be planned and constructed along existing corridors to minimize community disturbance. For example, railroad, utility line, and road rights-of-way should be followed when feasible.

KP PR-2.10 Private property owners are encouraged to donate public access and should be compensated when donating easements for the public across private property. Compensation could be in the form of outright purchase, PDR and TDR programs, in the form of tax credits, or development incentives. Trails on private property should follow property boundary lines whenever possible.

KP PR-2.11 Trails should be designed to accommodate the intensity and capacity of the anticipated use. Trails should be developed that separate incompatible user groups. Barrier-free trail segments are encouraged.

KP PR-2.12 The trail system on the Key Peninsula should eventually be linked with trail systems on the Gig Harbor Peninsula, in Kitsap and Mason counties, and the regional trail system on the east side of the Tacoma Narrows Bridge.

KP PR-2.13 Utilize open space areas, greenbelts in private developments, and public lands for trail purposes. Critical Area buffers may be used for impervious trails only when impacts to the Critical Area are properly mitigated.

KP PR-2.14 Partner with Tacoma Public Utilities to develop an east-west regional trail segment within the Tacoma-Cushman transmission corridor/144th Street KPN right-of-way.

KP PR-2.15 Signs that identify natural areas and wildlife habitat and encourage environmental awareness should be placed along trails in appropriate locations.

KP PR-2.16 Recreational trails should not be part of the paved roadway; however, recreational trails within a public right-of-way adjacent to a paved road are acceptable.

KP PR-2.17 Natural barriers such as wild rose should be utilized in situations that require an obstacle between a trail and private property where feasible.

KP PR-2.18 Trails should be designed to interconnect or form loops whenever possible. Trails should not dead-end unless unique circumstances exist such as a trail that provides access to a specific destination such as the marine shoreline.

KP PR-2.19 Identify segments of trails where a par course for exercise and recreation is warranted and feasible. Distance markers should be placed along the trail for walkers and runners.
KP PR-2.20 The Pierce County Parks and Recreation Department should facilitate an *adopt a park* and an *adopt a trail* program to encourage community support for these facilities.

KP PR-2.21 Pierce County and Key Peninsula Metro Parks should explore partnership opportunities with the private sector, Washington State Parks, and the Department of Natural Resources to develop informal trails and other beneficial uses at undeveloped sites such as Haley State Park and Maple Hollow.

**OPEN SPACE**

**GOAL KP PR-3** All open space providers should strive to acquire property that will contribute to a community-wide system of open space throughout the Key Peninsula.

KP PR-3.4 In a rapidly developing area like the Key Peninsula, it is important to acquire land for open space before properties become cost prohibitive.

KP PR-3.5 Public properties that are acquired for open space purposes should provide recreational trails when feasible.

KP PR-3.6 Take advantage of open space acquisition opportunities through the Pierce County Conservation Futures Program.

KP PR-3.7 Properties that are located within the adopted Open Space Corridors Map may be considered for public funding.

KP PR-3.8 Consider including properties that are less than 5 acres that provide a beneficial use such as access to marine shorelines.

KP PR-3.9 Allow the purchase of easements for public access across private property when fee-simple acquisition is not practical or possible.

KP PR-3.10 Consider purchasing development rights on properties that are large enough to be eligible for division and are zoned for Agriculture Resource Lands, Rural Farm, park and recreation, or Rural Sensitive Resource through the Conservation Futures program.

KP PR-3.11 Promote partnerships between organizations that provide open space including Pierce County, the Great Peninsula Conservancy land trust, the Key Peninsula Metro Park District, the Tahoma Audubon, and other local nonprofit organizations.

KP PR-3.12 Transfer publicly-owned open space to local land trusts or the Key Peninsula Metro Parks District as appropriate.

**RECREATION**

**GOAL KP PR-4** Encourage the development of indoor and outdoor recreation facilities for public use throughout the community at parks and at school sites. Recreational facility providers should retain natural features on these sites and provide habitat enhancement whenever possible.
KP PR-4.4  Additional active and passive recreational uses including sports fields, a community recreation center, equestrian facilities, a community garden, and trails are important to the community.

KP PR-4.5  Look for opportunities to develop public fishing piers at any of the marine parks.

KP PR-4.6  An indoor multi-use recreation center that includes facilities for teens is a priority.

KP PR-4.7  Additional recreational uses that should be considered at park locations include the uses described.

KP PR-4.8  Inventory public shoreline access points at County road ends.

KP PR-4.9  Prohibit the vacation or trading of unopened public rights-of-way at shoreline locations except when the vacation or trade would enable a public authority to acquire the vacated property for public purposes.

KP PR-4.10  Encourage the acquisition of land near County road ends at shoreline locations for parking and other public purposes. Mitigate impacts to adjacent property owners.

KP PR-4.11  Access and use of public beaches and state-owned tidelands in front of private waterfront properties is permitted. Mitigation of impacts to adjacent property owners at shoreline access points should be maintained (e.g., restrooms, trash receptacles, buffering, as appropriate). Signs that describe shoreline-related hazards and proper use of the beaches shall be installed and enforced.

KP PR-4.12  Public easements dedicating access to designated public waterfront areas should be included as a part of private upland development projects prior to site development of the private development.

KP PR-4.13  Shoreline parks and marine access locations should be developed utilizing low impact development techniques. Provide adequate facilities for the intended use at marine parks, and mitigate impacts to neighboring property owners.

KP PR-4.13.1  Boat launch length should be adequate to make the facility usable year-round at high and low tides. The site should be located in sheltered waters that have some protection from high winds if possible. Boat launch facilities should include a dock or pier to facilitate boat ingress and egress as appropriate for the location.

KP PR-4.13.2  Where feasible, provide support facilities such as restrooms, picnic shelters, picnic tables, and information signs. Proposed structures should maintain a low profile to avoid impacting views from adjacent properties.

KP PR-4.13.3  Parking facilities should be dependent on the size, location, and activities proposed.

KP PR-4.13.4  Identify improvements and maintenance activities needed to provide safe walking conditions for pedestrians to access the beach.

KP PR-4.13.5  Remove physical impediments to pedestrian access at shoreline locations.
KP PR-4.13.6 Mitigate impacts to adjoining private property when marine parks or shoreline access points are developed.

TRANSPORTATION POLICIES

GOALS

Provide transportation facilities and services that meet the needs of the community and that are appropriate for this rural area while preserving the natural characteristics of the land. Strive to develop a transportation system that accommodates growth, emphasizes safety, and promotes alternate means of travel.

ROADWAY IMPROVEMENTS

GOAL KP T-1 Pursue options for improving traffic flow and safety on the major thoroughfares that will benefit the Key Peninsula area. Develop a roadway system that accommodates existing and future traffic levels.

KP T-1.1 Give high priority to supporting the efforts of the Washington State Department of Transportation (WSDOT) in the funding and implementation of a new east-west transportation corridor within the Key Peninsula area.

KP T-1.1.1 Support the efforts of WSDOT to establish a new SR 302 corridor and to make improvements to the existing SR 302 corridor to adequately accommodate the future traffic needs of Key Peninsula and the regional highway corridor. Request that WSDOT investigate alternatives that utilize existing roadway and utility corridors to minimize impacts to existing and planned land uses and the environment. Request that WSDOT avoid alternatives in South Kitsap County that will significantly increase travel time and distance for Key Peninsula commuters traveling to and from SR 16 and the Gig Harbor Peninsula.

KP T-1.1.2 Continue to support WSDOT safety and operational improvements along the existing SR 302 alignment, including the intersections and the Purdy spit bridge. Request that WSDOT consider the addition of centerline rumble strips or buttons, roadside guide posts, raised reflective pavement markers, shoulders, guardrails, passing lanes or pullouts, center turn lanes, and turn lanes at intersections, where appropriate.

KP T-1.2 Support improvements outside of the Key Peninsula area that will provide improved access between Key Peninsula and Gig Harbor Peninsula. Support improvements that provide congestion relief and improve safety for commuters traveling between SR 16 and SR 302.

KP T-1.2.1 Request that WSDOT consider capacity and operational improvements on westbound SR 16, including the potential need for auxiliary lanes and off-ramp improvements leading to SR 302 from the Gig Harbor area.
KP T-1.2.2 Request that WSDOT consider capacity and operational improvements (signal adjustments, turn restrictions, etc.) to the SR 302/Purdy Drive intersection to relieve traffic congestion in the Wauna area.

KP T-1.3 Implement improvements to the north-south arterials that facilitate access to SR 302, any future realignment of SR 302, and Kitsap County.

KP T-1.3.1 Support improvements on Wright-Bliss Road KPN, 118th Avenue NW, and 94th Avenue NW. Consider the addition of turn lanes at the intersections of these arterials with SR 302.

KP T-1.3.2 Partner with Kitsap County in the planning, funding, and implementation of transportation improvements on the arterials that serve both counties.

KP T-1.4 Develop transportation facilities to accommodate planned growth, but not encourage or promote excessive growth. Avoid unnecessary duplication of roadways to save costs, minimize impervious cover, and preserve scenic atmosphere and open space.

KP T-1.4.1 Place primary emphasis in funding on the improvement of existing roadways rather than the construction of new roadways. Give priority to intersection improvements since they reduce congestion, improve safety, and are cost effective.

KP T-1.4.2 Give priority to new roadways which improve access or reduce congestion on existing roadways and to new roadways which facilitate access to local areas for emergency and service vehicles (fire trucks, school buses).

KP T-1.4.3 Consider traffic improvements that facilitate access to the proposed 360 regional park and fire department property.

KP T-1.4.4 Consider traffic improvements that facilitate access to current and proposed public facilities.

KP T-1.4.5 Require that any new public roads meet current Pierce County standards pursuant to the Pierce County Code. This requirement shall also apply to any private roads which are proposed to become a public road.

KP T-1.5 Coordinate with WSDOT concerning proposed improvements on SR 302. Seek consistency between the short-term and long-term transportation planning documents of WSDOT and the County.

KP T-1.6 Conduct or participate in community outreach efforts for the purpose of discussing local transportation issues and the study of related programs and projects.

KP T-1.7 Strive to maximize the safety and operational efficiency of the Key Peninsula roadway system.
KP T-1.7.1 Implement a program to investigate the feasibility of traffic calming measures and other innovative strategies to address speeding and pedestrian safety concerns on the Key Peninsula. Emphasis should be given to the Key Peninsula Highway near the rural commercial areas (Key Center and Home), Key Peninsula Middle School/sports complex (Volunteer Park) area, and other public facilities. These improvements should be consistent with the Key Peninsula Community Plan, County policies, state law, and the national standards as set forth in the Manual on Uniform Traffic Control Devices (MUTCD).

KP T-1.7.2 Work with the Sheriff’s Department to increase the enforcement of traffic laws. Work with WSDOT and civic groups to develop a strategy to educate motorists about traffic safety and speeding issues on the Key Peninsula.

KP T-1.7.3 Maximize the operating efficiency of arterials through the use of traffic signals (if warranted), center turn lanes, turn lanes, roundabouts, and other traffic flow improvements at appropriate locations.

KP T-1.7.4 Design any new or reconstructed intersections at right angles, wherever feasible. Discourage the use of offsets or sharp angle turns at intersections.

KP T-1.7.5 Encourage property owners to remove trees and other vegetation adjacent to driveways to improve driver visibility and sight distance.

KP T-1.7.6 Design any new or reconstructed arterials to meet current Pierce County standards. Strive to upgrade the existing major and secondary arterials within the Key Peninsula to current standards, if feasible. In addition to traffic volumes, consider other factors such as the condition and safety of the roadway when allocating funding for any upgrades to arterials.

KP T-1.7.7 Provide physical and visual separation between automobile traffic and pedestrians in the commercial areas through the use of curbing, raised walkways, changes in walkway surface treatment or material texture, and streetscaping.

KP T-1.7.8 Consult with the Peninsula School District to identify, prioritize, and implement safety-related improvements near schools and established bus stops. Improvements may include shoulders, sidewalks, crosswalks, street lighting, and traffic calming measures.

KP T-1.8 Provide a street lighting system consistent with safety requirements and the rural character of the Key Peninsula.

KP T-1.8.1 Consider providing street lighting in areas of safety concern, including major arterials, intersections, and locations with high accident rates.

KP T-1.8.2 Consider pedestrian and street lighting near commercial centers, schools, and other community facilities.
KP T-1.8.3 Gather public input in identifying candidate locations for street lighting within the framework of the applicable County street lighting policies.

KP T-1.9 Maximize the joint use of access roads and driveways by new development to improve traffic flow on SR 302, Key Peninsula Highway, and other arterials.

KP T-1.9.1 Consider changes to the County’s access regulations to encourage shared access driveways serving multiple properties. Ensure that shared access driveways are wide enough to accommodate simultaneous vehicular ingress and egress.

**NONMOTORIZED TRAVEL**

**GOAL KP T-2** Create a system of nonmotorized facilities to enhance pedestrian, bicycle, and equestrian travel throughout the Key Peninsula area.

KP T-2.1 Provide a continuous and interconnected network of nonmotorized facilities that link residential areas to community facilities, commercial centers, and other neighborhoods.

KP T-2.1.1 Work with the community to identify and pursue nonmotorized improvements leading to schools, libraries, parks, playfields, bus stops, shopping areas, and neighborhoods.

KP T-2.1.2 Accommodate nonmotorized travel by providing continuous paved shoulders along SR 302 and Key Peninsula Highway.

KP T-2.1.3 Provide nonmotorized connections to ferry docks, boat launches, public docks and piers, beaches, wildlife viewing areas, and other shoreline uses.

KP T-2.1.4 Accommodate equestrian use on routes that lead to public stables, trailheads, and other equestrian activity centers when the equestrian use does not limit other transportation modes.

KP T-2.1.5 Consider the use of gravel paths for horse riders adjacent to the shoulder, where appropriate.

KP T-2.2 Consider the use of wider paved shoulders (more than six feet) on SR 302 and Key Peninsula Highway, wherever feasible, to achieve increased safety for pedestrians, bicyclists, and equestrians and to provide sufficient room for temporary or emergency parking.

KP T-2.3 Enhance safe pedestrian, bicycle, and equestrian travel through the provision of paths which are physically separated from the roadway, wherever feasible.

KP T-2.4 Separate pedestrian facilities from roadways with planting strips or other enhancements in high use areas such as schools, commercial centers, and recreation areas.

KP T-2.5 Consider the provision of paths or shoulders on local roads since they may serve heavier pedestrian and bicycle use than arterials.
KP T-2.6 Consider the placement of signs to advise bicyclists to use Creviston Drive NW and Cramer Road NW as an alternative to SR 302 and Key Peninsula Highway.

KP T-2.7 Encourage new businesses to provide pedestrian connections to adjacent businesses to encourage walking between businesses.

KP T-2.8 Explore funding options (e.g., tax incentives, land use credits) to encourage property owners to create or extend nonmotorized facilities, including paths and trails.

KP T-2.9 Request that WSDOT consider the provision of a regional trail as part of future improvements to the SR 302 corridor.

KP T-2.10 Work with Kitsap County and Mason County to provide continuous pedestrian, bicycle, and trail connections between these jurisdictions.

KP T-2.11 Work with the Tacoma Utilities Department and other affected property owners to determine the most desirable use or combination of uses (local road, bike path, horse trail, etc.) along 144th Street KPN/NW (Powerline Road) and the Tacoma-Lake Cushman power transmission lines.

KP T-2.12 Work with utility providers to explore opportunities to locate paths and trails along areas where utility lines will be underground.

KP T-2.13 Conduct or participate in community outreach efforts to gather input on local nonmotorized needs and concerns.

**ROADWAY AESTHETICS**

**GOAL KP T-3** Preserve the rural character of the Key Peninsula roadway system.

KP T-3.1 Maintain the existing rural character of the roadways through residential neighborhoods and commercial centers.

KP T-3.1.1 Limit widening on the collector arterials and local roads to upgrading the roadway to meet design standards or to provide shoulders, turn lanes, or nonmotorized improvements.

KP T-3.1.2 Consider the use of paved shoulders instead of sidewalks outside of rural commercial areas to preserve the rural character of the community.

KP T-3.1.3 Work with local groups to explore opportunities for funding alternatives (e.g., grants, local improvement districts, tax incentives) for pedestrian facilities in the rural commercial centers.

KP T-3.1.4 Explore the possibility of developing different styles and widths of pedestrian facilities (e.g., bulb-outs or curb extensions) that would be unique to the rural commercial centers on the Key Peninsula.
KP T-3.2  Maintain the visual corridors along the highways and major roadways on the Key Peninsula through the retention of trees, greenery, and native vegetation on adjacent properties.

KP T-3.2.1  Include streetscaping between any new pedestrian facilities and the roadway, where feasible. If possible, any streetscaping should consist of drought-resistant or native vegetation.

KP T-3.2.2  Enhance roadway aesthetics through the commercial centers through the use of adjoining greenbelts and boulevard concepts.

KP T-3.2.3  Provide pedestrian facilities at bridge locations to enhance viewing opportunities. Consider the use of bulb-outs or curb extensions at new bridges or bridge upgrades to create character and to slow traffic speeds.

KP T-3.3  Plan and locate roadways to preserve neighborhoods and natural resources by avoiding bisection of these areas.

KP T-3.4  Develop a pilot program on the Key Peninsula to authorize the installation of off-site tourist-oriented directional signs within the County road right-of-way.

KP T-3.5  Require that the replacement or expansion of existing overhead utilities adjacent to the roadways be underground.

**TRANSPORT SERVICE**

**GOAL KP T-4**  Promote the continued development of the transit system to serve the internal and external travel needs of Key Peninsula residents.

KP T-4.1.1  Promote increased transit service for commuters traveling within and outside of the Key Peninsula area. Provide a range of transit services that is cost effective and reliable.

KP T-4.1.2  Request that transit agencies provide more frequent bus service (i.e., hourly service) within the Key Peninsula area as demand warrants.

KP T-4.1.3  Work with transit agencies to expand express services to the Purdy park-and-ride lot. Coordinate these services with services operating on the Key Peninsula.

KP T-4.1.4  Work with transit agencies to establish commuter services that link population centers and park-and-ride facilities on the Key Peninsula with the network of regional express services.

KP T-4.1.5  Work with transit agencies to determine the feasibility of providing service to areas on the Key Peninsula that are not currently served by transit. Request that transit agencies consider the extension of bus service to the Longbranch area.
KP T-4.1.6 Support efforts by transit agencies to develop stops along future primary bus service routes, including SR-302 (Elgin-Clifton Road KPN), Key Peninsula Highway, Wright-Bliss Road KPN, Lackey Road KPN, Creviston Drive NW, Cramer Road KPN, and Whiteman Road KPS.

KP T-4.1.7 Provide bus stops at the rural commercial centers and community facilities within the Key Peninsula area.

KP T-4.1.8 Ensure that potential bus stops are considered as part of future roadway improvement projects. Consider the provision of adequate right-of-way to accommodate the placement of accessible bus stops.

KP T-4.1.9 Work with transit agencies to provide improved marketing and promotion of the full range of transit services available to Key Peninsula residents, including bus service, vanpooling, and rideshare services.

KP T-4.1.10 Encourage transit agencies to expand the network of vanpool services that operate on the Key Peninsula.

KP T-4.2 Provide transportation improvements that facilitate bus travel and pedestrian access to bus stops.

KP T-4.2.1 Work with transit agencies to identify locations where improvements are needed to improve bus travel. Consider such improvements as part of future roadway improvement projects.

KP T-4.2.2 Facilitate pedestrian access to bus stops through the provision of shoulder improvements, which can also serve as passenger waiting areas.

KP T-4.2.3 Locate bus stops at convenient locations where buses can pull off the roadway. Avoid the placement of bus stops near busy intersections, whenever possible.

KP T-4.3 Support the expansion of existing park-and-ride lots that serve Key Peninsula commuters and the development of new park-and-ride lots in the Key Peninsula area.

KP T-4.3.1 Support the expansion of the Purdy park-and-ride lot and any related expansion of local and regional bus service at that location.

KP T-4.3.2 Work with transit agencies to obtain park-and-ride lots through leasing or purchasing of state and private properties. Consider the feasibility of developing a park-and-ride lot along SR-302 (e.g., Lake Kathryn Village shopping center) to serve residents in the northern part of the Key Peninsula area.
KP T-4.3.3  Encourage transit agencies to establish new park-and-ride facilities, together with appropriate pedestrian and safety amenities, in other parts of the Key Peninsula as needs develop.

**UTILITIES POLICIES**

**DOMESTIC WATER**

**GOAL KP U-1**  Development on the Key Peninsula shall utilize groundwater at sustainable rates. Growth and development should not be permitted that would negatively impact the long-term availability of clean, fresh water that is necessary for the high quality of life that local residents enjoy.

- **KP U-1.1**  Support efforts to establish a water budget for the Key Peninsula as well as efforts to identify aquifer recharge areas throughout the Peninsula.
- **KP U-1.2**  Review water system plans to ensure that they are compatible with the Key Peninsula Community Plan.
- **KP U-1.3**  Explore the feasibility of a regional water supply system.
- **KP U-1.3.1**  Encourage the regional management of small water systems on the Peninsula.
- **KP U-1.3.2**  Encourage the physical inter-tying of small water systems whenever possible.
- **KP U-1.4**  Promote educational programs that provide information to property owners concerning wellhead protection measures.
- **KP U-1.5**  Encourage land uses and programs that promote aquifer recharge within the plan area such as projects utilizing low impact development techniques.

**GOAL KP U-2**  Encourage water conservation measures for all land uses.

- **KP U-2.1**  Encourage water purveyors and homeowners to trace and repair water leaks in existing water systems.
- **KP U-2.2**  Encourage the application and implementation of water-conserving landscaping plans. Promote the retention of existing vegetation and the use of drought-tolerant native vegetation in landscaping areas.
- **KP U-2.3**  Promote the development of cost-sharing programs to help people purchase low-flow fixtures (e.g., appliances, faucets, and toilets) for their existing homes.
- **KP U-2.4**  Prohibit new wells on sites that are at high risk for saltwater intrusion, unless it can be demonstrated through a hydrogeologic assessment that additional groundwater withdrawal will not worsen the problem in the vicinity.
- **KP U-2.5**  Pierce County shall implement adaptive management strategies based upon the information received from groundwater monitoring programs.
**KP U-2.5.1** Support long-term groundwater quantity and quality monitoring programs in areas that provide domestic water supplies.

**KP U-2.5.2** Pursue funding opportunities to determine the hydrologic budget for the plan area and identify potential trends.

**KP U-2.5.3** Consider the results of a water availability analysis when making future long range planning decisions within the plan area.

### Septic Systems and Wastewater

**GOAL KP U-3** Septic systems provide wastewater disposal for land uses on the Key Peninsula. Current technology allows properly installed modern septic systems to clean wastewater and recharge local aquifers. Special care shall be taken when designing and installing septic systems near the marine shorelines, lakes, streams, or other sensitive environmental features. Existing systems must be properly maintained and failing systems must be repaired or replaced.

**KP U-3.1** Pierce County does not provide sanitary sewer or wastewater treatment on the Key Peninsula. Septic systems provide the only means of wastewater disposal for all land use types in the rural area. Individual on-site septic systems are typically utilized; however, a variety of community systems may be used under certain circumstances. Septic systems shall be designed using the newest technology and should be maintained regularly to properly function.

**KP U-3.2** Existing septic systems near marine shorelines and freshwater streams, lakes, and wetlands should be monitored closely. Encourage property owners to participate in the Tacoma Pierce County Health Department monitoring program.

**KP U-3.3** Encourage the use of low-flow plumbing fixtures and appliances to reduce the possible exacerbation of slope failures near marine bluffs by oversaturating on-site system drainfields.

**KP U-3.4** Sanitary sewer service shall not be permitted in the rural area except under limited circumstances.

**KP U-3.5** Land uses within rural commercial centers that cannot be sustained by rural facilities such as on-site or community septic systems shall not be permitted.

### Solid Waste

**GOAL KP U-4** The residents and businesses on the Key Peninsula shall have cost-effective and environmentally-sustainable waste disposal and recycling services.

**KP U-4.1** Ensure that the community is provided with an environmentally sound, economically responsible means of solid waste management that balances the need for this service with the costs of waste disposal.
KP U-4.2 Ensure that all residents of the Key Peninsula have access to refuse disposal and recycling collection services.

KP U-4.3 Encourage product stewardship practices that facilitate recycling of consumer products that are difficult to recycle as described in the Washington State electronic product recycling program.

KP U-4.4 Encourage recycling at agriculture operations and home occupation locations.

KP U-4.5 Encourage the development of a program that promotes the recycling of glass products.

KP U-4.6 Provide opportunities for recycling at transfer locations for the public and commercial haulers.

KP U-4.7 Expand the number and capacity of drop-off recycling facilities.

KP U-4.8 Encourage private businesses to participate in buy-back recycling programs.

KP U-4.9 Encourage waste collection companies serving the Peninsula to create a cost-effective commingled recycling option for civic uses and small business owners similar to the residential single cart recycling program.

KP U-4.10 Design and locate solid waste disposal facilities with proper consideration for present and future health and environmental impacts, while recognizing the need to provide these facilities within the community.

KP U-4.10.1 Minimize visual and noise impacts of trash and recycling collection points, loading docks, waste facilities, outdoor storage areas, and other service areas through site design, landscaping, and screening.

KP U-4.11 Study the value of utilizing mandatory collection to reduce incentives for litter and illegal dumping and to help pay for things such as special collection programs, household hazardous waste collection, and community cleanups.

KP U-4.12 Only those waste processing technologies that are protective of human health and the environment (e.g., no adverse odor impacts to neighboring properties) shall be permitted.

KP U-4.13 Encourage businesses to accept the return of problem waste (e.g., oil, batteries, computer monitors, cell phones, etc.) from products they sell, for proper disposal.

KP U-4.14 Encourage the Key Center drop box transfer station to accept oil, antifreeze, and other household hazardous waste, or for the County to sponsor regular collection events.

KP U-4.15 Work with the local newspaper to regularly promote the location of and the proper use of the free recycling drop-off sites that are located throughout the community.
GOAL KP U-5  Reliable, cost-effective electrical services should be provided throughout the Key Peninsula. Alternative energy sources should be explored and accommodated when they are cost effective and environmentally sustainable.

KP U-5.1  Encourage regional electrical providers to keep their rights-of-way clear to preserve opportunities for future alternative power systems.

KP U-5.2  Support Peninsula Light Company’s policy of undergrounding utility lines and installing smart meter reader systems.

KP U-5.3  Encourage the installation of utility lines to connect non-utility-owned electric generation sites to the power grid.

KP U-5.4  Provide appropriate locations for alternative energy sources.

KP U-5.5  Promote the use of new technologies such as fuel cells in residential structures to supply power to individual homes.

IMPLEMENTING ACTIONS

The following list of actions 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. Mid-term actions should be completed within 1-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works & Utilities (PWU), Tacoma-Pierce County Health Department (TPCHD), Pierce County Assessor, Pierce Conservation District (PCD), Key Peninsula Community Councils, and the Key Peninsula Business Association.

SHORT TERM ACTIONS (UPON PLAN ADOPTION TO 1 YEAR)

1. Support Peninsula Light Company’s policy of undergrounding utility lines and installing smart meter reader systems. (PALS, PWU)
2. Coordinate the review and approval of septic permits with the Planning and Land Services Department in order to determine if critical areas exist on the subject property. (PALS, PWU)
3. Amend Title 18A – Development Regulations – Zoning to minimize visual and noise impacts of trash and recycling collection points, loading docks, waste facilities, outdoor storage areas, and other service areas through site design, landscaping, and screening. (PALS)
Domestic Water

4. Require water system plans prepared by individual public water utilities to demonstrate that water resource management planning has been coordinated with adjacent Group A purveyors. (PWU)
5. Encourage the application and implementation of water conserving landscaping plans. Promote the retention of existing vegetation and the use of drought tolerant native vegetation in landscaping areas. (PALS)
6. Prohibit new wells on sites that are at high risk for saltwater intrusion, unless it can be demonstrated through a hydrogeologic assessment that additional groundwater withdrawal will not worsen the problem in the vicinity. (PALS, PWU, TPCHD)

Law Enforcement and Fire Protection

7. Establish a process for local fire district review and comment on development proposals. (PALS, FPB, Fire District 16)

Solid Waste

8. Provide for adequate waste disposal capacity on the Key Peninsula considering emergency needs as well as planned regular disposal needs. (PWU)
9. Ensure that all residents of the Key Peninsula have access to refuse disposal and recycling collection services. (PWU)

Transportation

10. Consider amending the annual updates to the Six-Year Transportation Improvement Program (TIP) and the Capital Facilities Plan (CFP) to include the highest priority motorized and nonmotorized transportation projects in the Key Peninsula Community Plan. (PWU, PALS)
11. Participate in the preparation of upcoming studies by the Washington State Department of Transportation (WSDOT) to establish a new SR 302 corridor or to make improvements to the existing SR 302 corridor. Request that WSDOT consider the provision of a regional trail as part of future improvements to the SR 302 corridor. (PWU, Parks)
12. Coordinate with WSDOT to request safety and operational improvements to the existing SR 302 corridor, including the SR 302/Purdy Drive NW intersection and the SR 16 ramps leading to SR 302. (PWU)
13. Develop and implement the Countywide traffic impact fee program as a means of financing roadway capacity improvements and mitigating the cumulative traffic impacts associated with future development. (PWU)
14. Amend development regulations to encourage the joint use of access roads and driveways by new development along SR 302, Key Peninsula Highway, and other arterials. (PALS, PWU)
15. Amend development regulations and roadway design standards to encourage the provision of nonmotorized facilities in new developments and in all new roadway construction. (PALS, PWU)
16. Coordinate with the Peninsula School District and the Key Peninsula Metropolitan Park District to identify and prioritize pedestrian and bicycle improvements for upcoming grant funding applications. (PWU, Parks)

17. Develop regulations to permit the installation of community-oriented signage along the roadways on the Key Peninsula. (PALS, PWU)

**Mid-Term Actions (1-5 years)**

1. Pierce County should study the feasibility of locating satellite government offices west of the Tacoma Narrows. (PALS, PWU, ED)

2. Introduce a variety of strategies that encourage public and private organizations to acquire, retain, and preserve open space. (PALS, Parks, LUAC, Key Peninsula Community Councils)

3. Develop and promote the Purchase of Development Rights and Transfer of Development Rights programs. (PALS, ED, Parks)

**Domestic Water**

4. Initiate water conservation measures. (PWU – Sewer and Water Utility Division and local water purveyors)

5. Support efforts to establish a water budget for the Key Peninsula as well as efforts to identify aquifer recharge areas throughout the Peninsula. (PWU, TPCHD, PALS)

6. Amend the Letter of Water Availability form to require additional information about water rights and existing and available water capacity to serve new development. (TPCHD, PALS)

7. Review existing and updated water system plans to ensure that they are compatible with the Key Peninsula Community Land Use Plan. (PALS)

**Solid Waste**

8. Provide opportunities for recycling at transfer locations for the public and commercial haulers. Expand the number and capacity of drop-off recycling facilities. (PWU)

9. Encourage private businesses to participate in buy-back recycling programs. (PWU)

10. Encourage waste collection companies serving the Peninsula to create a cost-effective commingled recycling option for civic uses and small business owners similar to the residential single cart recycling program. (PWU)

11. Encourage the Pierce County Solid Waste Division, the Tacoma-Pierce County Health Department, and the Pierce Conservation District to develop systems for the recovery and composting of animal manure. (PWU)

12. Encourage problem waste disposal facilities at the Key Center drop box transfer station and other appropriate public locations which currently lack these facilities. (PWU)

**Parks**

13. Actively pursue public access to marine and public fresh waters to provide shoreline access to non-waterfront neighborhoods. (PALS, PWU, Parks)
14. Work with Key Peninsula Metro Parks and the Washington State Department of Natural Resources to transfer surplus DNR lands to Metro Parks. (PALS, Parks)
15. Work with Key Peninsula Metro Parks to finalize the 360 acre park Master Development Site Plan and implement the plan through approval by the County Hearing Examiner. (Parks, PALS)
16. Pursue partnership opportunities for the acquisition of regional, neighborhood, and community park sites. (Parks)
17. Provide technical assistance to the Key Peninsula Metro Parks in the preparation of grants for park property acquisition, operation, and maintenance. (Parks)
18. Plan for a community-wide system of public trails to complement the nonmotorized transportation system. (Parks)
19. Establish a park impact fee, land dedication, or fee-in-lieu-of dedication program for community and neighborhood level parks within the plan area. (PALS, Parks)
20. Amend the Pierce County Development Regulations to require the dedication of regional trails or a fee-in-lieu-of land dedication during the site development process and to require the installation of nonmotorized transportation trails that connect new developments to schools, parks, or adjacent developments. (PALS, Parks)

**Transportation**

21. Consider amending the Pierce County Transportation Plan (Element) to include the motorized and nonmotorized transportation projects and priorities in the Key Peninsula Community Plan. (PWU)
22. Coordinate with WSDOT to ensure that improvements to SR 302 in the Key Peninsula area are included in the updates to the Highway System Plan (HSP) and other WSDOT planning and programming documents. (PALS, PWU)
23. Implement a program to investigate the feasibility of traffic calming measures and other strategies to address vehicle speeding and pedestrian safety concerns on the Key Peninsula. This program should include the participation of WSDOT, Peninsula School District, and local civic groups. (PWU, Sheriff)
24. Coordinate with WSDOT, the Key Peninsula Metro Park District, and other local groups to identify and implement an interconnected system of nonmotorized improvements throughout the Key Peninsula area. (Parks, PALS, PWU)
25. Work with the City of Tacoma, the Key Peninsula Metro Park District, and other affected property owners to study the feasibility of developing a regional multi-use trail along 144th Street KPN/NW (Powerline Road) and the Tacoma-Lake Cushman power transmission lines. (Parks, PALS, PWU)
26. Coordinate with Pierce Transit to increase the frequency and number of bus stops for the Bus PLUS service in Key Peninsula. Emphasis should be given to providing more frequent connections to the express bus service at the Purdy Park-and-Ride lot. (PALS, PWU)
27. Work with Pierce Transit to increase the number of Park-and-Ride lots in the Key Peninsula area. Consideration should be given to Lake Kathryn Village as a potential site for a Park-and-Ride lot. (PALS, PWU)
**LONG TERM ACTIONS (5-10 YEARS)**

**Domestic Water**
1. Coordinate land use planning and watershed planning efforts in Pierce County. Utilize the watershed plan information in future updates to the community plan. (PALS, PWU, TPCHD)

**Parks**
2. Acquire additional parcels of land for future park and trail development. (Parks)
3. Develop a system of recreational trails for local residents and tourists. (Parks)

**Transportation**
4. Coordinate with Pierce Transit to expand the service area for the Bus PLUS service in Key Peninsula. Consideration should be given to extending Bus PLUS service to Longbranch. (PALS, PWU)
Chapter 7: Plan Monitoring

The 1990 State Growth Management Act (GMA) requires jurisdictions to report on progress made in implementing the Act, and to subject their comprehensive plans to continuing evaluation and review. As a component of the County’s Comprehensive Plan, the Key Peninsula Community Plan is subject to this requirement. Generally, community plans are updated every five years and monitored yearly. The monitoring process includes evaluating 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 five elements of the plan.

Monitoring actions steps includes the development and implementation of regulations and design standards, coordinating the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. Information obtained from the monitoring program can be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.
Appendix H: Mid-County Community Plan

The Mid-County 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 Mid-County Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2005-94s2, Effective 3/1/2006).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

General Description of the Plan Area

Central Pierce County has experienced a significant amount of growth during the past several decades. Some of this growth has been at the expense of the Mid-County area’s rural atmosphere.

The Mid-County Community Plan area is located in central Pierce County at the fringe of the County’s urban growth area limits. The plan area is bordered by the City of Tacoma and the communities of Midland and Parkland to the west, the City of Puyallup and South Hill to the east, the City of Fife to the north and Frederickson to the south. The northern boundary of the plan area is State Route 167 (River Road) and Brookdale Road East/160th Street East represents the southern boundary. The western boundary shifts between the City of Tacoma boundaries, 20th Avenue East, and Golden Given. Woodland Avenue and 66th Avenue East represent the eastern boundary. The intersection of 96th Street East and Canyon Road East is roughly the geographic center of the plan area.

The plan area is approximately 23 square miles in size and encompasses almost 14,652 acres of urban, rural, and natural resource lands. Many small, distinct communities are located within the plan area including Summit-Waller, North Clover Creek Collins, and Summit View. Some plan area residents associate themselves with other neighboring communities such as Midland and South Hill. Major north/south transportation routes within and adjacent to the plan area include Mountain Highway, State Route 161 (Meridian), and Canyon Road East which bisects the center of the plan area. The main east/west access routes through the plan area are SR 167, 72nd Street East, SR 512, and 112th Street East.

While a small portion of the eastern plan area is located within the County’s Urban Growth Area boundaries, the majority of the plan area is rural in character with agricultural activities, hobby farms, and low density rural residential housing. There are many unique environmental features within the plan area including a system of rivers and creeks, all of which support a variety of wildlife species.
GROWTH TRENDS, POPULATION AND DEMOGRAPHICS

GROWTH TRENDS

During the years between 1990 and 2000, the Mid-County plan area had a similar percentage of population growth compared to Pierce County as a whole, but less growth compared to surrounding communities. The following is an example of the comparative growth (expressed in percent) from 1990 to 2000 between the plan area and other areas:

- Mid County - 18%
- Pierce County (incorporated and unincorporated) - 20%
- South Hill - 44%
- Frederickson - 52%
- Graham - 58%

CURRENT POPULATION

The year 2000 population within the plan area was estimated at 23,117 people. Of the total plan area population, it is estimated that 4,269 of those people reside inside the Comprehensive Urban Growth Area (CUGA) boundary while the remaining 18,848 residents live in either designated rural or natural resource areas. The year 2022 population estimates indicate that the population is expected to increase to 25,639 people. From this total estimate, 5,840 of those people will reside inside the CUGA boundary while the remaining 19,799 residents will live in either designated rural or resource areas.

DEMOGRAPHICS

Demographics for the plan area were compiled from information contained within the year 2000 U.S Census survey. The following census block groups contain the plan area and were used to derive the demographic information: 710.001, 710.002, 710.003, 710.004, 710.005, 710.006, 711.001, 711.002, 712.051, 712.052, 712.062, 712.063, 713.051, 713.052, 713.061, 713.062, 713.063, 713.073, 713.081, and 713.082.

The population within the plan area is generally older than Pierce County’s average. The median age for this plan area is approximately 38, while that for the County as a whole is approximately 35. The median household size for the plan area closely reflects that of the County, being 2.5 members in Mid-County and 2.62 in the County as a whole.

HISTORY OF MID-COUNTY

EARLY HISTORY

Native Americans lived in the Mid-County area for thousands of years before Europeans started to arrive in the 1830s. The local tribe which inhabited and utilized the Puyallup River area was the Puyallup Tribe of Indians, who hold reservation lands in this area today. Tribal villages were
established throughout the Puyallup River watershed and beyond. Hunting, fishing and gathering were their traditional food provision methods.

The Puyallup River valley area was one of the first areas in Pierce County settled by Euro-American emigrants who came west through an overland route such as the Oregon Trail in the 1850s. In 1853, the Mid-County area became part of the Washington Territory, and in 1889, part of the newly-formed State of Washington.

In 1850, the U.S. Congress passed the Donation Land Act that granted 320 acres to single adult male citizens or 640 acres to married couples settling the area. Portions of E. Meeker and C. Downey Donation Land Claims granted under this Act are located in the Mid-County community planning area.

Some of the segments in the present day arterials in the Mid-County community were dedicated to the local government for use as roads by local property owners and were named after the persons dedicating them or well-known families in the area. Some of these road names go back to the latter part of the nineteenth century. The following past road names are examples:

- S. Wilkens Road (a segment of 72nd Street East)
- Moeller-Mahon Road (a segment of 96th Street East)
- Knapp Moore Road (a segment of 104th Street East)
- Geo. A. Cooper Road (a segment of 128th Street East)
- Widerhold-Headley Road (a segment of Brookdale Road)
- Jordan-Chesney Road (a segment of Waller Road)
- Malcom McLarty Road (a segment of Canyon Road)
- Tacoma-Puyallup Road (Pioneer Way)
- Collins Road (a segment of 128th Street East)
- Moeller-Mahon Road (a segment of Vickery Avenue)
- Byrd’s Mill-Puyallup Road Revision (a segment of 84th Street East)
- Wilt-Hegele Road Extension (a segment of 112th Street East)
- Central Road (Bingham Avenue)

**Development of the Community**

Early settlers from the latter part of the nineteenth century were engaged in logging and agriculture, and fished in local waters. Crops cultivated in area farms included hops (in early period), and later, berries, bulbs, vegetables, hay, and grain, such as barley and oats. Later, raising cattle, dairy cows, goats, sheep and chickens became more common on local farms. Railroad lines that passed through the Summit area in the last decades of nineteenth century helped transport logs and farm produce from the area and bring supplies to the area.

**Schools**

Schools were a source of pride for the early Mid-County community. The Midland School District was formed in 1880. Its first two-story school was built in the 1890s. In 1904, the
Harvard School District consolidated with Midland School to become Midland School District No. 304.

Summit School, serving grades 1 through 4, was built in 1908 as a one-room school. In 1911, a second room was added to the Summit School and it was renamed the Central Avenue School. In 1927, after a fire destroyed the building in 1925, a much larger brick building was built to house only the elementary school children at 4505 104th Street East. Additions to the Central Avenue School were built in the 1940s and 1955. The Central Avenue School building still exists today at the same location.

Collins School, originally built in 1908 as a one-room school, added a second room in 1910 and a third room in 1919.

The Franklin Pierce School District No. 402 was created by voter approval in 1947, consolidating the Midland, Collins, and Central Avenue schools, in addition to the Parkland school.

In the early 1910s the local community organized another new School District No. 123. The one-room Woodrow School, named after President Woodrow Wilson, was constructed mostly through local community donation of labor and materials. It was expanded to a two-room school in 1918. A special school levy was passed to fund the construction of a modern building in the middle of the 1930s. A new three-classroom brick building was completed around 1936. At this time, Woodrow School was renamed Waller Road School. In 1953, three more classrooms were added. Further additions were made, including three classrooms and a play court on the north end of the building, seven classrooms, an office area and a multi-purpose room on the south end of the building added in 1960. In 1985, additional remodeling was accomplished to modernize the facility.

A large shed on property owned by Ed Eichorn served as a temporary school building while the first one-room Woodrow School building was being constructed in 1913. Later, when the Eichorn property was sold, the shed which served as a temporary school building was moved to the Waller Road Grange. The Waller Road Grange decided to renovate it as a special Pierce County bicentennial project. A group of volunteers furnished the building with authentic historic furnishings from the 1910s. During the local grange-related festivities, the first school building serves as a museum and community historic resource and is open to the public.

Agriculture, Infrastructure and Commerce

Collins and Waller Granges were two early granges organized in the community in the 1920s. They were organized to promote the area farmers' interest as a political entity and to provide educational and social opportunities for the local community. The granges still operate and remain two of the oldest granges in Pierce County.

Businesses established in the early decades of the twentieth century included Kimberg’s feed and grain store (which later added a gas pump), Sundell’s barbershop, confectionary store and pool hall, and Billy Bent’s Woodland Grocery. Kimberg’s store became Summit Trading Company in 1919 when purchased by Elmer and Oscar Carlson and moved to its present location at 10409 Canyon Road East in 1930. The store is still in family ownership.
Large dairy farms, poultry processing plants, and natural resource-based operations have located in the Mid-County area at different times. Faith Dairy operated a dairy farm in the 1960s and 1970s. Pederson Farm processed poultry starting in the 1940s and continued into the 1990s. Fors (Chicken) Hatchery also operated for a few decades. Gravel mining and construction-related industries such as Tucci’s and Sawyer’s gravel pit operated for many years. Some of these establishments have evolved to adjust to the changing markets and economic circumstances over time.

In 1925, a private water utility company was organized and shares were sold to individuals and businesses. The company brought domestic potable water to individual properties through wooden pipes. Starting in the late 1910s, telephone service became available to the area. By the mid-1920s, approximately 15 families around Waller Road had telephone service. Puget Sound Interurban Electric Railway which ran between Tacoma and Seattle reached the Puyallup area in December 1908 through the new “Short Line” that connected Tacoma with Puyallup. The line went south past the Puyallup fairgrounds, then west up the hill, through Summit, Midland, and Woodland (along present-day 104th Street East). Then it connected with the Spanaway line at Parkland. The electric railway stopped operating in 1928 because of decreased demand as more roads were paved for travel by automobile.

In 1926, Waller Road was paved in concrete making it more convenient for automobile travel. In 1928, Puget Power brought electricity to the Mid-County area. In 1930, the first Waller Road bus line was started by Charles Reed. The bus service took people from the community to Tacoma. The line later expanded to include service to Summit and Vickery. The demand for bus service declined as more people drove their own automobiles, and caused the local bus service to stop operating for a while. In 1947, the private bus service resumed.

Pierce County Fire District No. 9 (Woodland-Collins) was formed in April 1948, by the Summit-Woodland-Collins area residents. Through a special levy passed by area voters, the Fire District purchased a fire truck and equipment and housed them in a temporary structure. The first fire station was built at 11325 Canyon Road in 1950. Soon thereafter, Fire District No. 9 expanded from one station to three, from ten volunteers to forty volunteers, from one fire truck to twelve, adding ten paid personnel, and extending the fire protection coverage to thirty eight square mile area by late 1970s. In the early 1990s District 9 merged with District 4 (Midland), District 6 (Parkland), and District 7 (Spanaway) to form Central Pierce Fire and Rescue (CPFR). CPFR is now the County’s largest fire district.

**Growth and Development in the Late Twentieth Century**

The farms, orchards, and ranches of earlier decades gradually declined and became less active as family-owned and -operated industries and businesses. By the 1960s and continuing in the 1970s, the Mid-County area was becoming increasingly divided into smaller residential parcels of land.

Many existing Mid-County property owners enjoy the area’s agricultural heritage and rural lifestyle. A number of property owners operate ranches and other agricultural enterprises on a
hobby basis and support the protection of the rural heritage, rural lifestyle, and land use pattern.

The 40-acre land surrounding the Swan Creek was established as a regional-level Pierce County park land in 1967. In 1994, 160 acres of open space was established as Orangegate Park, a regional-level Pierce County park. Protection and conservation of major water and land resources such as Swan, Squally, and Clear Creeks and the Orangegate Park has become an important community-wide issue in recent decades.

**History Sources**

- *What’s Cookin?*. By Pierce County Fire District No. 9, Ladies’ Auxiliary Cook Book 1978.
- *County Roads Records*
- *Art Martinson*, retired History professor, PLU
- *Janet Baccus*, former president of Heritage League of Pierce County and community historian

**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.

**1980 Parkland-Spanaway Comprehensive [Community] Plan**

The Parkland-Spanaway Comprehensive [Community] Plan was adopted by Pierce County in 1980. In addition to the Parkland and Spanaway communities, the plan also included the Midland and North Clover Creek Collins communities and the northwestern portion of Frederickson. In 1983, the Midland area was removed from the control of the 1980 plan and reverted to the control of the 1962 Pierce County Comprehensive Plan. The 1980 Parkland-Spanaway-Comprehensive [Community] Plan remained in effect as a component of the new Comprehensive Plan, but many aspects of the 1980 plan were not consistent with the new County Comprehensive Plan and consequently were superseded by the new Countywide plan and implementing Development Regulations-Zoning that became effective in July 1995.
**1988 Summit-Waller Community Plan**

The Summit-Waller Community Plan was adopted by Pierce County in 1989, under Ordinance Number 88-209. The plan area consisted of the northern portion of the Mid-County plan area, extending from Pioneer Avenue to State Route 512. This plan is a subarea plan of the larger 1962 Pierce County Comprehensive Plan. Like other subarea plans implemented before the new 1994 Pierce County Comprehensive Plan, the Summit-Waller Community Plan remained in effect; however it was inconsistent with many Countywide planning policies.

**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. The GMA required Pierce County to develop and adopt a comprehensive plan which 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 new plan required under the Growth Management Act. In 1992, the Pierce County 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, per the requirements of the Washington State Growth Management Act, Pierce County adopted a new Comprehensive Plan. The Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The plan established population projections, urban growth areas, and rural areas. The new County-wide plan became effective January 1995, with its implementing regulations becoming effective July 1995.

**Community Planning**

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 residents live in community plan areas. Community plans must be consistent with the Comprehensive Plan and the GMA.

The community plans element of the Pierce County Comprehensive Plan envisions a local voice in how the Comprehensive Plan and its Development Regulations will be carried out in communities. This element provides the flexibility for communities to refine comprehensive plan land use designations and associated densities and make decisions about specific 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 in community plans.
SCOPE OF THE COMMUNITY PLAN

LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN

The Pierce County Comprehensive Plan Community Plans Element provides the authority for the preparation and adoption of community plans. This element requires that new community plan areas be established based on priorities such as public health, safety, or welfare; previous commitments by the County through legislative action to prepare a plan; and evidence of community support. Community plans can be initiated by Land Use Advisory Commissions through submittal of a petition to the Pierce County Executive and County Council that identifies the proposed area and identifies reasons why a community plan is needed or instigated by the Pierce County Executive, County Council, or Planning Commission in order to implement objectives, principles, and standards of the Comprehensive Plan. In 2001 by Resolution R2001-39s, the County Council authorized the initiation of a community plan for the Mid-County area.

In 2002, the County Council adopted Resolution R2002-65s, which required the community planning boards and the Planning and Land Services Department to use the adopted Upper Nisqually Valley, Gig Harbor Peninsula, and Parkland-Spanaway-Midland community plans, and implementing regulations for these plans, as a template for developing future community plans and regulations. Specifically, this Resolution encourages communities to use the existing menu of land use designations and classifications, employ the established use types and levels of use, recommend changes to administrative processes or development regulations that apply at a countywide scale (e.g., nonconforming use provisions and critical area and stormwater regulations), and adopt community plans prior to (at least nine months) the implementing regulations.

Resolution R2002-114 amended Resolution R2001-39s by increasing CPB representation to a total of eighteen members and indicating that all properties currently designated as Rural Separator should maintain that designation through the community planning process.

A community planning board (CPB) was formed in the winter of 2002. The CPB was tasked with the responsibility of developing the community plan. The CPB consisted of 17 members with a variety of backgrounds representing a variety of interests. The first meeting of the community planning board was held in December of 2002.

Ordinance No. 2005-8s2 adjusted the Mid-County Community Plan boundary by adding parcels in the northern portion of the plan area in order to be consistent with provisions of Ordinance 2004-87s.

PURPOSE AND USE OF THE COMMUNITY PLAN

The Mid-County Community Plan gives the residents, businesses, property owners, and the County a clear, more detailed sense of how the community should develop in the future and
what standards could be utilized to control the character of the community. The desired outcomes of the Mid-County Community Plan include:

- Update the Summit/Waller Community Plan;
- Development of a long-range vision for the Mid-County communities;
- Evaluate the vision for the Mid-County communities in light of the Pierce County Comprehensive Plan and make refinements as necessary to ensure consistency between the overall Countywide plan and the community plan; and
- Identify actions necessary to implement the policies of the community plan, including: adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements, such as roads, sidewalks, street landscaping, street lights, water-related improvements, and park development; social programs; economic programs, etc.

**COMPONENTS OF THE COMMUNITY PLAN**

**VISION STATEMENTS AND POLICIES**

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 become 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.

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), and implementing 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.

IMPLEMENTING ACTIONS
Implementing actions 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. Implementing actions set forth a direction or mechanism to accomplish vision and policies.

CONSISTENCY WITH THE PIERCE COUNTY COMPREHENSIVE PLAN
The goals, objectives, principles, and standards in the Mid-County Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan. Although the community plan proposes to change land use designations within the area, the proposed designations are already defined and policy direction is included in the County Comprehensive Plan. No new land use designations will be added to the Comprehensive Plan. The plan does propose rezoning of certain areas to implement the existing land use designations. The rezoning utilizes existing zone classifications contained with the Pierce County Zoning Code. No new zone classifications are proposed.

PUBLIC INVOLVEMENT
Development of the plan incorporated a variety of public involvement strategies including the formation of the Community Planning Board and committees, 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 Mid-County Community Plan could not have been accomplished without the Mid-County Community Planning Board (CPB). The CPB was appointed in the winter of 2002 and consisted of eighteen members representing a variety of interests and geographic locations of the community.

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 recommended plan to the Pierce County Planning Commission and Pierce County Council.

COMMITTEES

Resolution R99-103s directed the Frederickson Community Planning Board to hold joint meetings with the Mid-County Community Planning Board (CPB) to discuss issues of joint concern, specifically the Canyon Road corridor. Members of both boards met with the Makers Architecture and Urban Design firm to discuss a consistent design approach for properties south of SR 512 that abut Canyon Road East. The Mid-County CPB incorporated several of the design principles for Canyon Road East that were adopted in the Frederickson Community Plan.

OPEN HOUSES

The Community Planning Board held its first open house in March 2005. The open house was well attended by the community, with over 130 people attending. The open house provided an overview of the planning process and provided information on the work completed to date by the Community Planning Board.

An open house showcasing the Community Planning Board’s final recommendations was held in July of 2005 in conjunction with the Mid-County Advisory Commission’s study session for the plan. This open house gave the general public the opportunity to review and comment on the draft plan prior to its transmittal to the Pierce County Planning Commission and Pierce County Council. This open house also provided the Community Planning Board with important community feedback regarding their recommendations. Both open houses were advertised in the Tacoma News Tribune and with a community-wide mailing distributed to 16,776 residences or businesses within and adjacent to the plan area boundaries.

SURVEY

2001 COMMUNITY SURVEY

In December 2001, a survey was distributed throughout the community to solicit input on a variety of issues such as perceived quality of life, adequacy of facilities and services within the plan area, quality of the natural environment, and location and intensity of residential, commercial, and industrial uses.

The survey was conducted between December 2001 and February of 2002. At the time the survey was conducted, it was estimated that the plan area contained 12,989 households. The survey was mailed to every third household totaling 4,329 households located within and adjacent to the community plan area boundaries. It contained 75 questions broken down into different categories: Quality of Life; Natural Environment; Economic Element; Community Character; Transportation; Public Facilities; Public Services; Land Use; and Household Characteristics. At the end of the survey, respondents were given the opportunity to add their own comments regarding the community or the survey. The results of the survey helped PALS
staff and members of the Mid-County Community Planning Board assess community views regarding a variety of issues and were used as an aid in the development of the community plan.

A total of 664 surveys were completed and returned. This equates to a return rate of 6.5%. Statistically, a sufficient number of surveys were returned to obtain an accurate representation of household opinion to within approximately +/- 5 percent.

In regard to quality of life, the survey noted that the areas of greatest concern were traffic, development patterns, local job opportunities, and availability of recreational areas. The areas of least concern were the quality/availability of emergency services and quality of schools.

**SUMMARY OF THE MID-COUNTY COMMUNITY PLAN**

The Mid-County Community Plan contains policies and implementing actions for five subject areas or elements: Land Use Element, Community Character and Design Element, Natural Environment Element, Economic Element, and the Facilities and Services Element.

**LAND USE ELEMENT**

The Land Use Element addresses the location and intensity of land uses within the communities. A complete description of land use designations and their implementing zone classifications can be found in this element.

**COMMUNITY CHARACTER AND DESIGN ELEMENT**

The Community Character and Design Element addresses community character, heritage, and social interaction. This element also contains policies that will guide the design of both commercial and residential development.

**NATURAL ENVIRONMENT ELEMENT**

The Natural Environment Element includes consideration of the natural resources found in the area. Policies contained in this element define existing resources and guide future development with consideration of on-site environmental constraints.

**ECONOMIC ELEMENT**

The Economic Element analyzes the economy of the area and considers a myriad of opportunities to diversify the economic base. The element also provides guidance on ways the community can maintain a viable economic environment.
**Facilities and Services Element**

The Facilities and Services Element addresses infrastructures and services needed to support the proposed land use growth and development. Infrastructure includes capital facilities such as roads, trails, sewage disposal, parks, and utility lines. The policies within the community plan identify the capital improvements that are necessary to support the plan (sewers, water, sidewalks, etc.) and discuss potential partnerships and sources for funding opportunities.

**Plan Monitoring**

The Plan Monitoring section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to better fulfill each of the visions in the plan. This framework provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information from this program will be used in the next plan update cycle to help identify what changes the community plan may need in order to attain specified goals and meet the visions in the plan.

**Implementation**

The plan also contains proposed amendments to the Pierce County Comprehensive Plan and Development Regulations which serve to implement various plan policies. These proposed amendments will become effective upon final plan adoption.

**Vision Statement**

The citizens of Summit-Waller, North Clover Creek Collins, and Summit View envision a unique residential community that separates urban densities with rural development and environmentally sensitive areas. A rural atmosphere that accentuates the pastoral character by emphasizing natural characteristics, limited urban amenities, and agrarian activities. A series of commercial areas that are affixed along major traffic corridors that aim to become separate, vibrant commercial centers that meet the daily needs of local residents. An important component to Pierce County’s transportation network that not only serves local community needs but also the growth in surrounding communities and regional economic centers.

The communities of Summit-Waller, North Clover Creek Collins, and Summit View strive to:

- Conserve the natural environment and natural processes of the ecosystems present in the community and surrounding areas and address opportunities to restore the natural environment
- Protect and foster the unique rural atmosphere of the community, promote a clear distinction between urban and rural areas, and enhance future and existing residential and commercial developments by focusing on the limited needs of the community and the desire for certain amenities
• Allow small business and limited industry throughout the community, improve existing commercial activity along Canyon Road East and 112th Street East and recognize these roads as vital transportation corridors for economic development, and foster natural resource operations within the community
• Emphasize and preserve the rural area within the community. Associate the intensity of land uses with urban or residential character, surrounding activities, development patterns, and environmental constraints
• To provide public facilities and services and amenities in appropriate areas and acknowledge the capacity of frequently traveled roads and improve road conditions
Chapter 2: Land Use Element

**Introduction**

The Land Use Element of the Mid-County 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 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, regulatory and non-regulatory implementation actions to carry forth the policy direction.

**Description of Current Conditions**

The residents and business owners of Mid-County are proud of the rural character that has defined their community for decades. The character of Mid-County has been threatened by the drastic development that has occurred in adjacent communities in the past 30 years. In the late 1960s, Mid-County and unincorporated neighbors were primarily rural communities containing farms and large tracts of land. In 1972, the construction of State Route 512 was completed, opening the door for development.

In 1995 Pierce County implemented a Comprehensive Plan in accordance with the Washington State Growth Management Act. The Plan directs growth into urban areas where adequate facilities and services exist to serve urban populations. The Comprehensive Plan assigned commercial growth to a portion of 112th Street East and along Canyon Road East, south of SR 512, while the rest of the community was designated for residential or resource uses. The Comprehensive Plan did not address whether certain neighborhoods should or should not have higher densities, if environmental constraints should limit development, or identify unique or significant places in individual communities.

The implementing regulations for the Comprehensive Plan provided for consistent regulations throughout unincorporated Pierce County and failed to recognize individual communities’ desires. The regulations included requirements for landscaping and stipulated the allowable range of densities for each zone classification. Revisions were made to the regulations in the late 1990s to include standards for sidewalks, lot size, curbs, and gutters. 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 land development patterns and existing land use designations and zoning classifications.

**EXISTING LAND USES**

The Pierce County Assessor-Treasurer’s Office classifies how parcels are used for purposes of calculating assessed value for taxation. The Pierce County Planning and Land Services Department 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 Mid-County based upon Assessor information:

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Acreage</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>8,107</td>
<td>56%</td>
</tr>
<tr>
<td>Multifamily</td>
<td>276</td>
<td>2%</td>
</tr>
<tr>
<td>Group Home/Other</td>
<td>290</td>
<td>2%</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>782</td>
<td>5%</td>
</tr>
<tr>
<td><strong>TOTAL-RESIDENTIAL</strong></td>
<td>9,455</td>
<td>65%</td>
</tr>
<tr>
<td>Commercial/Service</td>
<td>455</td>
<td>3%</td>
</tr>
<tr>
<td>Industrial</td>
<td>121</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Education</td>
<td>83</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>107</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Quasi-public facilities</td>
<td>49</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Transportation/Communication/Utility</td>
<td>540</td>
<td>4%</td>
</tr>
<tr>
<td><strong>TOTAL-NONRESIDENTIAL</strong></td>
<td>855</td>
<td>8.9%</td>
</tr>
<tr>
<td>Open Space/Recreation</td>
<td>302</td>
<td>2%</td>
</tr>
<tr>
<td>Resource Lands</td>
<td>951</td>
<td>7%</td>
</tr>
<tr>
<td>Vacant Lands</td>
<td>2,490</td>
<td>17%</td>
</tr>
<tr>
<td><strong>TOTAL -VACANT/RESOURCE/OPEN SPACE</strong></td>
<td>3,743</td>
<td>26%</td>
</tr>
<tr>
<td>Other/Undefined</td>
<td>51</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Roads/R.O.W</td>
<td>48</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>TOTAL – OTHER</strong></td>
<td>48</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>GRAND TOTAL</strong></td>
<td>14,652</td>
<td>100%</td>
</tr>
</tbody>
</table>

Pierce County Comprehensive Plan | Mid-County Community Plan
CURRENT COMPREHENSIVE PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS

The Pierce County Comprehensive Plan establishes seven different land use designations within Mid-County. These land use designations are Moderate Density Single Family (MSF), High Density Residential District (HRD), Mixed Use District (MUD), Community Center (CC), Rural Separator (RSep), Rural Neighborhood Center (RNC), and Agricultural Resource Lands (ARL). These land use designations indicate the type, intensity, and density of land uses authorized by the Comprehensive Plan. Refer to Map H-3: Historic Land Use Designations.

The MSF and HRD designations are residential in nature, while the MUD and CC designations are auto-oriented commercial that also allow 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 heavy industrial purposes could be designated MSF, a residential land use designation.

The following table summarizes the land use designations in terms of acreage:

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>1,711</td>
<td>12%</td>
</tr>
<tr>
<td>Community Center (CC)</td>
<td>215</td>
<td>&lt;2%</td>
</tr>
<tr>
<td>High Density Residential District (HRD)</td>
<td>104</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>916</td>
<td>6%</td>
</tr>
<tr>
<td>Rural Separator (RSep)</td>
<td>10,896</td>
<td>75%</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>49</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Agricultural Resource Lands (ARL)</td>
<td>746</td>
<td>5%</td>
</tr>
<tr>
<td>Other</td>
<td>15</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>14,652</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

Land use designations are shown on Map H-3: Historic Land Use Designations and Map H-4: Historic Zoning.

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 4-6 dwelling units per acre. The MSF designation is the predominant designation in Summit View. Approximately 12% of Mid-County (1,711 acres) is designated as MSF.
COMMUNITY CENTER

The Community Center (CC) designation has as its focus a significant traffic generator around which develops a concentration of other commercial office, services, and some high-density residential development. The commercial activity is drawn from a customer base of more than one neighborhood. The CC designation includes 215 acres located at the intersection of SR 512 and Canyon Road East. The CC designation accounts for <2% of the community.

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. Allowed residential densities in the HRD range from 6 to 25 dwelling units per acre. There is one area designated HRD located in the vicinity of 112th Street East between Golden Given and Vickery Avenue. This designation accounts for less than 1% of the community and contains approximately 104 acres.

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 and is typically located along a roadway used by residents of more than one community. The MUD designation also allows for multifamily residential uses. The majority of Canyon Road East located south of 116th Street East and an area east of Canyon Road East along 112th Street East is designated as MUD. The MUD designation accounts for approximately 916 acres of land, totaling approximately 5% of the community.

RURAL SEPARATOR

The Rural Separator (RSep) designation allows a density of one dwelling unit per five acres. Density incentives are provided when 50 percent or more of the property is designated as open space. The Rural Separator (RSep) zone classification includes rural lands intended to provide a buffer or separation between urban zone classifications. The RSep designation accounts for approximately 10,896 acres of land, totaling approximately 75% of the community.

RURAL NEIGHBORHOOD CENTER

The Rural Neighborhood Center (RNC) designation serves the everyday needs of local rural residents. The RNC provides limited convenience shopping and services, is limited in size, and retains a scale and intensity that is appropriate for maintaining the rural character. The RNC designation accounts for approximately 49 acres of land, totaling less than 1% of the community.
Agricultural Resource Lands (ARL) are distinct from rural lands and include agricultural lands that have been designated as having long-term commercial significance. The Comprehensive Plan identifies criteria and guidance for protection, management, and future development of lands designated Agricultural Resource Lands. The key criterion for defining Agricultural Resource Lands is the presence of the County’s most productive agricultural soil types and their associated production yield. The ARL designation accounts for approximately 746 acres of land, totaling approximately 5% of the community.

Description of Desired Conditions

One of the most significant issues addressed through the community planning process is land use. How land is utilized within a community directly affects the community’s character and the quality of life perceived by its residents. The utilization of land also directly influences many other planning considerations, including but not limited to transportation system planning, provision of water and sewer infrastructure, and protection of the natural environment. In regard to land use, members of the Mid-County Community Planning Board have reviewed the Pierce County Comprehensive Plan in light of the existing conditions present in the plan area. This review has identified a series of modifications that should be made to the Pierce County Comprehensive Plan in order to assure that this plan accurately reflects the needs and desires of the community. These modifications include changes to the land use designations and zoning classifications within the plan area and the adoption of a series of new policies related to land use.

Proposed Designations and Zoning Classifications

The community plan retains a wide-range of land use designations that apply within the plan area. Three additional designations are proposed to be applied in the community: High Density Residential, Neighborhood Center and Employment Center. A total of eight land use designations are proposed. The urban designations are: Moderate Density Single Family (MSF), Community Center (CC), Neighborhood Center (NC), High Density Residential District (HRD), and Employment Center (EC). The rural designations are: Rural Separator (RSep), Rural Neighborhood Center (RNC), and Agricultural Resource Lands (ARL).

The range of zoning classifications would be expanded from the current seven zones to eleven zones under the community plan. New zones that would be introduced to the area include Single Family (SF), Residential Resource (RR), Neighborhood Center (NC), Moderate High Density Residential (HRD), and Community Employment (CE). The new zones are proposed in order to more closely manage the location, type, and intensity of land uses that occur within certain areas of the community. The proposed modifications are discussed in detail below:
**HIGH DENSITY RESIDENTIAL DISTRICT**

The High Density Residential District (HRD) designation is intended to be composed of multifamily and high density single-family and two-family housing and limited neighborhood retail and service commercial uses.

**PROPOSED ZONING**

The High Density Residential District (HRD) plan designation will be implemented by the Moderate High Density Residential (MHR) zone. The MHR zone differs from Pierce County's current HRD zone in that it does not allow for commercial uses. The MHR zone permits high density single-, two-, and multifamily housing and compatible civic uses. The residential density range for this zone is eight to twenty-five dwelling units per acre. Areas zoned MHR are located primarily to provide transitions between centers, districts, and residential neighborhoods.

**MODERATE DENSITY SINGLE-FAMILY DESIGNATION**

The community plan retains the Moderate Density Single-Family (MSF) designation as the dominant land use type for the Summit View area. This designation allows for single-family dwellings. Commercial and industrial uses are prohibited. Specific densities are based on physical constraints on the land and the availability of urban services such as sewers. The designation generally allows two to six dwelling units per acre. The land area to which this designation applies would slightly decrease from that what is designated under the Pierce County Comprehensive Plan. Under the Pierce County Comprehensive Plan, 1,711 acres are designated MSF. MSF acreage would slightly increase to 1,743 acres under the community plan.

**PROPOSED ZONING**

The Moderate Density Single-Family plan designation will be implemented by two zoning classifications: Single Family (SF) and Residential Resource (RR). The Moderate Density Single-Family (MSF) zone is not applied in the Mid-County Plan area.

The first zone used to implement the MSF designation is the Single Family (SF) zone. The zone is intended to provide residential areas that are less dense and more homogenous than those developed under the MSF zone. The primary land use allowed within this classification is moderate density single family and compatible civic uses. Single-family detached housing is the primary housing type that is permitted. Duplexes and other multiple family housing types are prohibited. The SF zone permits a density of four dwelling units per acre. The zone is applied in the less environmentally constrained areas of the urban plan area as a means of reducing impacts to the current natural drainage systems while continuing to allow urban density residential development. Approximately 1,196 acres are proposed to be zoned SF.

The second zone used to implement the MSF designation is the Residential Resource (RR) zone. The zone is intended to provide for lower residential densities, increased open space, and reduced impervious surfaces in the environmentally constrained areas of the urban plan area in order to better protect the high priority resources and their significance for surface water management in the area. The zone classification is the least intensive of Pierce County’s urban...
residential zones, permitting a density of one to three dwelling units per acre. The RR zone is currently used by Pierce County in the adjacent communities of Parkland, Midland, Spanaway, South Hill, and Frederickson to provide higher levels of protection to Clover Creek and other high priority resources in those communities. Approximately 2% (546 acres) of the Mid-County plan area would be zoned RR.

**COMMUNITY CENTER**

The Community Center (CC) land use designation will continue to apply within the community plan area. The primary role of the Community Center is to provide retail and service opportunities that Mid-County residents are likely to access on a weekly or frequent basis such as grocery stores, restaurants, or banks. 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. One Community Center is designated at the intersection of SR 512 and Canyon Road East.

**PROPOSED ZONING**

The Community Center plan designation will continue to be implemented by the Community Center (CC) zone classification. The CC zone is similar to Pierce County’s current CC zone classification. Residential densities are 10-22 units per acre. The uses permitted in the zone are generally the same, with a few minor modifications such as no longer allowing contractor yards. The total amount of area zoned CC would be approximately 373 acres, a 1% increase over that which is zoned CC under the Comprehensive Plan. The increase would be the result of rezoning parcels along Portland Avenue near 112th Street East to CC and areas in immediate vicinity of the current CC along 112th Street East.

**NEIGHBORHOOD CENTER**

The primary role of the Neighborhood Center designation is to provide local residents daily goods or frequently needed services without having to travel to large commercial areas on SR 7/Pacific Avenue and SR 161/Meridian Avenue. 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.

**PROPOSED ZONING**

The Neighborhood Center (NC) designation will be implemented by one zone classification: Neighborhood Center (NC). The proposed Neighborhood Center zone classifications are located along Canyon Road East at the intersections of 128th Street East, 144th Street East, and 160th Street East and along 112th Street East at the intersections of Waller Road, Vickery Avenue and Bingham Avenue.

The uses permitted in the NC zone classification are oriented to small-scale retail sales or services and a wide range of civic uses. Uses such as daycare centers, small grocery stores, doctor or dentist offices, and espresso sales would be allowed within the zone.
**Employment Center**

The Employment Center (EC) designation is currently not applied within the Mid-County plan area. The EC designation provides land for industrial, manufacturing, and office jobs. Uses in the EC range from land intensive, heavy industrial to light manufacturing, assembly, wholesale activities, and corporate office and office park development. Commercial uses subordinate to and supportive of employment uses are also permitted. The community plan would apply the EC designation to approximately 821 acres within the plan area.

**Proposed Zoning**

The EC designation would be implemented through the Community Employment (CE) zone, a light industrial zone. The CE zone differs from the EC zone in that certain heavy industrial uses, such as basic manufacturing and hazardous materials storage and processing are not permitted. The CE zone serves to provide for additional land area for the Frederickson Employment Center, an area south of the plan area, and utilize the access to SR 512 from 112th Street East. Commercial retail and service uses would be limited. The CE zone would be applied in several areas currently zoned MUD: areas along 112th Street East and portions of Canyon Road East (south of 118th Street East). The total acreage of CE zoned land would be approximately 821 acres.

**Rural Separator**

The community plan retains the Rural Separator (RSep) designation as the dominant land use type for the Mid-County plan area. This designation is the same as the general Pierce County designation and allows for single-family or two-family dwellings, resource uses and limited civic uses. Multifamily housing, commercial and industrial uses are prohibited. The designation allows for one dwelling unit per five acres. The land area to which this designation applies would slightly decrease from that what is designated under the Pierce County Comprehensive Plan. Under the Pierce County Comprehensive Plan, 10,896 acres are designated RSep. RSep acreage would be decreased to 10,696 acres under the community plan.

**Proposed Zoning**

The Rural Separator plan designation will be implemented by one zoning classification: Rural Separator (RSep). The RSep zone that is proposed by the community plan is generally the same as Pierce County’s current RSep zone classification. The primary land use allowed is rural housing, compatible civic and resource uses. The minimum density for the zone (one dwelling unit per five acres) and the maximum density for the zone (two units per five acres) remain unchanged. The total amount of area zoned RSep would decrease by 211 acres. The decrease would be the result of rezoning parcels along 112th Street East (between 44th Avenue East and 50th Avenue East) from RSep to either SF, NC or CE; the creation of Rural Neighborhood Centers (RNC) at the intersection of 96th Street East and Canyon Road and 72nd Street East and Canyon Road; and an RNC expansion at 72nd Street East and Waller Road.
**Rural Neighborhood Center**

The Rural Neighborhood Center plan designation will be implemented by one zoning classification: Rural Neighborhood Center (RNC). The RNC includes areas which have established commercial uses that provide limited convenience shopping and services that meet the daily needs of the surrounding rural area.

**Proposed Zoning**

The RNC zone that is proposed by the community plan is generally the same as Pierce County’s current RNC zone classification. The total amount of area zoned RNC would be approximately 2 acres less than that which is zoned RNC under the Comprehensive Plan. The increase would be the result of expanding the RNC at 72nd Street East and Waller Road, applying new RNCs at the intersections of 72nd Street East and Canyon Road East and 96th Street East and Canyon Road East. A decrease in acreage would occur at the RNC located at 84th Street East and Canyon Road due to the rezoning of parcels from RNC to RSep to acknowledge the current residential uses and publicly owned parcels not intended for commercial uses.

**Agricultural Resource Lands**

The Agricultural Resource Lands designation is implemented by the Agricultural Resource Lands (ARL) zoning classification. Agricultural Resource Lands includes land in the plan area that is primarily devoted to the commercial production of agricultural products and is applied to parcels outside of the urban growth area that meet Comprehensive Plan criteria related to soil and other conditions.

**Proposed Zoning**

The ARL zone that is proposed by the plan is generally the same as Pierce County’s current ARL zone classification. The total amount of area zoned ARL would be approximately 11 acres less than that which is zoned ARL under the Comprehensive Plan. The decrease would be the result of rezoning one parcel along River Road from ARL to RSep to acknowledge the current soil conditions that are not suitable for agricultural production.

The following tables and maps illustrate the changes in land use designations and zone classifications contained within the community plan.
### Table H-3: Proposed Land Use Designations

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Approximate Acreage</th>
<th>Percent of Plan Area</th>
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</thead>
<tbody>
<tr>
<td>Moderate Density Single Family (MSF)</td>
<td>1,743</td>
<td>12%</td>
</tr>
<tr>
<td>Community Center (CC)</td>
<td>339</td>
<td>2%</td>
</tr>
<tr>
<td>Neighborhood Center (NC)</td>
<td>236</td>
<td>2%</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>821</td>
<td>5%</td>
</tr>
<tr>
<td>Rural Separator (RSep)</td>
<td>10,696</td>
<td>73%</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>48</td>
<td>&lt;1%</td>
</tr>
<tr>
<td>Agricultural Resource Lands (ARL)</td>
<td>735</td>
<td>5%</td>
</tr>
<tr>
<td>High Density Residential (HRD)</td>
<td>34</td>
<td>&lt;1%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>14,652</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

### Table H-4: Proposed Land Use Designation and Zone Classifications

<table>
<thead>
<tr>
<th>Designation</th>
<th>Zone Classification</th>
<th>Approximate Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single Family (MSF)</td>
<td>Single Family (SF)</td>
<td>1,196</td>
</tr>
<tr>
<td></td>
<td>Residential Resource (RR)</td>
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<td>Community Center (CC)</td>
<td>Community Center (CC)</td>
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<tr>
<td>Employment Center (EC)</td>
<td>Community Employment (CE)</td>
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</tr>
<tr>
<td>Rural Separator (RSep)</td>
<td>Rural Separator (RSep)</td>
<td>10,696</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>Rural Neighborhood Center (RNC)</td>
<td>48</td>
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<tr>
<td>Agricultural Resource Lands (ARL)</td>
<td>Agricultural Resource Lands (ARL)</td>
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<tr>
<td>High Density Residential (HRD)</td>
<td>Moderate Density Residential</td>
<td>34</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>14,652</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Land Use Policies

#### Goals

The communities of Summit-Waller, North Clover Creek Collins, and Summit View strive to emphasize and preserve the rural area within the community. The intensity of new land uses should be consistent with the existing urban or residential character, surrounding activities, development patterns, and environmental constraints.

#### Rural Residential

**Goal MC LU-1**  
Preserve the natural, forested and pastoral character of rural lands outside the Urban Growth Area.
MC LU-1.1 Ensure that development which does occur in rural areas is planned in an environmentally conscientious manner as to be compatible with the desired character through the control of intensity and density of land uses and protection of open space.

MC LU-1.2 The preservation of agricultural lands is a priority.

MC LU-1.3 Careful planning shall assure urban levels of service do not occur in the rural area.

GOAL MC LU-2 The Rural Separator designation is intended to protect and preserve the rural-residential character of the area; protect rural lands from continued urban-suburban sprawl; protect groundwater and surface water quality, and provide opportunities for recreational activities.

MC LU-2.1 The continuation of agricultural practices should be encouraged and shall be promoted when such practices are conducted in an environmentally responsible manner.

MC LU-2.2 Land uses shall be limited primarily to low density residential, agricultural, forestry, and recreational uses.

MC LU-2.3 Provisions should be made to allow for limited civic and public safety uses when appropriately designed so as to be compatible with their surroundings.

MC LU-2.4 Limited provisions may be made for light commercial and industrial uses within the Rural Separator area when directly associated with existing agricultural, forestry, or natural resource related uses.

MC LU-2.4.1 Examples of such limited light commercial and industrial uses include agricultural product and supply sales, horticultural nurseries, veterinary services, and commercial stables.

MC LU-2.5 Recreational uses should be limited primarily to parks, walking, equestrian, and biking trail systems, athletic fields, golf courses, and similar uses which maintain a significant majority of land in a vegetated state.

GOAL MC LU-3 Allow manufactured homes as accessory dwelling units.

MC LU-3.1 Consider increasing the maximum square footage of an accessory dwelling unit in the rural area to 1,300 square feet.

GOAL MC LU-4 A range of rural housing densities shall be allowed to occur on Rural Separator lands.

MC LU-4.1 The allowed density shall range from 1 dwelling unit per 5 acres to a maximum of 2 dwelling units per 5 acres.

MC LU-4.2 Maximum density shall be allowed only when the natural environment can accommodate this density and at least 50% of the gross acreage of the land proposed to be developed is dedicated in perpetuity as open space through deed restriction and other appropriate mechanisms.

MC LU-4.2.1 This open space area should be located in a tract separate from any newly created lots.
GOAL MC LU-5

Ensure that impacts of existing industrial operations to surrounding uses and the environment do not increase.

MC LU-5.1

Do not permit expansion of nonconforming industrial operations except minor expansion that does not involve additional land area and which is accompanied by improvements which make the operation more compatible with surrounding uses.

MC LU-5.2

Provide for implementation mechanisms to allow for continuance of legally existing contractor’s yards and other legally existing operations associated with surface mining after mining operations have been discontinued. Uses prohibited in the community plan, such as concrete recycling, shall not be authorized.

MC LU-5.2.1

Such mechanisms should provide for site-specific review, citizen participation, and imposition of design and performance standards to protect surrounding land uses, the community, and the environment from adverse impacts.

MC LU-5.2.2

Such mechanisms would not be intended to be precedents for rezoning of adjacent properties to less restrictive zoning classifications.

GOAL MC LU-6

Through requirements and incentives, gradually reduce impacts of industrial operations upon surrounding uses and the environment.

MC LU-6.1

As industries cease to operate, including the extraction of gravel, promote new uses consistent with the goals, objectives, and policies of this plan, compatible with residential land uses and the community’s rural character.

RURAL COMMERCIAL

GOAL MC LU-7

Strictly control commercial expansion or introduction of new commercial uses to ensure compatibility with residential land uses and prevent strip development.

GOAL MC LU-8

The Rural Neighborhood Centers (RNC) located at 96th Street East and Canyon Road East, 84th Street East and Canyon Road East, 72nd Street East and Canyon Road East, and 72nd Street East and Waller Road are recognized as important neighborhood civic and commercial focal points in the rural area.

MC LU-8.1

RNCs shall strive to improve architectural characteristics that will shape and enhance the appearance of the center.

MC LU-8.2

Appropriate commercial uses shall be limited to food stores and the sale of general merchandise in buildings that do not exceed 5,000 square feet of building footprint and those resource uses such as agricultural sales.

MC LU-8.3

Appropriate civic uses shall be encouraged in RNCs.

MC LU-8.3.1

These uses shall be limited to daycare centers, community service centers, postal services, neighborhood parks, churches, police, and fire safety services.

MC LU-8.4

New residential uses shall be prohibited in RNCs.

MC LU-8.4.1

Additions and remodels to existing dwelling units may be permitted.
MC LU-8.5  Noise, dust, odorous gas, and lighting shall not be permitted to adversely affect the adjacent residential neighborhood.

MC LU-8.6  New commercial and civic uses shall be buffered from adjacent lower intensity rural uses outside of the RNC designation.

MC LU-8.7  All new or redeveloping civic and commercial uses in rural centers shall be subject to commercial design standards.

RESOURCE LANDS

GOAL MC LU-9  Recognize agriculture as an important resource for the plan area.

MC LU-9.1  De-designate Agricultural Resource Lands within the plan area that can demonstrate that they do not meet the soil criteria identified in the Comprehensive Plan.

MC LU-9.2  Give high priority to agriculture in land acquisition programs sponsored by the County, such as Conservation Futures, Purchase of Development Rights, and the Conservation District Assessment.

MC LU-9.2.1  The Agricultural Resource Lands designated properties in the north section of the community planning area shall be given high priority because of the value of the agricultural soils in those areas.

URBAN RESIDENTIAL

GOAL MC LU-10  Implement distinct zoning districts for a variety of residential choices including: single-family, multifamily, senior housing, and mixed-use development.

MC LU-10.1  Low residential densities should be located in the vicinity of environmentally constrained lands such as wetlands, floodplains, lands with hydric soils, and aquifer recharge areas.

MC LU-10.2  High density residential should be located where infrastructure is available.

MC LU-10.3  Establish the High Density Residential District (HRD) Designation.

MC LU-10.4  The primary uses within the High Density Residential District (HRD) designation shall be moderate to high density single-family detached, two-family, attached single-family, and multifamily.

MC LU-10.5  Provide incentive-based residential density regulations.

MC LU-10.5.1  Provide on-site density credits for the Residential Resource zone.

GOAL MC LU-11  Allow non-residential uses within residential areas.

MC LU-11.1  Limited non-residential uses such as schools and daycares should be allowed within residential areas.
Non-residential activity should be scaled and sized appropriately to ensure compatibility within the neighborhood.

**GOAL MC LU-12**

Ensure residential rezone applications are consistent with the intent, goals, objectives, and standards as set forth in the Mid-County Community Plan. Residential rezones may be allowed when the following criteria are met:

**MC LU-12.1**
A PDD shall accompany all rezone applications;

**MC LU-12.2**
If the request is to up-zone from Residential Resource to Single-Family, it must be demonstrated that the environmental constraints qualifying the property for such classification no longer exist on the site;

**MC LU-12.3**
An analysis of market vacancy has demonstrated that there is a need for higher density within the Mid-County 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.

**MC LU-12.4**
For any rezone request to allow higher densities, the site must be located on an arterial within 1,000 feet of a transit stop.

**MC LU-12.5**
Compatibility with surrounding uses shall be maintained.

**MC LU-12.6**
For any rezone request to allow higher densities, connection to sewers shall be required.

**MC LU-12.7**
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.

**Urban Commercial**

**GOAL MC LU-13**
Encourage commercial centers, corridors, and districts to contain a diverse mix of uses.

**MC LU-13.1**
Recognize and support the Community Centers near SR 512 and Portland Avenue and SR 512 and Canyon Road as commercial and limited mixed use residential areas, whose growth must be nurtured in a motor vehicle-oriented market environment with a balance of pedestrian and transit facilities.

**GOAL MC LU-14**
The Neighborhood Centers (NC) located along Canyon Road East at the intersections of 128th Street East, 144th Street East and 160th Street East and the NCs along 112th Street East at the intersections of Waller Road, Bingham Avenue, and Vickery Avenue are recognized as important neighborhood civic and commercial focal points.

**MC LU-14.1**
New developments in NCs shall strive to improve architectural characteristics that will shape and enhance the appearance of the 112th Street East and Canyon Road East corridors.

**MC LU-14.2**
Any future expansion of the land utilized as an NC shall be on those parcels adjacent to the existing centers.
MC LU-14.2.1 Under no circumstances shall the expansion cause an NC to exceed 55 acres in size.

MC LU-14.3 Any development within an NC shall have access onto a major or secondary County arterial road.

MC LU-14.4 No new NCs shall be created after the adoption of the Mid-County Community Plan.

GOAL MC LU-15 Provide for the orderly transition to other uses of older residential or commercial areas that are no longer viable for their original use, scale, or intensity of use.

MC LU-15.1 Ensure that the types of commercial uses permitted are those that will not have unacceptable adverse impacts on surrounding land uses or the environment due to hours of operation, noise, traffic, light and glare, or other causes.

MC LU-15.2 The management of areas in transition shall balance the needs of existing residents and businesses with the need to accommodate new uses.

GOAL MC LU-16 Identify and utilize public and private sector incentives and methods in the establishment of uses and developments in areas where redevelopment and revitalization will improve service, visual attractiveness, and quality of life.

GOAL MC LU-17 Encourage the appropriate use of areas adjacent to heavily traveled arterials while minimizing land use and traffic conflicts.

MC LU-17.1 Identify arterials that are appropriate for continued or future office and service commercial development, and mixed use development (retail, service, and office commercial and residential).

GOAL MC LU-18 A Mixed Use District designation should be established in the 104th St E and Canyon Road E area to create a transition between surrounding residential, civic and, commercial uses.

MC LU-18.1 The Mixed Use District designation should allow for a mix of commercial retail, service, office, compatible light industrial and residential uses. Residential uses may include single-family and multi-family development with densities between 12 and 25 units per acre.

GOAL MC LU-19 Seek to secure a broad industrial, business, and research base for the greater community by ensuring that adequate land, public facilities and services, and street capacities are available for future industrial growth.

MC LU-19.1 Through public and private efforts, there shall be an identification of small properties which have the potential to be assembled into parcels large enough for industrial development.

MC LU-19.2 Uses which support industrial and warehouse activities should be located near those uses in areas designated Employment Center.
Manufacturing operations may be located within other civic and commercial areas as long as such sites are compatible with the use intensity of the surrounding area.

Industrial developments shall be separated from residential areas through the use of aesthetically pleasing and effective methods (e.g., vegetative buffers, landscaped berms, fences, walls, setbacks, etc.).

All storage yards shall be entirely screened from the view of adjacent properties which contain dissimilar uses.

Promote the establishment of low and moderate intensity industrial, research, and office activities in Community Employment (CE) areas along the urban portions of 112th Street East and Canyon Road East where such uses are or can be made compatible with surrounding non-industrial uses through adequate separation, buffering, and sensitive placement of buildings, loading areas, materials storage, and parking.

Retailing of goods and services shall be limited to bulk commodities and large items requiring on-site warehousing (e.g., building materials, commercial equipment, and supplies).

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

**SHORT TERM ACTIONS**

1. Amend Title 18A-Zoning, Title 18B-Signs, and Title 18J-Design Standards and Guidelines according to Land Use policies. (PALS)
2. Ensure the integrity of the Rural Separator (RSep) through: (PALS)
   - Land use designations, zoning, and development regulations;
   - Providing a transition between urban land and rural areas; and
   - Creating standards to promote compatibility with surrounding uses.
   - Prohibit urban uses and urban levels of service.
3. Consider amending Title 18A-Zoning to increase the maximum square footage of accessory dwelling units in the rural area to 1,300 square feet. (PALS)
**Mid-Term Actions**

1. Pursue opportunities for incentive programs that will stimulate revitalization and redevelopment projects that improve community aesthetics and services. (PALS)

**Long Term Actions**

1. Complete a monitoring report to evaluate growth trends to determine if planned densities are being achieved. (PALS)
2. Complete a monitoring report to evaluate the effectiveness of regulations and incentives. (PALS)
*Note: The legend shows only the land use designations within the Mid-County Community Plan Area. The areas outside this plan area are masked within the map display.
Chapter 3: Community Character and Design Element

INTRODUCTION

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

The Community Character and Design Element is a new addition to the set of documents comprising the Pierce County Comprehensive Plan. The element is an integral part of the entire growth management planning process for the Mid-County plan area. Design directly affects land use patterns, transportation planning, community and neighborhood livability, and overall quality of life. The design direction found in the community plan is intended to reinforce the aesthetic character that the community wants to retain and build upon. This element provides policies for site and building design which will enhance the image the community would like to portray to its own residents and visitors.

The Community Character and Design Element works with the Land Use Element by providing the policy direction for urban and rural design standards and guidelines. The design direction found is also closely linked with, and provides support for, policy direction in the Economic Element, Natural Environment Element, and the Facilities and Services Elements of the community plan.

Over time, the community has developed a sense of pride regarding the natural character of the Rural Separator designation and its connection to the Clover Creek drainage southward and the drainage northward via Swan Creek and Clear Creek. These features create a unique environment for community identity. Citizens have determined a high priority should be given to recognizing and
preserving the environmental character of the area. The Community Character and Design Element emphasizes the community’s vision by setting forth goals and objectives related to the preservation of the historic resources and natural characteristics of the area. The element also outlines policies for design standards that will help reinforce and preserve the unique environmental character of the area.

**DESCRIPTION OF CURRENT CONDITIONS**

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

The existing residential character is mostly comprised of larger platted properties throughout the Rural Separator with a significant amount of vegetative buffers within the area. Significant stands of trees still remain and coexist with areas that have been cleared and voided of understory vegetation for grazing and small scale agricultural practices. Within the Summit View portion of the plan area, there were no design standards required for residential development. The residential complexion of the area is largely single-family and duplex with high concentrations of multifamily in the Community Center area along the major arterials of Canyon and 112th Street East.

**DESCRIPTION OF DESIRED CONDITIONS**

The citizens of the Mid-County plan area want to keep their communities desirable places to live. Where appropriate, they would like to restore the character of the area by preserving historic resources throughout the area and blending natural features with the built environment. The Mid-County Community Plan accomplishes these goals through the use of design standards and other regulatory measures.

**COMMERCIAL AREAS**

One state highway and two major arterials traverse the Mid-County community, providing opportunities to create attractive entrances to the area. Plantings, signs, public art, and other features can be used to create aesthetically pleasing entrances and provide a sense of the community. Mid-County commercial areas will be well screened from fronting arterials when possible and enhanced with well designed architectural features to emphasize their character and unique sense of place.
NEIGHBORHOODS

Most of the Mid-County area, with the exception of the Summit View area, is within rural Pierce County and therefore not subject to increased residential use. Although the Summit View area is within the Urban Growth Area, much of the area is constrained with environmental features that will limit large scale residential development. When new residential areas are proposed they will have a diversity of housing types reflecting community identity, a small town atmosphere, and respect for the natural environment.

Neighborhoods will be characterized by houses that accentuate the living area of houses and de-emphasize carports and garages. Roadways will be separated from pedestrian and bicycle pathways so as to encourage a variety of modes of transportation. Streetscapes will be highlighted by trees and other plantings. Vehicular access points will be minimized. Residential areas will feature a variety of architectural features that minimize the scale of larger buildings so as to blend with the desired scale for the neighborhood. Natural features, such as wetlands, streams, and significant stands of trees, will be integrated into the site design for residential developments, thereby resulting in developed areas that complement the surrounding landscape.

DESIGN

A key to design in the Mid-County area will be to blend the natural and built environment to create areas that are functional, visually attractive, and compatible with the natural surroundings. This will occur in a number of ways:

- Uses within an area will blend through compatible design.
- Problems associated with potentially conflicting adjacent uses will be mitigated with a variety of site design and landscaping techniques.
- Attention will be given to assure a smooth transition between residential, commercial, industrial, and civic uses.
- Natural features and critical areas will be preserved and incorporated into site design.
- The apparent scale of large commercial and industrial buildings will be reduced through the design and placement of structures and through the effective use of landscaping.
- Pedestrian walkways will be separated from automobile circulation and located to provide ease of access between businesses and throughout neighborhoods.
- Building and site design will emphasize safety through effective use of lighting, site design, and landscaping.
- The appearance of streetscapes will be enhanced using attractive signs which provide information while blending with the surrounding area.
Impacts to the natural environment will be mitigated through the application of site inventory and analysis requirements and environmentally sensitive design standards.

**Signs**

The community plan sets new standards for signs as a means of enhancing the streetscape of Canyon Road and 112th Street East. 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 will be prohibited and monument signs encouraged.

**Historic Resources**

The residents of the Mid-County area recognize the importance of preserving historic resources. To ensure that the historic character and features of the area are maintained, redevelopment and renovation of historic structures will occur so as to preserve the integrity of those structures. Productive and attractive uses of historic buildings will be encouraged while new developments will be consistent with historic sites and structures.

**Design and Character Policies**

**Goals**

Ensure a high quality visual environment through design, guidelines, standards, and procedures for architectural, site, and landscape design in all public and private development.

**Community Entries and Streetscapes**

**Goal MC D-1**

Provide design concepts and policies that will create attractive, easily identifiable community entrances and streetscapes within each area that comprises the plan area: Summit-Waller, Summit View, and North Clover Creek Collins communities.

**MC D-1.1**

Create identifiable boundaries, entries, gateways, and other visual cues so that residents, workers, and visitors know they are entering the communities which comprise the Mid-County plan area.

**MC D-1.2**

Provide distinctive designs at the edges, entrances, and other key locations within the community.

**MC D-1.3**

Use a variety of measures to create distinctive entrances, e.g., landscaping, tree planting, graphics, signage, lighting, monuments, pavement treatment, and public art.
Community entries consisting of tree plantings, signage, or public art shall be established to create a gateway effect and recognize individual communities.

The entries should recognize reasonable gateway points into the community. Locations to consider include:

- Canyon Road East at Pioneer Way (Summit-Waller);
- Waller Road at Pioneer Way (Summit-Waller);
- 112th Street East at Woodland Avenue (Summit-View);
- 72nd Street East in the vicinity of Swan Creek (Summit-Waller);
- Golden Given Rd. at Brookdale Road (North Clover Creek Collins);
- 112th Street East and Golden Given Road (North Clover Creek); and
- Canyon Road East and 128th St. E. (NCCC and Summit View).

Pierce County shall support and assist the communities in developing and maintaining entrances.

Support and assistance may be in the form of grant writing, developing a landscaping plan, working with the business community, and other methods to solicit interest in the development of the entrances.

Require the planting of street trees and other vegetation along all arterial roadways within the community.

Pierce County, in conjunction with business organizations, community groups, and property owners, shall develop street tree management programs. Such programs shall focus on maintenance and enforcement.

Develop detailed streetscape plans addressing streets, crosswalks, sidewalks, signage, landscaping, street furniture, utilities, public spaces, etc.

Establish specific and consistent design standards for commercial areas along the 112th Street and Canyon Road corridors.

Develop a standard streetscape design for Canyon Road East and 112th Street East.

Vegetative screening for aesthetics, noise abatement, screening of light sources, and air quality shall be established between development and SR 512.

The depth of screening buffers shall be determined by evaluating the quality and quantity of natural vegetation that is available on the site together with intensity of the proposed use. In no case shall the screen buffer be less than 40 feet wide.

Areas proposed for SR 512 buffering that are devoid or deficient in vegetation shall be planted with appropriate quality and quantity of plantings to produce a complete visual corridor within five years of project approval.
MC D-3.5  Encourage the Washington State Department of Transportation and Pierce County to manage and replant any forested areas within their control along SR 512 so as to maintain a complete visual screen along this highway.

MC D-3.6  Require dense vegetative screening between new developments when abutting SR 512.

MC D-3.7  Establish a visual corridor along SR 512 which reflects the rural characteristics of the plan area.

### Rural Character

**Goal MC D-4**  Natural vegetation should be required as a component of all new rural developments.

**MC D-4.1**  Existing native vegetation consisting of mature trees and understory shrubbery should be retained and incorporated into the site plan on a portion of each property that is planned for rural development.

**MC D-4.2**  Sites that are devoid or deficient in natural vegetation shall be required to introduce supplemental plantings that are native to the Pacific Northwest.

**MC D-4.3**  Areas that are deemed unsuitable for development based on soil with poor drainage characteristics, wetlands, geologic, or other critical areas are priorities for open space and similar uses.

### Commercial and Industrial Character

**Goal MC D-5**  Develop commercial and industrial requirements dealing with site design, building design, landscape design, and sign design and placement.

**MC D-5.1**  Use fencing and landscaping to conceal outside storage and sales areas.

**MC D-5.2**  Integrate water quality treatment techniques such as biofiltration swales and ponds with overall site design, where appropriate.

**MC D-5.3**  Architectural and site design of non-residential, commercial developments should be required on developments that cannot be adequately screened from the traveled way.

**MC D-5.3.1**  Discourage nondescript architecture that has few design features, cohesiveness, or is scaled to be appreciated at automobile speeds.

**MC D-5.3.2**  Reduce the apparent scale of large commercial structures located adjacent to residential neighborhoods and uses through building placement, design, and landscaping.

**MC D-5.3.3**  Enhance building entries with a combination of weather protection, landscaping, pedestrian amenities, or distinctive architectural features.

**MC D-5.3.4**  Locate or screen roof-mounted mechanical equipment to minimize visibility from public streets, building approaches, and adjacent properties.
MC D-5.3.5 Locate or screen utility meters, electrical conduit, and other utility equipment to minimize visibility from the street.

GOAL MC D-6 Site and building design requirements within the Community Employment zone should focus primarily on ensuring appropriate transitions to non-industrial areas and public roadways.

MC D-6.1 Industrial uses should provide substantial landscaped areas when adjacent to residentially zoned areas and public roadways.

GOAL MC D-7 Within rural areas, ensure a high quality visual environment through design guidelines, regulatory standards, and volunteer efforts.

MC D-7.1 Comprehensive site planning, retention of native vegetation, and open space dedications are goals for all rural developments.

MC D-7.2 Preservation of a rural architectural theme shall be utilized in new building construction or the external alteration of existing structures.

MC D-7.3 Encourage site characteristics that enhance historical commercial centers.

**Urban Residential**

GOAL MC D-8 Promote the development of well-designed urban residential areas.

MC D-8.1 Enhance the visual quality of neighborhood streetscapes so that they become a valued element of the character of the community.

MC D-8.2 Encourage use of curvilinear streets and narrower street profiles within residential neighborhoods.

MC D-8.3 Encourage underground stormwater retention systems by providing development incentives.

MC D-8.4 Avoid locating parking areas for multifamily developments between the buildings and the street.

**Landscape Design**

GOAL MC D-9 Use creative landscaping to calm traffic, attractively screen service areas, minimize the impact of parking lots, and revitalize the natural environment.

MC D-9.1 Require a landscaped area between the traveled way and the sidewalk that includes elements such as mature trees that provide a visual buffer.

MC D-9.1.1 Landscaping shall not inhibit driver sight distance or visibility.

MC D-9.2 Newly planted landscaped strips shall contain trees that are at least 6 feet tall and 1.5 inches caliper size.

MC D-9.2.1 Trees must be a minimum of 20 feet at maturity, except where conflicts occur with utility corridors.
MC D-9.3 Trees that serve to assist in noise reduction for commercial or industrial properties shall consist primarily of evergreen.

MC D-9.4 Landscape Canyon Road East and 112th Street East with trees and lush green areas along its edges.

MC D-9.4.1 New plantings should be at least 6 feet in height and 1.5 inches caliper size and capable of a minimum height of 20 feet at maturity.

MC D-9.5 Encourage the use of bioretention swales in parking lot landscaped areas to break up the expanse of asphalt and assist in stormwater treatment and infiltration.

MC D-9.6 Parking lot landscaping shall be significant and near the traveled way to provide maximum screening.

MC D-9.7 Parking lot vegetation should consist of a variety of trees and vegetation.

MC D-9.7.1 New trees should be at least 6 feet in height and 1.5 inches caliper size and capable of a minimum height of 20 feet at maturity, except where conflicts with utility corridors would occur.

MC D-9.8 Vegetation that is native to the Pacific Northwest and that is drought tolerant is preferred for landscaping.

MC D-9.9 Increase the amount for the landscaping bond that is required prior to final plat approval to ensure developments are built-out with the required landscaping.

MC D-9.9.1 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.

MC D-9.10 Encourage landscaping that consists of native vegetation that will soften the appearance of new uses from adjacent rural lands.

**SIGN DESIGN**

**GOAL MC D-10** Ensure that the design and placement of signs is consistent with the Mid-County design standards and guidelines.

MC D-10.1 No new billboards shall be permitted.

MC D-10.2 Pursue nuisance abatement to eliminate problems that inhibit the goals of the districts and the community.

MC D-10.3 Ensure that temporary signs are promptly removed after the culmination of the event described or symbolized on the sign.

**GOAL MC D-11** Ensure that signs complement, rather than dominate or intrude upon, the character and visual amenity of an area, the buildings on which they are displayed, and the general environment.

MC D-11.1 Prohibit the use of flashing or rotating signs, video signs, roof signs, trailing signs, inflatable signs, and signs attached to private light standards.
MC D-11.2 Prohibit signs that result in glare onto adjacent properties.
MC D-11.3 Prohibit new pole signs on individual commercial properties.
MC D-11.4 Encourage monument and wall signs.
MC D-11.5 Require consolidation of signage within commercial development to reduce visual clutter along streets and the freeway.
MC D-11.6 Prohibit off-site advertising signs and billboards in the rural area, except signs related to agricultural crop sales and civic uses.
MC D-11.7 Prepare standards that limit total sign area to a proportion of the length of the building façade.
MC D-11.8 Permit signs throughout the rural area that increase public awareness of local farms and other habitat areas.
   MC D-11.8.1 These signs could explain the type of crops being raised or that a best management plan is being utilized.
   MC D-11.8.2 These signs shall not exceed 2 square feet and shall consist of a single, distinct design and color for the plan area.
MC D-11.9 Minimize the use of off-premise signs.
   MC D-11.9.1 Inventory existing billboards and do not allow new billboards without removal of existing.
   MC D-11.9.2 Existing billboards should be eliminated over time through use of an amortization period.
MC D-11.10 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.
   MC D-11.10.1 Banners should be of a style, size, and color that complement the surrounding environment and standard on which they are affixed.
   MC D-11.10.2 Banners must be promoting primarily the community events and farmer’s markets where they are displayed.
   MC D-11.10.2.1 Specific advertising of businesses or merchandise is prohibited.
MC D-11.10.3 Temporary signs that are attached to a permanent structure, such as on private light standards, shall be prohibited.
MC D-11.10.4 Prohibit temporary signs that are affixed to a utility pole unless expressly reviewed and approved by the utility provider.

**Lighting Design**

**GOAL MC D-12** Provide lighting that is integrated with the overall architectural concept in scale, detailing, use of color and materials, and placement.
MC D-12.1 Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and surrounding neighborhood.

GOAL MC D-13 School bus stops should be lit and safe.

MC D-13.1 The school district should plan the stops and developments should contribute to construction and safety.

GOAL MC D-14 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.

MC D-14.1 Parking lot lighting shall not exceed Illuminating Engineering Society of North America (IESNA) recommended lumens.

GOAL MC D-15 Reduce the amount of lighting and glare onto adjacent sites and roads.

MC D-15.1 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.

MC D-15.2 Artificial light from commercial businesses and signs shall not be directed into the night sky, toward the road, or toward neighboring properties.

IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Mid-County Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

1. Adopt development regulations to establish minimum setbacks and height standards for all zone classifications; (PALS)
2. Amend Title 18J-Design Standards and Guidelines (PALS)
   • Develop a standard streetscape design for Canyon Road East and 112th Street East;
   • Develop provisions for street trees, other vegetation, or landscaped areas along all arterial roadways;
• Establish urban and rural design standards and guidelines for:
  • Commercial and industrial uses dealing with site design, building design and placement, landscaping, lighting, and circulation.
  • Multifamily residential development dealing with site planning, building placement, and building scale.
• Establish a range of open space dedication requirements based upon the density or intensity of the proposed use;
• Require landscaping buffers to separate dissimilar or incompatible uses.

3. Amend Title 18B-Signs (PALS)
   • Control the size, type, design, and location of signs;
   • Implement uniform and balanced requirements for new signs and an amortization schedule for the removal of signs made nonconforming with the new regulations;
   • Apply design standards and guidelines to the design and placement of signs within the community;
   • Allow temporary signs that are controlled by the use, size, and duration of the sign.

**Mid-Term Actions**

1. Work toward the creation of community entrances and streetscapes at identified locations through the use of design concepts and standards. (PALS, LUAC)
2. Develop a street tree management program. (PALS, LUAC)
3. Increase the amount for the landscaping bond that is required prior to final plat approval. (PALS)
4. Inventory existing billboards within the plan area. (PALS)
Chapter 4: Natural Environment Element

**INTRODUCTION**

The Natural Environment element addresses the protection and conservation of natural resources in the Mid-County community such as air, water, vegetation, and fish and wildlife. The residents of the Mid-County community are concerned about maintaining the quality of riparian zones and the natural hydrologic functions within the plan area. Most importantly the community wants to ensure that development practices respect the integrity of the natural environment.

Of great importance to the community is the long-term protection of the community’s ground and surface water systems. The community would like to employ strategies that ensure growth and development will not contribute to the degradation of the ground and surface water systems or increase flooding events. The plan area is within the Clear/Clarks Creek and Clover Creek Basin Plan areas. These drainage areas include several creeks within the plan area that all drain to the Puyallup River in the northern portion of the plan area: Swan, Canyon, Squally, Woodland, Diru, and Rody creeks as well as several unnamed creeks. These creeks are significant natural features in the community and provide essential habitat to a variety of fish and wildlife species. The Puyallup River and Clark and Clear Creeks are all salmon bearing. The Puyallup River and Clear Creek are designated as Shorelines of the State. Continued development activities in the community pose a significant threat to the health of the drainage basins. Ensuring the Clear Creek, Clark Creek, and Clover Creek drainage basins are adequately protected as the community grows is a key component of the community plan.

Another area of concern to the community is the retention and restoration of native vegetation and soils in order to preserve significant tree cover, reduce flooding, prevent soil erosion and sedimentation, and to absorb and infiltrate water. 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. It is estimated that in 1972, 45% of the plan area was considered as having heavy tree cover (areas with more than 50% tree canopy cover). By 1996, as a result of a land clearing and development activities, less than 12% of the plan area was considered heavily forested. The same study indicated that in 1996, approximately 83% of the plan area was considered having little or no tree canopy cover. Reducing future tree loss in the community is another component of the Mid-County Community Plan.

Conservation of open space is also a high priority of the community. The community desires to develop an open space network that will provide a system of open space corridors along streams and within areas heavily constrained by environmentally sensitive features.
community plan identifies high value open space areas and encourages public and private acquisition of these areas for long term preservation.

The community plan also recognizes and seeks to protect the quality of several other important environmental attributes including native fish and wildlife habitat, air quality and noise levels. Policies and implementing regulations set forth in the community plan contain variety of strategies addressing these areas.

**DESCRIPTION OF CURRENT CONDITIONS**

**EARTH RESOURCES**


**SOILS**

Soil types determine the ability of the ground to absorb rainfall. Soil types have been classified into hydrologic soil groups that represent varying degrees of water runoff potential: Group A (low runoff potential), Group B (low to moderate runoff potential), Group C (moderate to high runoff potential), and Group D (high runoff potential).

According to the Pierce County Soil Survey, there are a variety of soils that occur within the plan area. The major soils types within the Mid-County plan area consist of Group C and Group D soils. These soil types have slow infiltration rates and may indicate a high water table or wetlands. Group D soils having high water runoff potential are located west of Vickery Ave, south of SR 512 and within the north/south ravines draining towards the Puyallup River.

**VEGETATION**

The historic plant communities within the plan area were conifer woodlands with a very limited amount of prairie and savannah. The prairies (grasslands) and savannahs (grasslands with sporadic tree cover) were supported by the Spanaway gravelly sand loam soil in the southern portion of the plan area. The plan area currently contains several large stands of mixed woodlands including deciduous trees (alder and maple) and conifers (Douglas fir, hemlock and cedar). Other significant tree species within the plan area worth noting are the Garry (Oregon white) oak, Pacific yew, Pacific madrone, and the Ponderosa pine. These species tend to be slow-growing and susceptible to impacts from adjacent development. Understory brush is typically dominated by elderberry, Oregon grape, bracken fern, and sword fern.

**TOPOGRAPHY**

The plan area consists of relatively flat uplands with slopes of 20% or less and deep gorges of three creeks that flow north into the Puyallup River. These long, narrow gorges contain slopes with grades that exceed 40%. Areas with slopes of 20% or greater total approximately 700
acres or 4% of the total plan area and are considered potential landslide or erosion hazard areas. Development within these areas is controlled by Pierce County’s Critical Area Regulations, Title 18E. These regulations generally require that these slopes remain in an undisturbed condition and that development be setback a certain distance from these hazard areas. Geology in the area was heavily influenced by the Vashon Glaciation, which ended about 13,500 years ago. Vashon Age deposits cover most of the plan area and account for the soil characteristics and the presence of gravel resources.

### Potential Seismic Hazard Areas

Approximately 11% (1,677 acres) of the plan area is categorized as potential seismic hazard areas. The majority of this land is located in the northern portion of the plan area along the Puyallup River. Several small areas are scattered throughout the plan area.

Potential seismic hazard areas are areas 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.

New land use activities within seismic hazard areas are subject to more stringent engineering requirements, including the submittal of geotechnical reports that may include 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 geotechnical reporting requirements.

### Water Resources

(Source: Flood Insurance Rate Maps, FEMA; National Wetland Inventory; Pierce Co. Wetlands Inventory; WDFW Streamnet; and Groundwater Pollution Potential (DRASTIC) maps, 1998; Pierce County Planning and Land Services)

### Surface Waters

The Mid-County Community Plan area includes portions of three significant drainage basins. These basins contain the major streams that drain the plan area including Clear Creek, Clarks Creek, and Clover Creek. The Clear Creek basin is approximately 8,600 acres. The creeks that drain into Clear Creek include the east and west fork of Clear Creek, Canyon Creek, Squally Creek, and Swan Creek. The western portion of the Clarks Creek basin is located in the plan area and contains approximately 2,000 acres. The three major creeks that drain into Clarks Creek are Woodland Creek, Diru Creek and Rody Creek. Both Clear Creek and Clarks Creek flow directly into the
Puyallup River. The southern 1/4 of the plan area drains into Clover Creek. The north fork of Clover Creek is the major stream in the southern portion of the plan area. The area of the Clover Creek basin located within the Mid-County Community Plan area is approximately 4,700 acres.

The streams within the Clear Creek and Clarks Creek basins flow from the south to the north and can be divided into three sections. The upper, southerly sections of these streams follow a fairly low gradient profile often in roadside ditches across the plateau. The middle sections of these streams are located in steep, deeply entrenched ravines with actively down-cutting channels. The lower sections of the streams are located in the floodplain of the Puyallup River and are low gradient and channelized. The upper sections of these streams contain little or no surface flow from late May through September.

The streams within the plan area that run into Clover Creek flow from the north to the south and include the North Fork of Clover Creek as well as two unnamed minor streams (described in the Clover Creek Basin Plan as Clover Creek tributary number 2 and Clover Creek tributary number 3). The North Fork of Clover Creek with its six tributaries is the most significant tributary to Clover Creek. It flows through relatively flat topography including a series of County drainage ditches before draining through a steep ravine to the Clover Creek valley at Brookdale Road. Clover Creek tributary number 2 originates near 144th Street and Vickery Ave and surface flows into Clover Creek near 150th Street Ct E. This tributary typically dries out between storm events. Clover Creek tributary number 3 drains into the Brookdale Pit; however it may emerge in springs outside of the plan area near 152nd Street E.

**POTENTIAL FLOOD HAZARD AREAS**

The plan area is dominated by a layer of compacted glacial till near the surface. Low-permeability hardpan soils tend to inhibit the earth’s ability to absorb rainfall. This results in high levels of surface water runoff which leads to flooding following significant storm events. There is a potential for flooding along each of the creeks and within the low lying areas on the upper plateau. The flooding of the upper plateau generally occurs where creeks or drainage ditches pass through culverts or where wetlands once existed adjacent to creeks. The removal of the forest cover in the riparian areas next to creeks along with an increase in impervious surfaces have increased the volume of stormwater runoff and shortened the length of time it takes runoff to reach streams. This results in increased velocity and volume of peak flows. These rapid increases of flow contain contaminants that wash into the streams from surrounding land uses. Further, these storm event flows tend to scour stream channels which result in damage to fish habitat. Flooding can also occur in the floodplain adjacent to the Puyallup River. Flooding on the Puyallup River is typically associated with regional weather events outside the plan area such as rapid snowmelt and heavy rain in the upper Puyallup watershed. The River Road levee protects the land within the Puyallup River floodplain from all but the largest mainstem floods.
Wetlands

Wetlands are areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted to life in saturated soil conditions. Examples of wetlands include swamps, marshes, bogs, and similar areas. Wetlands are of significant biological and physical value and are required to be 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. It should be noted that the CWI and NWI maps are not entirely complete and that there may be small wetland areas throughout the community that are not noted in these inventories.

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 II wetlands are typically large, diverse systems that provide significant habitat. Category IV wetlands are the least valuable, and are hydrologically isolated, less than one acre in size, and have only one dominant plant species. Category III wetlands are wetlands that do not meet the criteria of Category I, II, or IV. Most wetlands in Pierce County fall into either Category II or III.

The CWI indicates that there are 1,211 acres of wetlands in the plan area. Approximately 8% of the plan area is classified as wetland. Although wetlands existing in various locations throughout the plan area several extensive areas of wetlands have been documented. The most significant area is located within the Summit View community. Wetlands within the Summit View community tend to follow a north/south alignment. A second area of extensive wetlands is associated with the north fork of Clover Creek and its tributaries. The final location that contains significant wetlands includes the riparian corridor associated with Clear Creek along Pioneer Way. These areas of extensive wetlands typically contain Group D, hydrologic soils that contain a significant amount of clay near the surface.

Groundwater

Most residents of the Mid County area rely on groundwater as their potable water source. Based on the soil conditions in the region, much of the plan area is regulated as an aquifer recharge area. Aquifer recharge areas are those locations that have a critical recharging effect on groundwater used for potable water supply or land that demonstrates a high level of susceptibility to groundwater contamination. Pierce County regulates aquifer recharge areas based on three criteria. These are Wellhead Protection Areas, the two highest DRASTIC zones (rates 180 or higher), and areas within the Clover/Chambers Creek Basin Boundary. Generally, the property within the Puyallup River floodplain located north of Pioneer Way as well as the southern 1/2 of the plan area is within highest DRASTIC Zones. The Clover/Chambers Creek Aquifer includes all property within the Clover Creek Watershed. Various Wellhead Protection Areas are located at point locations throughout the plan area. It is the intent of the aquifer recharge standards to protect groundwater that is vulnerable to contamination by mitigating or precluding discharges of contaminants from new land uses.
FISH AND WILDLIFE HABITAT
(Source: WDFW PHS Digital Database)

PRIORITY HABITAT SPECIES

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 WDFW’s Priority Habitat and Species Database. These locations are associated with streams, wetland areas, and areas of relatively undisturbed vegetation. A majority of these areas are located along Swan, Clear, and Clover Creeks and the wetland areas located in Summit View. A Chinook presence is known on the Puyallup River, Clear Creek, and Clarks Creek.

Four wildlife locations are found within the plan area. Wildlife locations may include a bald eagle, peregrine falcon, great blue heron, Western pond turtle and/or reticulate sculpin. A wide variety of birds are found in the area, including hawks, hummingbirds, wrens, sparrows, and finches. Commonly found mammals include black tailed deer, raccoon, and Washington hare.

AIR QUALITY

The Puget Sound air shed is influenced by the Olympic and Cascade mountain ranges, the Pacific Ocean, and weather conditions. Air flows enter the central Puget Sound region via the Strait of Juan de Fuca to the north and the Chehalis Gap to the south. Onshore winds can effectively serve to mix and disperse air pollutants. When onshore air flow is interrupted air can become inverted and stagnate which traps air pollutants between the mountain ranges.

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 Tideflats, south of Puyallup, 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 55% of all air borne pollutants in Washington State. Air quality standards are established by the Environmental Protection Agency (EPA) and Washington State. Failure to meet the established standards results in an area being designated as a “nonattainment area” by the EPA and a plan is required to be developed to bring the area back into compliance with the established standards. When a nonattainment area has met the established standards, the area is identified as “maintenance” area and is redesignated to attainment provided they can maintain the established standards for ten consecutive years. The most recently published air quality report for the Puget Sound Region is for the years 2000-2002 and was released by the Department of Ecology in April 2003. This report indicates that the air quality of the Puget
Sound region, including Pierce County, is in compliance with established standards. The Puget Sound is identified as a carbon monoxide and ozone maintenance area and the Tacoma Tideflats is identified as a particulate matter maintenance area. The trend in air quality over the past ten years in the Puget Sound region has been one of continuing improvement.

**DESCRIPTION OF DESIRED CONDITIONS**

The Mid-County communities assign a high value to the vegetation, streams, and other natural areas within its boundaries. These natural areas contribute to the quality of life experienced by the community and are important aspects of the communities’ identity. Like many communities in Pierce County, residents of Mid-County have seen degradation of the natural environment over the past 30 years of growth. The development pattern and environmental degradation is expected to lessen, but the communities realize that action must be taken to ensure the integrity of the natural environment is preserved for present and future generations.

**EARTH RESOURCES**

The protection of soils and natural vegetation is a priority of the Mid-County communities. Education is a key element to the protection of these resources and will move the community toward awareness of illegal and harmful acts such as clearing and grading. The community recognizes the importance of holding one another accountable for the destruction of the natural environment. In addition, it is imperative that more innovative techniques be utilized when developing environmentally sensitive areas. The consideration of certain soil types for low-impact development has been identified as an important step for this plan area, as the majority of the plan area is made up of soil types C and D, which are very sensitive. As development continues in the plan area, a network of open space corridors ought to be created, especially as buffers to sensitive areas.

**WATER RESOURCES**

The protection of aquifer recharge areas, protection of the various streams and wetlands, and mitigation of flood hazards is major concern in the plan area. Protection requires educating the public of human impacts on water resources. Pollution reduction in the many streams in the plan area has been identified as a priority. A goal is to work with local groups, such as Washington State University – Pierce County Extension and Pierce Conservation District, to educate the public of responsible disposal techniques of various pollutants to protect valuable streams and wetlands. A major aquifer recharge area exists within the plan area, providing some of the region’s potable water source, which the community has identified as a priority for protection. The reduction of overall development and implementation of low-impact development standards in critical areas, such as wetlands and flood hazard areas, is a primary goal of the community.
FISH AND WILDLIFE HABITAT

Extensive fish and wildlife habitat exists within the plan area. The community will pursue educational opportunities and provide information which will encourage the protection of these invaluable species. A major part of the retention of these habitat areas is removal of invasive species and obstructions to wildlife corridors, whether fences or barriers in streams. The linkage of wildlife corridors throughout the plan area, the County, and the region would provide habitat connectivity which benefits individual species.

AIR QUALITY

The community is committed to the implementation and support of local, regional, national, and international air quality standards in order to improve the quality of life and health of the region.

ENVIRONMENT POLICIES

GOALS

Preserve natural resources and amenities and ensure environmental quality throughout the Mid-County Community Plan area.

GENERAL

GOAL MC ENV-1 Improve enforcement of illegal clearing and grading activities in the community.

MC ENV-1.1 Increase public awareness of Pierce County’s Code Enforcement Division.

MC ENV-1.1.1 Disseminate contact information for Code Enforcement to promote opportunities for the general public to report violations of environmental regulations.

MC ENV-1.2 Create a method of addressing violations on the weekends.

EARTH RESOURCES

GOAL MC ENV-2 Reduce the visual, noise, and lighting impacts of incompatible uses on neighboring properties through adequate size and density of vegetation within required buffers.

GOAL MC ENV-3 Comply with minimum development standards for the conservation and restoration of wooded areas and tree canopy cover within the plan area to preserve the functions of the natural environment.

MC ENV-3.1 Require the development of sites that contain too few trees to meet the minimum tree conservation standards.

MC ENV-3.1.1 Provide supplemental trees as necessary to achieve the standards.
MC ENV-3.2 Construction of a detached single-family residence on an existing lot shall be exempt from tree conservation standards.

MC ENV-3.3 Ensure trees selected for planting are compatible with the natural and built features of the site.

MC ENV-3.3.1 Emphasize the use of native tree species, whenever feasible.

MC ENV-3.4 Development proposed on sites with Group D soils shall require an increase in the number of trees per acre as a ratio to total impervious surfaces.

GOAL MC ENV-4 Remove invasive plant species (e.g., Scot’s broom, tansy ragwort, and reed canary grass, etc.) and when possible, restore with native plants.

MC ENV-4.1 Enforce current regulations for tansy removal.

MC ENV-4.2 Allow the clearing and removal of dangerous or diseased trees and other vegetation such as Himalayan and evergreen blackberry.

**WATER RESOURCES**

GOAL MC ENV-5 Reduce the reliance on traditional conveyance and pond technologies to manage stormwater quality and quantity.

MC ENV-5.1 Comply with development standards that allow low impact development techniques for controlling stormwater such as:

**MC ENV-5.1.1** Maximize retention of native vegetation and tree cover to intercept, evaporate, and transpire precipitation;

**MC ENV-5.1.2** Assess the site’s soils, current and native vegetation cover, wetland areas, streams, ponds, and other critical areas. Establish buffers and delineate protected areas;

**MC ENV-5.1.3** Preserve permeable, native soils and restore disturbed soils with compost and other amendments to infiltrate and store stormwater;

**MC ENV-5.1.4** Retain and incorporate topographic site features that promote infiltration and storage of stormwater;

**MC ENV-5.1.5** Direct the location of buildings and roads away from critical areas and soils that can effectively infiltrate stormwater;

**MC ENV-5.1.6** Minimize building footprints, and road widths and lengths to reduce impervious surfaces;

**MC ENV-5.1.7** Reduce effective impervious surfaces;

**MC ENV-5.1.8** Utilize permeable surfaces (e.g., pervious pavement, pavers, and gravel systems) where possible to promote stormwater infiltration;

**MC ENV-5.1.9** Utilize small, decentralized bioretention areas with appropriate vegetation to infiltrate, store, and transpire precipitation; and
MC ENV-5.1.10  Manage stormwater as close to its origin as possible.

MC ENV-5.2  Implementation of low impact development techniques is a community priority and encouraged; however, the standards are intended to remain voluntary.

GOAL MC ENV-6  Preserve and protect the function and value of drainage courses.

MC ENV-6.1  Protect creeks and their gorges through control of runoff and erosion.

MC ENV-6.2  Discourage intensive development along the riparian corridors in the community, including Swan Creek.

MC ENV-6.3  Inventory all drainage ditches within the community and consider unique regulatory standards that recognize the diversity of functions provided by these facilities.

GOAL MC ENV-7  Consider the development of a wetland banking program. Use funds for the purchase and restoration of important wetlands.

MC ENV-7.1  Use all funds collected as mitigation for projects located within the plan area to purchase and restore wetlands within the plan area.

MC ENV-7.2  Provide additional protection of mosaic wetland systems that are hydrologically connected.

GOAL MC ENV-8  Encourage property owners to voluntarily provide fencing to keep animals out of streams.

FISH AND WILDLIFE RESOURCES

GOAL MC ENV-9  Protect native fish and wildlife species through protecting habitat and by removing barriers that restrict movement of fish and wildlife species.

MC ENV-9.1  Retain sufficient natural buffers near creeks, wetlands, and other environmentally sensitive areas to preserve fish and wildlife habitat, and protect such areas from erosion and sedimentation.

MC ENV-9.1.1  Make buffers continuous where possible to provide a corridor for movement of wildlife.

MC ENV-9.2  Minimize the amount of clearing and grading that is allowed within designated fish and wildlife habitat areas.

MC ENV-9.3  Coordinate ditch maintenance activities and streamside restoration with the drainage districts to promote best management practices.

MC ENV-9.4  Require the elimination of fish barriers when constructing or reconstructing all roads.

MC ENV-9.5  Prioritize stream restoration projects based on the stream’s likelihood of providing a sustainable fishery resource. Restoration projects to consider include:
**MC ENV-9.5.1** County reclaimed gravel pit on 50th Street East and Waller Road adjacent to Swan Creek;

**MC ENV-9.5.2** Current projects along Swan, Clover, and Clear creeks; and

**MC ENV-9.5.3** Place a higher priority for stream restoration projects and property acquisition efforts intended to benefit fisheries along those stream reaches nearest the Puyallup River.

**MC ENV-9.6** Enhance movement along streams and creeks by decreasing the amount of fences that obstruct lineal passage in and along the riparian corridor.

**MC ENV-9.7** Encourage buffers within designated open space corridors which could provide wildlife habitat.

### OPEN SPACE

**GOAL MC ENV-10** Develop an open space network that provides the community with a system of open space corridors along streams and within areas heavily constrained by environmentally sensitive features.

**MC ENV-10.1** Provide connections between open space corridors in those areas that contain environmentally constrained land.

**MC ENV-10.2** Provide connections between open space corridors in those areas that provide opportunities for wildlife movement.

**MC ENV-10.3** Look for opportunities to permanently protect or acquire environmentally constrained land within open space corridors.

**MC ENV-10.4** Support Pierce County efforts to acquire frequently flooded areas within open space corridors.

**MC ENV-10.5** Utilize open space areas to retain or restore fish and wildlife habitat when appropriate.

**MC ENV-10.6** Consider the application of Low Impact Development (LID) techniques in open space areas that contain appropriate soil types that can accommodate these construction methods.

### IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Mid-County Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED),

Pierce County Comprehensive Plan | Mid-County Community Plan
Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

**SHORT TERM ACTIONS**

1. Amend Title 18A to rezone urban areas that contain or are adjacent to designated riparian corridors and other significant habitat areas with resource based zones. (PALS)
2. Amendment Title 18J to include standards that address intensity of land uses, lighting and noise controls. (PALS)
3. Modify the Comprehensive Plan Open Space Corridor Map to include additional properties as specified in the plan policies. (PALS)
4. Support the Pierce Conservation District in their efforts to help property owners develop farm management plans. (PALS)

**MID-TERM ACTIONS**

1. Conduct public workshops on the County’s Current Use Assessment Program, Public Benefit Rating System (tax reduction) that encourage property owners to designate wetlands as open space. (Assessor-Treasurer)
2. Implement recommendations of the Clover Creek Basin Plan and Clear/Clarks Basin Plan where applicable within the plan area. (PWU, PALS)
3. Pursue the development of passive use trails that make connections throughout the Open Space Corridor. (Parks)
4. Pursue grant monies and other alternative funding sources for the purpose of educating property owners about the function and value of natural systems (wetlands, native vegetation, water resources, and fish and wildlife species) and development regulations that pertain to environmentally constrained land. (PALS, LUAC)
5. Provide environmental educational information through a variety of methods including direct mailing, public television, newspapers, and open houses. (PALS, LUAC)
6. Enhance partnerships with the Pierce Conservation District and Washington State University Extension Office and other local organizations to provide additional public education and outreach about the function and value of natural systems. (PALS, PWU)
7. Develop educational programs that focus on the importance of native vegetation, the role of trees in maintaining air quality and absorbing stormwater runoff, and methods for removing and controlling invasive plants. (PWU, PALS)
8. Utilize the expertise of the Pierce County Public Works-Water Program Division to educate area residents regarding issues related to surface water flooding and low impact development techniques. (PWU, PALS)
9. Work with the Puyallup and Chambers-Clover Watershed Councils to address water quality issues in the plan area. (PWU)
LONG TERM ACTIONS

1. Pursue grants and other alternative funding options to acquire monies that would be used to hire a consultant to conduct a wetland inventory and coordinate this inventory with the Buildable Lands Project (LUAC, PALS)

2. Utilize various strategies to acquire open space within the plan area. Plan policies shall be applied to prioritize open space acquisition and manage the acquired parcels for the communities’ long term interest in open space conservation. (Parks, LUAC, PALS)

3. Inventory all drainage ditches within the community and consider unique regulatory standards that recognize the diversity of functions provided by these facilities. (PWU, PALS)

4. Explore opportunities to coordinate a fish passage barrier survey with the Pierce Conservation District and incorporate survey results into the County’s Geographic Information System (GIS) database. (PALS)

5. Consider developing a wetland banking program. (PALS)
Aquifer Recharge Areas

- Clover/Chambers Creek Aquifer
- DRASTIC Zones: 180 or higher
- Wellhead Protection Area

Note:
Aquifer Recharge Areas include land located within any of the following:
1. The Clover/Chambers Creek Upper Aquifer Basin.
2. The boundaries of the two highest DRASTIC zones (rating 180 or higher).
3. The Wellhead Protection Area defined by ten year time of travel.

Sources:
- Map of Clover/Chambers Creek Upper Aquifer, Basin Boundary, Tacoma-Pierce County Health Department, Waste and Water Section Bulletin No. 1.
- Map of Ground Water Pollution Potential, DRASTIC Index, National Well Association.
- Wellhead Protection Area Source Reference on file in the Tacoma-Pierce County Health Department.

Department of Planning and Land Services
Plot Date: August 31, 2003

Mid-County Community Plan
Potential Landslide and Erosion Hazard Areas

Adopted October 19, 2004 - Ord. #2004-57s
Effective March 1, 2005

Pierce County Code Title 18E regulates activities within Landslide & Erosion Hazard Areas.

The boundaries of landslides & erosion hazard areas are approximations and are intended only to provide an indication of the presence of such areas. Additional hazard areas that have not been mapped may be present.

Sources:
2. Pierce County, Washington, Pierce County Land Use Code
3. Pierce County, Washington, Pierce County Legislative & Administrative Code, 2001
4. Pierce County Real Estate Appraisal

Legend:
- Comp. Urban Growth Area Bnd.
- Plan Boundary

Mid-County Community Plan

Department of Planning and Land Services

Plot Date: July 06, 2005
Potential Seismic Hazard Area

- Moderate to High Potential Liquefaction Hazard Area
- High Potential Dynamic Settlement Hazard Area

Adapted October 19, 2004 - Ordinance No. 2004-57s
Effective March 1, 2005

Pierce County Code Title 18E
Regulates activities within Seismic Hazard Areas.

Notes:
- Moderate to High Potential Liquefaction Hazard Areas are areas underlain by local geologic materials and are subject to significant ground shaking during earthquakes.
- High Potential Dynamic Settlement Hazard Areas are areas potentially subject to large ground movements, such as tilting, sliding, and vertical settlement of the ground surface in response to earthquake shaking.

Map: H-9: Potential Seismic Hazard Areas

Comp. Urban Growth Area Bound.
Plan Boundary

Department of Planning and Land Services
Plot Date: July 06, 2005

Mid-County Community Plan
Potential Flood Hazard Area

Adopted October 19, 2004 - Ordinance No. 2004-57a
Effective March 1, 2005

Pierce County Code Title 105
Regulate activities within Flood Hazard Areas.

Legend:
- Pink: Potential Flood Hazard Area
- Green: Comp. Urban Growth Area Bound.
- Blue: Plan Boundary

Source:
Federal Emergency Management Agency (FEMA)

Notes:
1. Flood Insurance Rate Map (FIRM) data is for information purposes only.
2. FIRM data in the Washington Flood Insurance Rate Maps may include the following:
   a. Flood hazard areas with both regulatory and non-regulatory flood hazard.
   b. Non-regulatory areas which may include inundation areas with or without flood hazard.
   c. Regulatory areas which include a combination of both flood hazard areas and non-flood hazard areas.
   d. The map data is intended for use as a planning tool to identify flood hazard areas.

Department of Planning and Land Services
Pierce County Geographic Information System
Plot Date: July 06, 2005
WRIA Watersheds

TACOMA WATERSHED (aka Clover/Chambers Creek)
- Clover/C/Steilacoom WRIA

PUYALLUP WATERSHED
- Tacoma (Browns/Dash Pt) WRIA
- Clear/Clarks Cr. WRIA
- Hylebos WRIA
- Mid Puyallup River WRIA

Pierce County, Washington

Map H-14: WRIA Watersheds

Note: There are four regional watersheds in Pierce County that drain into Puget Sound. They are called Water Resource Inventory Areas (WRIA). Tacoma and Puyallup Watersheds are two of the WRIA's. The four WRIA's were divided into twenty-four sub-basins by the Pierce County Watershed

Department of Planning and Land Services

Plot Date: July 06, 2005

Mid-County Community Plan
Pierce County, Washington

Watersheds

- **Tacoma Watershed** (aka Clover/Chambers Creek)
  - 6 Clover Cr/Stelliscoom Sub-basin
- **Puyallup Watershed**
  - 1 Commencement Bay Sub-basin
  - 3 Clear/Clarks Cr. Sub-basin

Sub-basin Boundary

Note: There are four regional watersheds in Pierce County that drain into Puget Sound. They are called Water Resources Inventory Areas (WRIs). Tacoma and Puyallup Watersheds are two of the WRIs.

The “Final Report of the Pierce County Watershed Committee” was adopted through Resolution No. 9480-153, by the Pierce County Council on May 23, 2005. In recent years, two additional sub-basins, Burley/Winter Creek, and Fox Island, have been added to the list, bringing the total number of sub-basins to 36.

Map H-15: Watersheds

- Comp. Urban Growth Area Bound
- Plan Boundary
Chapter 5: Economic Element

**INTRODUCTION**

The Mid-County area can be characterized as a rural setting bisected by major transportation corridors that serve the greater Pierce County region. Thoroughfares such as 112th Street East and Canyon Road East carry commuters between residential and employment centers such as Tacoma, Puyallup, and Frederickson. Most commuters only see the plan area from the seat of their car as they make the drive through; rarely stopping to patronize the local businesses. As a result, firms located on the major arterials do not benefit from the voluminous traffic passing through the community. In addition, a jobs-housing imbalance sends people out of the area to work and purchase personal goods and services, effectively reducing the market for local suppliers.

**DESCRIPTION OF CURRENT CONDITIONS**

The Mid-County communities can be considered bedroom communities, with most area residents commuting to job locations elsewhere. The total labor force in the area is about 14,447, but total covered employment is about 5,194. This imbalance between workforce and local employment contributes to commutes for work of ½ hour or greater for 35.7% of the workforce (Table H-5).

<table>
<thead>
<tr>
<th>Travel Time to Work</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work at Home</td>
<td>532</td>
<td>3.7%</td>
</tr>
<tr>
<td>1 to 14 Minutes</td>
<td>2822</td>
<td>19.5%</td>
</tr>
<tr>
<td>15 to 29 Minutes</td>
<td>5931</td>
<td>41.1%</td>
</tr>
<tr>
<td>30 to 44 Minutes</td>
<td>2702</td>
<td>18.7%</td>
</tr>
<tr>
<td>45 to 59 Minutes</td>
<td>1164</td>
<td>8.1%</td>
</tr>
<tr>
<td>1 Hour or More</td>
<td>1296</td>
<td>9.0%</td>
</tr>
</tbody>
</table>

Source: 2000 Census

The plan area is zoned primarily for residential uses (92%). Scattered throughout the rural residential area are home-based businesses and various types of agricultural activities. The home occupations vary in type, and the communities have not seen a dramatic increase in number over the past decade. The agricultural activities are primarily concentrated in northern...
portion of the plan area, but several horticultural nurseries can be found scattered throughout the communities.

Despite its generally rural character, the plan area is home to a wide variety of businesses representing a broad range of industries (Table H-6), with the construction industry representing 26% of all firms and employment. Most firms are small, with four or fewer employees, although the 1% of firms with employment greater than 100 account for 20% of all employment in the plan area (Table H-7).

### Table H-6: Employment Concentrations

<table>
<thead>
<tr>
<th>Industry</th>
<th>Firms</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>Count</td>
</tr>
<tr>
<td></td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Agriculture, Forestry, Fishing &amp; Hunting</td>
<td>13</td>
<td>122</td>
</tr>
<tr>
<td></td>
<td>2.2%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Mining</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Utilities</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Construction</td>
<td>149</td>
<td>1,327</td>
</tr>
<tr>
<td></td>
<td>25.6%</td>
<td>21.2%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>29</td>
<td>512</td>
</tr>
<tr>
<td></td>
<td>5.0%</td>
<td>8.2%</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>26</td>
<td>266</td>
</tr>
<tr>
<td></td>
<td>4.5%</td>
<td>4.2%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>56</td>
<td>598</td>
</tr>
<tr>
<td></td>
<td>9.6%</td>
<td>9.5%</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>19</td>
<td>162</td>
</tr>
<tr>
<td></td>
<td>3.3%</td>
<td>2.6%</td>
</tr>
<tr>
<td>Information</td>
<td>3</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>0.5%</td>
<td>0.3%</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>16</td>
<td>77</td>
</tr>
<tr>
<td></td>
<td>2.7%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Real Estate and Rental and Leasing</td>
<td>15</td>
<td>49</td>
</tr>
<tr>
<td></td>
<td>2.6%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Professional, Scientific, and Technical Services</td>
<td>26</td>
<td>87</td>
</tr>
<tr>
<td></td>
<td>4.5%</td>
<td>1.4%</td>
</tr>
<tr>
<td>Management of Companies and Enterprises</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Administrative and Support and Waste Management and Remediation Services</td>
<td>39</td>
<td>945</td>
</tr>
<tr>
<td>Educational Services (Private)</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Health Care and Social Services</td>
<td>29</td>
<td>319</td>
</tr>
<tr>
<td></td>
<td>5.0%</td>
<td>5.1%</td>
</tr>
<tr>
<td>Arts, Entertainment &amp; Recreation</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>21</td>
<td>320</td>
</tr>
<tr>
<td></td>
<td>3.6%</td>
<td>5.1%</td>
</tr>
<tr>
<td>Other Services</td>
<td>121</td>
<td>322</td>
</tr>
<tr>
<td></td>
<td>20.8%</td>
<td>5.1%</td>
</tr>
<tr>
<td>Public Administration</td>
<td>14</td>
<td>1,075</td>
</tr>
<tr>
<td></td>
<td>2.4%</td>
<td>17.1%</td>
</tr>
</tbody>
</table>

An * indicates data has been suppressed to protect firm(s) identity
Source: Puget Sound Regional Council
Table H-7: Size of Firm Data

<table>
<thead>
<tr>
<th>Size of Firm (Covered Employment)</th>
<th>Firms</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>%</td>
</tr>
<tr>
<td>1-4</td>
<td>327</td>
<td>57.6%</td>
</tr>
<tr>
<td>5-9</td>
<td>125</td>
<td>22.0%</td>
</tr>
<tr>
<td>10-49</td>
<td>101</td>
<td>17.8%</td>
</tr>
<tr>
<td>50-99</td>
<td>10</td>
<td>1.8%</td>
</tr>
<tr>
<td>Greater than 100</td>
<td>5</td>
<td>0.9%</td>
</tr>
</tbody>
</table>

Source: Puget Sound Regional Council

The Mid-County Community Plan area contains 1,098 acres (8%) of commercially zoned land. Numerous parcels along Canyon Road East south of 116th Street East are large undeveloped parcels. Approximately 256 acres of vacant and underdeveloped land exists along Canyon Road south of 116th Street. Nearly 23% of this vacant and underdeveloped land along Canyon Road is held in parcels that are 5 acres or larger in size. A variety of small industries exist along Canyon Road East dealing primarily in personal services. The urban area along 112th Street East is primarily built out, with 146 acres (33%) of the area considered vacant or underdeveloped. This urban corridor houses a variety of uses including civic, personal services, retail trade, and construction.

Growth in surrounding areas has been substantial over the past decade. The Frederickson area to the south contains nearly two-thirds of all industrial zoned land in unincorporated Pierce County. Frederickson is home to The Boeing Company, Toray Composites, and dozens of other small and medium sized businesses.

Description of Desired Conditions

The plan recognizes the variety of home-based businesses and encourages the types of uses that are considered compatible to the surrounding residential or industrial area. The community desires to maintain the current balance of urban commercial areas with residential areas. Attractive commercial areas can create and maintain positive images for the adjacent residential neighborhoods. The commercial areas should be designed to be compatible with the existing infrastructure and residential neighborhoods. Within the urban areas, the community wants to focus and concentrate small businesses into specific commercial or industrial areas.

The plan encourages activities in the rural residential areas that are compatible and benefit the community such as agricultural activities that maintain the character of the Mid-County community.
ECONOMIC DEVELOPMENT POLICIES

GOALS

Encourage economic development that is responsive to the needs of the community. Economic development should provide the community with a desirable balance of employment and economic return, provided that new economic development does not significantly contribute to light, noise, water, air, or land pollution.

SMALL BUSINESS DEVELOPMENT AND ENTREPRENEURSHIP

GOAL MC EC-1 Utilize existing commercial areas within the plan area for small business development.

MC EC-1.1 Encourage the combining of small lots for commercial or industrial developments.

MC EC-1.2 Create compact neighborhood centers at the intersections of 112th Street East and Waller Road, 112th Street East and Vickery Avenue, 112th Street East and Bingham Avenue, 128th Street East and Canyon Road, 144th Street East and Canyon Road, and 160th Street East and Canyon Road that allow for office uses.

MC EC-1.3 Pierce County shall work with the local business community within selected commercial target areas to develop the framework for a business improvement program including structuring local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.

MC EC-1.4 Work with the private sector to create a 112th Street East redevelopment strategy that can mobilize local and regional resources to build an enhanced tax base.

AGRICULTURAL USES

GOAL MC EC-2 Recognize and cultivate the agricultural heritage of the plan area.

MC EC-2.1 Allow the reclamation of agricultural uses without undue regulation on sites that may have been out of production for many years.

ESTATE-TYPE DEVELOPMENT

GOAL MC EC-3 Recognize the importance of estate-type development in the Rural Separator as a part of the overall housing stock in Pierce County.

MC EC-3.1 Study the impact of this type of development pattern in the Rural Separator on building and maintaining the necessary infrastructure such as roads and schools.
IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Mid-County Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

1. Adopt design guidelines and standards and development regulations which mitigate negative impacts between commercial/industrial areas and residential neighborhoods. (PALS, CPB)
2. Adopt development regulations which encourage agricultural industries throughout the plan area.
3. Adopt development regulations which retain and encourage small businesses within existing commercial areas.

MID-TERM ACTIONS

1. Encourage home-based businesses by educating residents on the opportunities, resources, and requirements for starting a home-based business. (PALS, ED)
2. Conduct and maintain an inventory of space available for home occupations to move to when they are no longer appropriate for residential areas. (ED)
3. Explore ways to streamline the permit process, reform the regulatory environment, and develop programs to promote home-based businesses. (PALS, ED)

LONG TERM ACTIONS

1. Study the impact of estate type of development patterns in the Rural Separator on building and maintaining the necessary infrastructure such as roads and schools for this rural residential area.
Chapter 6: Facilities and Services Element

INTRODUCTION

The Facilities and Services Element of the Mid-County Community Plan may provide policy direction to decision makers in Pierce County regarding the development regulations and financial investments associated with parks and trails, stormwater facilities, sewer utilities, public schools, and transportation projects.

Urban services include, but are not limited to transportation infrastructure (such as roads, sidewalks, street trees, street lighting), parks, sanitary sewage disposal, and stormwater and surface water management systems. Facilities are generally considered the physical structures in which a service is provided. One of the principal goals of the Growth Management Act (GMA) is for cities to provide compact urban growth areas (UGAs) that accommodate the majority of growth and development in a community so that the necessary urban facilities and services are provided and delivered efficiently and cost effectively. Urban level facilities and services are only permitted within UGAs. Certain public facilities and services must be provided at a specific level of service (LOS), concurrently with development. This requirement is intended to ensure that development will not occur without the necessary infrastructure. Developers and property owners are typically required to construct the necessary infrastructure or provide a fee to compensate for their fair share of facilities and services (as associated with a proposed building or development permit) that are necessary to maintain an established LOS (as defined by Pierce County). This LOS standard for public facilities is identified in the Capital Facilities Element of the Comprehensive Plan.

DESCRIPTION OF CURRENT CONDITIONS

The following sections provide an analysis of the existing infrastructure and services in the plan area. This information provides the basis for analyzing the levels of service (LOS) for infrastructure in the community and for developing policies which articulate the community’s desires.

PARKS AND TRAILS

PUBLIC PARKS

There are 229 acres of public parks within the Mid-County Community Plan area. Pierce County Parks and Recreation has recently acquired 30 acres from Public Works and Utilities to be used as a park facility. Table H-8 provides the breakdown of public parks in the plan area:
### Table H-8: Public Parks

<table>
<thead>
<tr>
<th>Name</th>
<th>Acres</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>OrangeGate Park</td>
<td>152</td>
<td>Park</td>
<td></td>
</tr>
<tr>
<td>Swan Creek Park</td>
<td>26</td>
<td>Park</td>
<td></td>
</tr>
<tr>
<td>Lidford Playfield</td>
<td>10</td>
<td>Playfield</td>
<td></td>
</tr>
<tr>
<td>Waller Road Park</td>
<td>30</td>
<td>Not determined</td>
<td></td>
</tr>
<tr>
<td>Salishan Playground</td>
<td>11</td>
<td>Playground</td>
<td>127 acre park partially located in Tacoma</td>
</tr>
</tbody>
</table>

### Trails

Public trails, hiking, and biking provide a valuable resource to the public. Within the plan area there are 29 miles of existing trails and 3-4 miles of proposed trails as part of the 45-mile Nisqually Delta – Mount Rainier Trail. Table H-9 provides a breakdown of the trails in the plan area.

### Table H-9: Hiking and Biking Trails

<table>
<thead>
<tr>
<th>Name</th>
<th>Acres</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nisqually Delta – Mt. Rainier Trail</td>
<td>3-4 Miles</td>
<td>Proposed</td>
<td>Total Trail is 45 miles</td>
</tr>
<tr>
<td>Minor Public Trails</td>
<td>4 miles</td>
<td>Existing</td>
<td></td>
</tr>
<tr>
<td>Minor Bike Trails</td>
<td>25 miles</td>
<td>Existing</td>
<td></td>
</tr>
</tbody>
</table>

### Other Recreation Sites

The Mid-County Community Plan area contains two sport fishing areas.

### Law Enforcement and Fire Protection

The plan area is served by both the Pierce County Sheriff and Washington State Patrol.

### Pierce County Sheriff’s Department

The Pierce County Sheriff’s Department (PCSD) is the primary law enforcement agency for the plan area. There are three patrol districts that serve the area; however, there are no police stations located in the plan area. The South Hill Precinct, located a few miles southeast, and Brookdale Station, located just south of the plan area, serve the plan area as follows:

- The Pierce County Traffic Unit works out of the Brookdale Station.
- The South Hill Precinct provides patrol deputies and support, property crime detectives, clerical support, the Youth Emergency Services Unit, and the Crime Analysis Unit.
- The rest of the PCSD services are provided out of The County-City Building, including Administration, Civil, Major Crimes Detectives, Forensics, Special Investigations Unit, and the Recruiting and Training.
Six detectives are based at the South Hill Precinct, whose primary duty is to investigate property crimes. In addition, 22 detectives and deputies work from the County-City Building in the Criminal Investigations Division. Those officers are assigned to a variety of tasks including: investigating major crimes (homicide, special assault, arson, etc.), executing felony arrest warrants and investigating domestic violence-related incidents and crimes involving juvenile suspects. These resources are responsible for the entire unincorporated County, as well as providing contracted services to various cities in Pierce County. In addition, a growing group of undercover investigators is dedicated to the various drug enforcement (methamphetamine) issues in Pierce County.

Twenty-two deputies and two sergeants are assigned to the traffic unit located at the Brookdale Station. This unit provides traffic accident investigation and traffic enforcement capabilities. The station also provides the Community Support Team (CST), a team that provides non-traditional and non-call driven police services to neighborhoods experiencing chronic public safety issues.

In addition to the services described above, the plan area benefits from the ability of PCSD to provide additional special services to its citizens. These special services are made possible by training personnel to perform more than their primary (patrol and investigations) function. These personnel respond to situations on an as-needed basis. These functions include: Air Operations, Clandestine Lab Team, Dive Team, Hazardous Devices Squad, Marine Services Unit, Bicycle Unit, Search and Rescue, SWAT, and Swiftwater Rescue.

**Washington State Patrol**

One Washington State Patrol office is located in the Mid-County Community Plan area, at 2502 112th Street. This office dispatches four detachments to eastern Pierce County covering state highways in the plan area. They respond to a variety of calls for service, ranging from standard traffic stops to vehicular accident investigation. The number of troopers in the plan area varies from two to three depending on the calls for service in other areas of Pierce County.

**Fire Protection Districts**

The plan area is serviced by two fire districts: Fire Districts 6 and 14.

**Pierce County Fire Protection District 6**

Fire District 6 has two stations within the plan area. Station 6-7 is located at 8119 Canyon Road East, and Station 6-8 is located at 13511 Canyon Road East. These stations serve an area of approximately 13,614 acres.

Station 6-7 is assigned the following equipment: one engine and water tender. Station 6-8 is assigned the following equipment: two engines and one medic unit. The stations are
continually staffed by at least two fire personnel. The stations enforce burn regulations and provide CPR instruction and First Aid classes.

**PIERCE COUNTY FIRE PROTECTION DISTRICT 14**

Fire District 14 has one station within the plan area located at 4114 56th Ave. E. This station serves an area of approximately five square miles, a population of approximately 2,500. Mutual aid agreements allow the station to frequently assist in major incidents.

A chief and 40 volunteers are assigned to the station, many of whom are Emergency Medical Technicians. Over a third of the personnel are trained as Swiftwater Technicians. The station is assigned the following equipment: two engines, one water tender, one aid unit, one light rescue utility truck, and one rescue boat.

**TRANSPORTATION**

**ROADWAYS**

The Plan area can be characterized as a rural area with urban traffic volumes. Due to its location between the Cities of Tacoma and Puyallup and between the Port of Tacoma and Frederickson industrial area, it handles a significant amount of “outside” or “pass through” traffic traveling to and from those destinations. While daily traffic volumes are not considered deficient at this time, traffic congestion does occur during the morning and evening peak commute periods.

The Mid-County area is served by two State highways (State Route 512 and State Route 167) and several major arterials (Canyon Road East, Pioneer Way East, 72nd Street East, 112th Street East, and Brookdale Road East/160th Street East). Canyon Road East is the main north-south thoroughfare that runs through the middle of the plan area. 112th Street East runs in an east-west direction just south of and parallel to State Route 512. Since most of the commercial centers in the plan area are located along these two roadways, Canyon Road East and 112th Street East handle the largest volume of local and regional traffic. The County has recently completed the widening of 112th Street East west of Canyon Road East. Construction is scheduled to begin on the widening of other segments of 112th Street East and Canyon Road East later this year.

Due to the rural character of the Mid-County area, many residents walk or bike to destinations within the community. Horseback riding along the roadways is also very common. However, many of the existing local roadways within the Mid-County area are narrow and do not have shoulders or sidewalks to accommodate nonmotorized travel.
**Rail Service**

There are two railroad lines located in the Mid-County Community Plan area. The Tacoma Rail line provides limited freight service and runs through the western portion of the plan area. The Burlington Northern and Santa Fe (BNSF) line accommodates passenger rail service and traverses through the northern portion of the plan area.

**Transit Service**

Pierce Transit provides local transit service to the Mid-County area. It operates a fixed bus route (Route 409) that runs along 72nd Street E and Canyon Road E through the northern part of the Mid-County area. Another fixed bus route (Route 410) runs along 112th Street E from Parkland to South Hill. SHUTTLE service is also offered for people with disabilities and is provided within three-quarters of a mile of the roadways served by the existing fixed bus routes. In addition, Bus Plus service has been started in the Mid-County area south of 112th Street E that provides “dial-a-ride” service to and from designated bus stops in the community.

**Public Schools**

**School District Facilities Serving the Plan Area**

The plan area is served by Bethel School District #403, Franklin Pierce School District #402, and Puyallup School District #3. One tribal K-12 school (Chief Leschi) and one private high school (Mt. Rainier Lutheran High School) are also located in the plan area.

**Bethel School District #403**

Bethel School District serves 763 acres (5%) of the Mid-County Community Plan area. The district includes 15 elementary schools, 4 junior high schools, 2 high schools, and 1 alternative high school. There are no Bethel schools in the plan area. In February 2001, the voters approved a bond measure to fund a new high school, a new junior high school, modernization of Spanaway Junior High School, replacement of Kapowsin Elementary, modernization or replacement of Thompson Elementary, and the purchase of an elementary school site. In addition, the bond will assist in the purchase of more portable classrooms. All of the projects have goals of managing the current capacity and increasing the total capacity of the district. Table H-10 provides a breakdown of the current capacity and Table H-11 provides a breakdown of capacity increasing projects.

**Table H-10: Bethel School District Current Building Capacity**

<table>
<thead>
<tr>
<th>Building Capacity</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Building Capacity</td>
<td>16,262</td>
</tr>
<tr>
<td>Average Full Time Enrollments</td>
<td>17,055</td>
</tr>
<tr>
<td>Net Deficiency in Building Capacity</td>
<td>-793</td>
</tr>
</tbody>
</table>

Pierce County Comprehensive Plan | Mid-County Community Plan
Table H-11: Bethel School District Future Building Capacity

<table>
<thead>
<tr>
<th>Building Project</th>
<th>Additional Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Thompson Elementary Replacement</td>
<td>625</td>
</tr>
<tr>
<td>Cougar Mountain Junior High</td>
<td>685</td>
</tr>
<tr>
<td>New Senior High #3</td>
<td>1,250</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,560</strong></td>
</tr>
</tbody>
</table>

The district is using 163 portables to supplement the capacity of permanent structures. The above capacity totals include portables currently in use by the district. The district uses levies, bonds, and taxes to pay for new projects and operational costs.

Franklin Pierce School District serves 7,841 acres (54%) of the Mid-County Community Plan area. The district includes eight elementary schools, two middle schools, two high schools, and one alternative high school. There are three elementary schools, one middle school, and one high school located within the plan boundary: Central Avenue Elementary, Midland Elementary School, Collins Elementary School, Ford Middle School, and Franklin Pierce High School.

In February of 2002, the district passed a four-year levy to fund educational and athletic programs. In 1998 the district passed a $25.5 million bond, and when matched by state funds totals $85 million. This money is being used to remodel schools and build new facilities. In 2003, the district opened its first new school in 35 years: Midland Elementary. This elementary is located in the Mid-County Community Plan area. The school district has additional projects to increase the capacity: Ford auxiliary gymnasium, Keithley auxiliary gym, GATES High School remodel, Keithley Middle School and Ford Middle School portables. The district plans to have all projects completed by 2006. Some of the projects are geared to address the issue of capacity within the district. Table H-12 provides a breakdown of the capacity issue and Table H-13 provides a breakdown of the projects:

Table H-12: Franklin Pierce School District Current Building Capacity

<table>
<thead>
<tr>
<th>Building Capacity</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Building Capacity</td>
<td>7,260</td>
</tr>
<tr>
<td>Average Full Time Enrollments</td>
<td>7,900</td>
</tr>
<tr>
<td>Net Deficiency in Building Capacity</td>
<td>-640</td>
</tr>
</tbody>
</table>
**Table H-13: Franklin Pierce School District Future Building Capacity**

<table>
<thead>
<tr>
<th>Building Project</th>
<th>Additional Capacity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford Middle School Auxiliary Gym</td>
<td>25</td>
</tr>
<tr>
<td>Keithley Middle School Auxiliary Gym</td>
<td>25</td>
</tr>
<tr>
<td>Ford Middle School Portables</td>
<td>50</td>
</tr>
<tr>
<td>Keithley Middle School Portables</td>
<td>50</td>
</tr>
<tr>
<td>GATES Renovation</td>
<td>25</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>175</strong></td>
</tr>
</tbody>
</table>

The district is using approximately 35 portable classrooms to supplement the capacity of the permanent structures. The above table includes the capacity of portables. Additionally, the district plans to purchase four more portable classrooms by 2006. The district uses levies, bonds, and taxes to pay for the projects and operational costs.

**Puyallup School District #3**

The Puyallup School District serves 5,924 acres (41%) of the Mid-County Community Plan area. The district includes 21 elementary schools, six junior high schools, three high schools, and one alternative high school. There are two elementary schools located within the boundary of the plan area: Riverside Elementary and Waller Road Elementary. In February 2004, the district passed a $198.5 million bond to fund educational programs, athletic programs, and support services. The majority of the projects are targeted at increasing the capacity of the school district. The bond will pay to build two new elementary schools and one new junior high school. The funds will also pay to remodel two elementary schools, two junior high schools, and one high school: Fruitland Elementary, Meeker Elementary, Aylen Junior High, Kalles Junior High, and Puyallup High School East Campus Phase I. Finally, the bond will be used to purchase 14 new portable classrooms to alleviate the current and projected capacity of the school district: Eight for the elementary schools and six for the high school. Completion is projected by 2008. Table H-14 provides a breakdown of capacity issues and Table H-15 provides a breakdown of the projects.

**Table H-14: Puyallup School District Current Building Capacity**

<table>
<thead>
<tr>
<th>Building Capacity</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Building Capacity</td>
<td>17,773</td>
</tr>
<tr>
<td>Average Full Time Enrollments</td>
<td>19,536</td>
</tr>
<tr>
<td>Net Deficiency in Building Capacity</td>
<td>-1,763</td>
</tr>
</tbody>
</table>
Table H-15: Puyallup School District Future Building Capacity

<table>
<thead>
<tr>
<th>Building Project</th>
<th>Additional Capacity</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meeker Remodel / Fruitland Remodel</td>
<td>178</td>
<td>2006/07</td>
</tr>
<tr>
<td>New Elementary School #22 &amp; #23</td>
<td>1,102</td>
<td>2007/08</td>
</tr>
<tr>
<td>Elementary Portables</td>
<td>74</td>
<td>2005/06</td>
</tr>
<tr>
<td>Kalles J.H. Remodel</td>
<td>117</td>
<td>2007/08</td>
</tr>
<tr>
<td>New Junior High #7</td>
<td>800</td>
<td>2008/09</td>
</tr>
<tr>
<td>Aylen J.H. Remodel</td>
<td>132</td>
<td>2009/10</td>
</tr>
<tr>
<td>Puyallup H.S. East Campus Phase I Remodel</td>
<td>163</td>
<td>2008/09</td>
</tr>
<tr>
<td>High School Portables</td>
<td>32</td>
<td>2005/06</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,598</strong></td>
<td></td>
</tr>
</tbody>
</table>

The district is using 202 portable classrooms to supplement the capacity of permanent structures. The above table includes the capacity of the portables. The district uses levies, bonds, and taxes to pay for the projects and operational costs.

**LIBRARIES**

The Pierce County Library System is the library provider for the Mid-County Community Plan area. The system operates one library in the plan area located at 5107 112th St E. There is also a Processing and Administrative Center located at 3005 112th St E. Additionally, people that live in the plan area also have the option to remotely connect to the Pierce County Library System by logging on to the Library Catalog system from their home computer.

The library system is invested in the development of the Kid’s Bookmobile program. They are currently working with the Bethel School District to add more sites in the area to better serve the reading needs of children.

The Pierce County Library System is in the process of reviewing levies for Pierce County. The library staff is conducting a study to determine if they should remove the 1% levy and replace it with a 50-cent per $1,000 of assessed value levy. This would meet the statutory limit for library revenue collection. The staff is also aware of the need to conduct a Capital Facilities review; however, no decision on when that review would take place has been determined as of today.

**SANITARY SEWER**

The Mid-County Community Plan area is serviced by approximately 40 miles of sanitary sewer lines. Table H-16 provides a further breakdown of the sewer line types within the plan area.
**Table H-16: Sewer Lines**

<table>
<thead>
<tr>
<th>Type</th>
<th>Miles</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Forced Main</td>
<td>8</td>
<td>20.00%</td>
</tr>
<tr>
<td>Gravity Main</td>
<td>29.46</td>
<td>73.65%</td>
</tr>
<tr>
<td>Stub</td>
<td>0.63</td>
<td>1.58%</td>
</tr>
</tbody>
</table>

Pierce County Sewer Code and Tacoma-Pierce County Board of Health Regulations for On-Site Sewer Systems require designated urban properties within 300 feet of an existing public sewer line to connect to the sewer system when new development is proposed. Existing developments may continue use of on-site sewer systems, unless the existing system fails and public sanitary sewers are within 300 feet or the existing structure is expanded.

In the late 1990s, Pierce County adopted regulations that require new subdivisions within urban areas not connected to sanitary sewers to construct dry-line sewer infrastructure in addition to an interim septic system. This allows for future sewer extension to the project, when the interim septic systems would be disconnected, and the dry-line infrastructure utilized. The cost of constructing an interim septic system, dry-line sewer infrastructure, maintenance, and engineering challenges have encouraged developers to connect projects to the sewer system, with limited exceptions.

**SEWER IMPROVEMENT DISTRICTS – ULIDS**

The plan area contains parts of two improvement districts: 175 acres of the 12,611-acre Lakewood/Parkland Sewer Improvement District, and 203 acres of the 378-acre Midland Sewer Improvement District.

**STORMWATER SEWER SERVICE**

**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 and rate at which the water drains off the land. If not properly addressed, this post development increase in stormwater volume and rate can result in flooding, water quality and habitat degradation, and soil erosion.

Within the Mid-County plan area there is a network of both constructed and natural drainage systems. The majority of soils found in the plan area are of Kapowsin association, with some Puyallup-Sultan and Alderwood Everett in northern, low-lying areas. Kapowsin soils are moderately well-drained, and facilitate some natural formation of drainage channels. Most of the development that has occurred in the plan area has been at such a density that construction of large piped conveyance systems along roadways has not been necessary because runoff has infiltrated along the shoulders of the road or in roadside ditches. Only when development has become more intense (i.e., construction of a major arterial or the creation of subdivisions with more than one or two dwelling units per acre) has the need for
collecting and conveying the excess runoff to a storm drainage pond or to small scale drywell within the roadway been necessary.

Due to the drainage systems in the plan area, Clear-Clarks Creek and Clover Creek, significant flood hazards exist in many areas of Mid-County. These areas are in the northern portion of the plan area, in low-lying areas along the Puyallup River, and also along Clover Creek drainage in the southern portion of the plan area. These areas are relatively undeveloped, but have formed the natural drainage courses characterized with culverts at road crossings and steep ravines where the drainage courses traverse steep slopes. The area between Canyon Road and Woodland Avenue, and 112th Street and 144th Street includes a major system of wetlands, including 4 creeks associated with the Clear-Clarks Creek drainage: Woodland Creek, Diru Creek, Rody Creek, and Canyon Creek, which area associated with flood hazard in that area along with new development in surrounding areas.

Pierce County has developed some regional stormwater facilities just south of the Mid-County plan area. These facilities are utilized for drainage of Canyon Road East. One facility, Brookdale Pit, absorbs most excess drainage from the Mid-County plan area, and is currently at stormwater capacity. The plan area is also served by a string natural systems east of Canyon Road between 112th Street East and 144th Street East that also hold drainage from the area.

The regional systems identified above are in addition to the smaller publicly owned retention/detention ponds and a large amount of drywells associated with individual developments. These publicly owned stormwater facilities have been inventoried and are currently documented on the County’s GIS system for routine maintenance. Privately owned facilities within the plan area, which are associated with private road developments and gated communities, are not well inventoried. Private parties such as homeowners associations are responsible for maintaining those facilities. Sporadic checks have documented poor maintenance of these private facilities despite maintenance agreements required at the time of plat approval. This is probably due to loose-knit organizations of homeowners associations and lack of funding to perform the necessary maintenance. Pierce County has not had the resources necessary to track and pursue enforcement of the maintenance agreements.

**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. The Clover Creek Basin Plan encompasses the southern portion of the Mid-County plan area. The Clear-Clarks Creek Basin Plan has been developed for the northern portion of the plan area which drains into the Puyallup River. Implementation of the plan’s 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**

Mid-County residents and businesses receive their potable water (or drinking water) from one of several types of public water systems operating under different ownership arrangements (i.e., municipal, mutual or investor-owned) or from “individual wells.” The majority of residents receive their drinking water from a Group A water system; a public water system serving more than 15 connections. While approximately 10 Group A water systems operate in the Mid-County community, the majority of the community plan area is served by one of the following: Summit Water system, the City of Tacoma, Parkland Light & Water, Fruitland Mutual, City of Puyallup or Curran Road Mutual. In addition to Group A water systems, a percentage of Mid-County residents obtain their drinking water from a Group B system; a public water system serving between 2 and 15 connections. Finally, a lesser amount of Mid-County residents obtain their drinking water from a private source or individual well.

The Washington State Department of Health (DOH) has regulatory responsibility over Group A public water systems while the Tacoma-Pierce County Health Department (TPCHD) in conjunction with DOH has primary regulatory responsibility over Group B systems. TPCHD is responsible for the permitting of individual wells. Water systems meeting certain conditions (i.e. size) are required by DOH to prepare water system plans every six years. Such plans are required to be consistent with growth and zoning conditions contained in the relevant jurisdiction’s comprehensive plan and must demonstrate how the system is to provide water service to the projected growth. All users of surface water and users of more than 5,000 gallons of groundwater per day (or irrigation of more than ½ acre of land) are required to obtain a water right from the Washington State Department of Ecology.

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 (through 2020) and long-term (through 2050 and beyond) water demand in the region. While many of the region’s water 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. Such recognition is reflected in several new regional planning efforts, such as the Central Puget Sound Water Initiative and ESHB 2514 watershed management planning processes.
DESCRIPTION OF DESIRED CONDITIONS

The urban growth area is intended to accommodate the majority of new growth and development in the community plan area. It is important therefore, that the majority of public expenditures for urban facilities and service should also be directed to UGA. Urban levels of service should be required as a component of all new development in the UGA. Pierce County should ensure that new development supports the costs associated with public facility and service expansions that are made necessary by each development project. The UGA should not exceed a size that can be serviced by the urban facilities and services that exist or can be provided within a 20-year planning horizon. Prior to expanding the UGA, it must be demonstrated that adequate public facilities and services can be provided for each public facility and service.

Due to the high rate of growth in surrounding areas, residents have experienced deficiencies in public facilities, services, and infrastructure. Ensuring that adequate parks, roads, sewer and water systems are present in the community is a major goal of this plan. The Mid-County Community Planning Board has anticipated the expected growth and accounted for the current deficiencies when forming plan policy recommendations.

PUBLIC PARKS

The objectives, policies, and standards focus on improving park, recreational, and open space opportunities within the community. Strategies are identified for possible funding mechanisms and public agency partnerships. The community recognizes the potential for the area to link numerous trails and develop a community-wide trail system that will also connect to the regional trail system.

PARK ACQUISITION RECOMMENDATIONS

Policies also identify high priority locations for possible acquisition, several that are located within or adjacent to the Open Space corridor. The potential acquisition sites are not listed in order of priority. The CPB has recommended the following sites as potential park and recreation facilities:

- Regional trail along Tacoma Pipeline Road
- Regional trail along Tacoma Rail right-of-way
- Pederson farm properties at the northwest corner of 72nd St. and Waller Road
- Surface mine reclamation sites
- Faith dairy properties at the northwest corner of 72nd St. and Vickery Ave.
- Swan Creek upland areas
- Vacant properties in vicinity of Orangegate Park

**TRANSPORTATION**

**ROADWAYS**

The policies in the Mid-County Community Plan reinforce the need to improve and widen Canyon Road East to accommodate both existing and future traffic demand. The County’s Transportation Improvement Program (TIP) already includes funding for the widening of Canyon Road East south of State Route 512 and the proposed extension of Canyon Road East north of Pioneer Way East. Based upon an analysis of year 2025 traffic forecasts, capacity improvements are recommended on other east-west major arterials that would also serve to facilitate access to Canyon Road East. It is the hope of the community that these improvements will keep commuter traffic on the arterials and away from the local neighborhood streets.

The policies also reflect the desires of local residents for additional nonmotorized improvements. Paved shoulders are proposed along many arterials in order to accommodate pedestrian and bicycle travel to neighborhoods, schools, parks, and commercial centers. Proposed multi-use trails are recommended along Tacoma Pipeline Road, Tacoma Rail Line, and the utility lines to create a nonmotorized system that connects the Mid-County area with the surrounding areas.

A listing of the motorized and nonmotorized transportation project recommendations is included in Appendix A.

**RAIL SERVICE**

As part of the update to its Long-Range Plan, Sound Transit is evaluating the upgrading of the existing Tacoma Rail line to serve passenger rail service through the Mid-County area between the Tacoma Dome and the Frederickson industrial area. Sound Transit is also planning to triple the number of weekday trips for its existing commuter rail service along the BNSF line.

**TRANSIT SERVICE**

While local residents have expressed a desire for local transit service on additional roadways, the Mid-County Community Plan area may not have the population base to support additional fixed bus routes. However, the extension of demand-responsive service (SHUTTLE, Bus Plus) to the Mid-County Community Center and other residential areas with senior housing is considered a high priority. The addition of bus stops at the commercial centers along Canyon Road E near State Route 512 is also recommended. This additional transit service is contingent upon funding availability.
PUBLIC SCHOOLS

This plan recognizes that the school districts are the responsible entity to address school district issues. Policies encourage increased coordination between the County and the district to develop strategies that 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 neighborhoods to schools.

SANITARY SEWER

As sewer utilities are placed throughout the community to serve the population, the community recognizes the need for coordination during the construction phase to eliminate disruption and long delays in the transportation system. In efforts to maintain reasonable housing costs, the community encourages new methods and practices of sewer installation.

STORMWATER SEWER SERVICE

This plan focuses primarily on the management of surface water in efforts to reduce the amount of runoff caused from new development. Policies support the Clear Clarks Creek and Clover Creek Basin Plans’ recommendations which include discouraging development in areas prone to flooding. The community desires public and private stormwater facilities that are incorporated into the natural landscape and are properly maintained.

POTABLE WATER

Pierce County and water purveyors should coordinate their activities to ensure that an adequate and reliable domestic water supply is available to support projected population growth. The availability of an adequate potable water supply should be verified prior to the approval of new land divisions. If water purveyors are incurring problems of supplying water for new land divisions, then they should explore connections with other water systems that have adequate water supplies.
CAPITAL FACILITIES POLICIES

GOALS

Ensure that the infrastructure, facilities, and services which are necessary to support development are adequate to serve new projects at the time the buildings are available for occupancy and use without decreasing service levels below locally established minimum standards.

PUBLIC SCHOOLS

GOAL MC CF-1 The location of schools should be considered in the planning and construction of future sidewalks and pedestrian paths.

MC CF-1.1 Coordinate with the school districts to identify and prioritize designated school walking routes in need of safety improvements.

PARKS AND RECREATION POLICIES

REGIONAL PARKS

GOAL MC PR-1 Monitor and maintain the level of service for regional park facilities in the community plan area.

MC PR-1.1 Evaluate the level of service for regional parks annually.

MC PR-1.2 Correct level of service deficiencies in regional park facilities through capital improvements such as constructing new facilities or expanding existing facilities.

MC PR-1.2.1 Avoid non-capital remedies, such as lowering the desired level of service.

MC PR-1.3 The sale of publicly-owned park and open space land is discouraged within the community plan area.

MC PR-1.3.1 In the event that such sale occurs, any proceeds shall be used to purchase an equivalent or greater amount of land within the plan area for park or open space purposes.

GOAL MC PR-2 Design and locate new regional parks within the community plan area to serve the needs of community residents as well as providing countywide benefits. New regional parks should meet the following criteria:

MC PR-2.1 Locate park sites in a manner to take advantage of the physical amenities of the plan area;

MC PR-2.1.1 Priorities include stream corridors, forested sites, historical areas, and scenic vistas.
MC PR-2.2 Regional parks should generally be 40 acres or more in size; however, these parks may be developed on smaller parcels based upon land availability, facility type, community need, and site characteristics; and

MC PR-2.3 Consider charging user fees at sites that provide active recreational opportunities at an appropriate rate that will help support the maintenance and operation of these facilities.

GOAL MC PR-3 The following sites are high priority locations for regional park land acquisition within the Mid-County Community Plan area. The sites are not listed in any order of preference or importance:

MC PR-3.1 Regional trail along the Tacoma Pipeline Road. The site is currently owned by Tacoma City Water;

MC PR-3.2 Regional trail along the Tacoma Rail right-of-way. The site is currently owned by Tacoma Public Utilities;

MC PR-3.3 Pederson Farm properties at the northwest corner of 72nd Street and Waller Road;

MC PR-3.4 Surface mine reclamation sites as they become available. These sites should be acquired for open space purposes if topography precludes development of an area for active recreation;

MC PR-3.5 Faith Dairy properties at the northwest corner of 72nd Street and Vickery Avenue if they become available;

MC PR-3.6 Uplands on the east side of Swan Creek if they become available. If these properties are not available for acquisition, pursue viewshed easements or other methods for protection. These properties are intended to connect with the existing Swan Creek Park properties in the City of Tacoma;

MC PR-3.7 Vacant properties between Orangegate Park and 96th Street East that are currently enrolled in the Current Use Assessment program; and

MC PR-3.8 Provide information to the owners of these properties regarding the community interest in potential park acquisition.

GOAL MC PR-4 Consider a variety of passive and active recreational opportunities for Orangegate Park.

MC PR-4.1 Inventory existing conditions prior to park development.

MC PR-4.2 Pursue development activities in a phased manner.

MC PR-4.3 Design development to mitigate impacts to adjacent private property owners.

MC PR-4.4 Day use facilities are encouraged.

MC PR-4.5 Lighting associated with evening recreational activities is discouraged.

MC PR-4.6 Passive recreational opportunities are a community priority. Appropriate passive recreation may include:
MC PR-4.6.1  Nonmotorized trails for pedestrians, bicycles, and horses;
MC PR-4.6.2  Picnic areas;
MC PR-4.6.3  Separate on-leash and off-leash areas for dogs; and
MC PR-4.6.4  Open space.

MC PR-4.7  Pursue development of an active recreational component to provide a funding source for park maintenance and operations.

MC PR-4.8  Appropriate active recreation may include:
  MC PR-4.8.1  Multipurpose recreation building;
  MC PR-4.8.2  Multipurpose ball fields; and
  MC PR-4.8.3  Nine-hole golf course.

MC PR-4.9  Active recreational uses may be more appropriate on the northeast 40 acres.

MC PR-4.10  Passive recreational uses are more appropriate on the southwest 120 acres.

MC PR-4.11  Consider development of a trailhead parking lot with restroom facilities to serve Orangegate Park and the proposed Tacoma Pipeline regional trail.

**COMMUNITY, NEIGHBORHOOD, AND SUBDIVISION PARKS**

**GOAL MC PR-5**  Pierce County shall support the creation of a park service area or district to help fund and develop community and neighborhood scale parks throughout the plan area.

MC PR-5.1  Provide subdivision parks in all new urban residential subdivisions.

MC PR-5.2  Establish level of service (LOS) standards for community and neighborhood park and recreation facilities.

MC PR-5.2.1  Pierce County should require all new residential subdivisions and multifamily residential developments to pay an impact fee, dedicate land, or pay a fee in lieu of land dedication for the development of community and neighborhood parks based on the established LOS.

MC PR-5.2.2  Delay the implementation of the impact fee and fee in lieu of dedication program until such time as a park service area or district is formed.

MC PR-5.2.2.1  In the interim, Pierce County should require only land dedication. Focus such land dedication on the provision of subdivision parks within new residential developments.

MC PR-5.2.3  Develop regulations controlling the location, use, and improvement of land dedicated for community and neighborhood park purposes.

MC PR-5.2.3.1  Such regulations shall, at a minimum, prescribe minimum park dedication amounts, access, amenities, location, and maintenance.
MC PR-5.3  Design and locate new community and neighborhood parks within the plan area to serve the needs of all segments of the community. These parks should meet the following criteria:

MC PR-5.3.1  Locate new park sites in a manner to take advantage of the physical amenities within the plan area;

MC PR-5.3.1.1  Priorities include stream corridors, forested sites, historical areas, and scenic vistas;

MC PR-5.3.2  New parks may provide passive or active recreational areas;

MC PR-5.3.3  Community parks are typically 15 to 25 acres in size;

MC PR-5.3.3.1  Access to a community park should be from an arterial street if traffic volumes are anticipated to be high;

MC PR-5.3.3.2  Restroom facilities should be provided at a community park;

MC PR-5.3.4  Neighborhood parks are typically 5 to 10 acres in size;

MC PR-5.3.4.1  Smaller parks are appropriate when location is considered and larger sites are not available;

MC PR-5.3.4.2  Neighborhood parks should be separated from one another in a relatively even manner throughout the plan area;

MC PR-5.3.4.3  Typically a one to two-mile separation is desirable; and

MC PR-5.3.4.4  Access to a neighborhood park should be from a local residential street.

MC PR-5.4  The following sites are high priority locations for community and neighborhood park land acquisition within the Mid-County Community Plan area. The sites are not listed in any order of preference or importance:

MC PR-5.4.1  Pederson Farm properties at the northwest corner of 72nd Street and Waller Road;

MC PR-5.4.2  Faith Dairy properties at the northwest corner of 72nd Street and Vickery Avenue if they become available; and

MC PR-5.4.3  Provide information to the owners of these properties regarding the community interest in potential park acquisition.

MC PR-5.5  Provide subdivision parks in all new residential developments in the urban area (Summit View area).

MC PR-5.5.1  Provide subdivision parks in all new residential subdivisions and multifamily residential developments except when a fee in lieu of the park land dedication has been provided to a local park district that will mitigate for the impacts associated with the new residential development.

MC PR-5.5.2  The recreational area in a required subdivision park shall consist of a minimum of 5,000 square feet and shall be in a separately dedicated park tract.
MC PR-5.5.3 Improve each mini-park with a variety of amenities such as a playground, sports court, tot lot, picnic facility, gazebo, on-site water line, and associated landscaping.

MC PR-5.5.4 Connect open space tracts, screening buffers, and stormwater facilities with any subdivision park when possible to create the opportunity for a system of walking trails.

TRAILS

GOAL MC PR-6 Design and develop a community-wide trail system.

MC PR-6.1 Design trails to interconnect or form loops whenever possible. Trails should not dead-end unless unique circumstances exist such as a trail that provides access to a specific destination.

MC PR-6.2 Design a trail system to connect with regional trail systems that exist or are planned in the surrounding communities of South Hill, Frederickson, Midland, and the Cities of Puyallup and Tacoma.

MC PR-6.3 Priorities for new trail development include the Tacoma Pipeline Road regional trail, Tacoma Rail regional trail, 112th Street and Canyon Road nonmotorized bicycle and pedestrian improvements.

MC PR-6.4 Consider trail development in the Summit View area that can provide benefits to the nonmotorized transportation system by connecting urban density neighborhoods with the Canyon Road commercial district.

MC PR-6.5 Multi-use trails should incorporate existing utility corridors including water, gas, power, rail, and road rights-of-way.

MC PR-6.6 Explore strategies to remove various types of natural and built barriers to facilitate trail corridors throughout the community.

MC PR-6.7 Provide development incentives such as bonus densities and increased impervious coverage for projects that incorporate trails into the project design or provide a connection to a regional trail system.

MC PR-6.8 Consider designating trails in each subdivision and site plan approval.

MC PR-6.9 Consider granting maximum development incentives and bonuses including credit to the County park impact fee ordinance to developments that contribute significant links in a community-wide system of public trails.

MC PR-6.10 Acquire property that will support a community-wide system of trails now and in the future.

MC PR-6.10.1 Whenever possible, unopened rights-of-way and other public lands should be dedicated for trail purposes.
MC PR-6.10.2  Acquiring easements across private lands should be considered when necessary.

MC PR-6.11  Plan and construct trails along existing right-of-way corridors to minimize community disturbance. For example, railroad, utility line, and road rights-of-way should be followed when feasible.

MC PR-6.12  Utilize critical area buffers, open space areas, greenbelts in private developments, and passive and active parks for informal trail purposes.

MC PR-6.13  Encourage private property owners to donate public trail access.

MC PR-6.13.1  Compensate landowners for providing easements for public trails across private property.

MC PR-6.14  Acquire property at Pederson Farms for a trailhead.

MC PR-6.14.1  This trailhead would provide access to Swan Creek informal trails and the proposed regional trail along Pipeline Road.

**Partnerships**

**GOAL MC PR-7**  Work with area school districts to develop parks adjacent to existing and planned school sites.

MC PR-7.1  Support the development of an aquatic center in the Franklin Pierce High School neighborhood.

**GOAL MC PR-8**  Pursue opportunities to develop park and recreational facilities in conjunction with public and private utility providers.

MC PR-8.1  Partner with Tacoma City Water to develop a regional trail facility within the 100-foot wide Pipeline Road right-of-way.

MC PR-8.2  Partner with Tacoma Public Utilities to develop a regional trail facility within the Tacoma Rail right-of-way.

MC PR-8.3  Work with Pierce County Public Works – Surface Water Management to explore opportunities to utilize regional stormwater facilities for passive recreation.

**GOAL MC PR-9**  Coordinate park and recreation planning and seek funding opportunities jointly with the Cities of Puyallup and Tacoma.

MC PR-9.1  Pursue a partnership with the City of Tacoma to facilitate the proposed regional trail between Orangegate and the Swan Creek Park properties.

MC PR-9.2  Partner with the City of Tacoma (Metro Parks) to develop a regional park plan for Swan Creek Park.

**GOAL MC PR-10**  Explore alternatives for providing and maintaining publicly-owned parks and trails such as enlisting service organizations, soliciting corporate donations, and donations of goods and services from local businesses.
MC PR-10.1  The Pierce County Parks Department should facilitate an adopt a park program for Orangegate Park to encourage community support and involvement at this undeveloped park.

MC PR-10.2  Support an adopt a trail program for trail maintenance purposes.

**OPEN SPACE**

**GOAL MC PR-11**  Utilize park impact fees that are collected within the community plan area to purchase open space land within the community plan area.

**GOAL MC PR-12**  Acquire surface mine reclamation sites as they become available.

**MC PR-12.1**  These sites should be acquired for open space purposes if topography precludes development of an area for active recreation.

**TRANSPORTATION POLICIES**

**GOAL MC T-1**  Pursue options for increasing the capacity of north-south arterials within the Mid-County Community Plan area.

**MC T-1.1**  Give top priority to the funding and implementation of capacity and traffic flow improvements on Canyon Road E.

**MC T-1.1.1**  Widen Canyon Road E. to provide additional through lanes and other improvements to accommodate existing and future traffic volumes.

**MC T-1.1.2**  Improve traffic flow at the intersections along Canyon Road E. with the addition of turn lanes. All options for intersection treatments, including grade separations (overpasses or underpasses) and interchange improvements, should be considered at the most congested intersections on Canyon Road E. such as Pioneer Way E. and 72nd Street E.

**MC T-1.1.3**  Support the northerly extension and realignment of Canyon Road E. from Pioneer Way E. to 70th Avenue E.

**MC T-1.1.4**  Limit the number of traffic signals on Canyon Road E. north of SR 512.

**MC T-1.1.5**  Coordinate the timing and phasing of traffic signal operations on Canyon Road E. and other major arterials.

**MC T-1.1.6**  Facilitate truck traffic with the provision of climbing lanes on Canyon Road E. from Pioneer Way E. to 72nd Street E.

**MC T-1.2**  Give the next highest priority to the funding and implementation of roadway capacity projects that provide access to Canyon Road E.

**MC T-1.2.1**  Give priority to capacity improvements at the following locations:

**MC T-1.2.1.1**  Pioneer Way E. from Tacoma city limits to Woodland Ave. E.;

**MC T-1.2.1.2**  72nd Street E. from the Tacoma city limits to Pioneer Way E.;
MC T-1.2.1.3  Pioneer Way E./Waller Road E. intersection;
MC T-1.2.1.4  128th Street E./Woodland Avenue E. intersection;
MC T-1.2.1.5  Portland Avenue E. from 112th Street E. to SR 512;
MC T-1.2.1.6  Brookdale Road E. from 38th Avenue E. to Canyon Road E.; and
MC T-1.2.1.7  160th Street E. from Canyon Road E. to Woodland Avenue E.

MC T-1.3  Support implementation of capacity improvements on the state highway system. These projects are expected to provide congestion relief by diverting pass-through traffic away from the Mid-County area. Priority should be given to the improvement of the SR 512/Canyon Road E. interchange and the SR 512/Portland Avenue E. interchange.

MC T-1.4  Collaborate with developers to identify and preserve right-of-way within proposed transportation corridors.

NONMOTORIZED TRAVEL

GOAL MC T-2  Consider strategies that make pedestrian circulation systems safe, convenient, and efficient.

MC T-2.1  Accommodate pedestrian and bicycle travel by providing continuous paved shoulders, sidewalks, and/or wide curb lanes along at least one east-west and one north-south roadways through the community.

MC T-2.2  Provide pedestrian access to commercial centers either in the form of sidewalks for large centers or trails and paths in smaller centers. Priority should be given to the commercial centers near SR 512 and Canyon Road East.

MC T-2.3  Provide paved shoulders, sidewalks, or wide curb lanes on arterials and on some local streets to improve safety for pedestrians, bicyclists, and equestrians.

MC T-2.4  Provide paved shoulders, sidewalks, or wide curb lanes on roads leading to all schools to allow children to walk or bike to school.

MC T-2.4.1  Priority should be given to the Franklin Pierce High School zone.

MC T-2.5  Separate pedestrian facilities from roads with planting strips, where adequate right-of-way exists, in high use areas such as schools, commercial, and recreation areas.

MC T-2.6  Convert roadside ditches into shoulders through the use of covered culverts or grating, if feasible, at schools, parks, and recreational fields.

MC T-2.6.1  The length of the shoulder improvement should be no more than one-half mile.

MC T-2.7  Provide shoulders or paths on roadways with ditches to improve pedestrian safety.
MC T-2.7.1 If the shoulder or path cannot be provided alongside the ditch, then it should be located on the opposite side of the roadway where ditches are not located.

GOAL MC T-3 Consider nonmotorized facilities in all development approvals and roadway construction.

MC T-3.1 Require new subdivisions, new multifamily complexes, and new manufactured home parks that are adjacent to a nonmotorized route within the Pierce County Transportation Element to provide direct access to the route.

MC T-3.2 Require developers of residential, commercial, and industrial projects to construct facilities for pedestrians on existing County arterials that abut their property, whenever feasible.

MC T-3.2.1 In urban areas, a sidewalk, path, or paved shoulder shall be provided on the sides of the arterial where the development is located.

MC T-3.2.2 In rural areas, a paved or gravel shoulder shall be provided on the sides of the arterial where the development is located.

MC T-3.2.3 Where adequate right-of-way exists in rural areas, a pedestrian pathway that is separated from the arterial should be considered.

MC T-3.3 Require pedestrian linkages between adjacent business properties to encourage more pedestrian movement between those properties and reduce unnecessary vehicular movements.

MC T-3.4 Provide facilities for pedestrians when reconstructing or building new arterials, whenever feasible.

MC T-3.4.1 In urban areas, sidewalks shall be provided on both sides of the arterial.

MC T-3.4.2 In rural areas, a paved or gravel shoulder shall be provided on both sides of the arterial.

MC T-3.4.3 Where adequate right-of-way exists in rural areas, a pedestrian pathway that is separated from the arterial should be considered.

MC T-3.5 Include paved shoulders or wide curb lanes to accommodate bicyclists when reconstructing or building new arterials, whenever feasible.

GOAL MC T-4 Provide safe and continuous pedestrian access throughout the Canyon Road E. corridor.

MC T-4.1 Provide pedestrian access onto new development sites from Canyon Road E.

MC T-4.1.1 Where a use fronts more than one street, pedestrian access should be provided from both streets, if possible and desirable.

MC T-4.2 Provide an internal sidewalk or pathway system connecting individual businesses, office, and residential buildings with the adjacent sidewalk system, parking lots, open spaces, and adjacent properties, where desirable.
GOAL MC T-5
Plan and implement a pedestrian and bicycle system to connect with the pedestrian and bicycle systems that exist or are planned in the surrounding communities of Midland, Frederickson, South Hill and the Cities of Tacoma and Puyallup.

MC T-5.1 Priority improvements should include the 112th Street E and Canyon Road E pedestrian and bicycle improvements.

GOAL MC T-6
Accommodate equestrian travel in the design of shoulders, where appropriate. Consider the use of gravel paths for horse riders adjacent to the shoulder or any roadside ditches.

COMMUNITY CHARACTER

GOAL MC T-7
Preserve the history and heritage of the community by retaining the rural character of the local roadways.

MC T-7.1 Give preference to paved or gravel shoulders instead of sidewalks on roadways in the rural areas.

MC T-7.1.1 Sidewalks are not consistent with the rural character of the community and should be discouraged in the rural areas.

MC T-7.2 Limit sidewalks to the major arterials and to areas where schools and businesses are located.

MC T-7.3 Discourage the use of sound walls in the rural areas.

MC T-7.4 Ensure that transportation routes used by mining operations are well lit and safe for motorists to travel.

MC T-7.5 Include vegetated or landscaped buffers or setback areas between any new sidewalks or pathways and the roadway, where feasible.

MC T-7.5.1 If possible, any buffers or setback areas should consist of natural vegetation instead of supplemental landscaping.

ENVIRONMENTAL CONSIDERATIONS

GOAL MC T-8
Utilize trees and native vegetation to improve roadway aesthetics and air quality and to reduce the impact of traffic noise upon adjacent land uses. Provide buffers adjacent to arterials.

MC T-8.1 Include roadside native vegetation and trees in the buffer areas adjacent to arterials, whenever feasible.

MC T-8.1.1 Any new native vegetation or trees should be located outside of the arterial right-of-way and should be maintained by the adjacent private landowner.

MC T-8.1.2 Ensure that any plantings do not affect driver visibility or line of sight.
MC T-8.2 Include vegetated or landscaped buffers or setback areas between any new sidewalks or pathways and the roadway, where feasible.

MC T-8.2.1 If possible, any buffers or setback areas should consist of natural vegetation instead of supplemental landscaping.

ACCESS CONTROL

GOAL MC T-9 Enhance connectivity between developments along the Canyon Road East corridor and 112th Street East corridor, where desirable.

MC T-9.1 Provide the opportunity for connections linking new development on Canyon Road East and 112th Street East to surrounding areas and the greater community.

MC T-9.2 Provide automobile connections to adjacent properties along Canyon Road East corridor and 112th Street East corridor through the use of cross street easements, common entryways, shared internal driveways and parking lots, and similar techniques.

MC T-9.3 Encourage the consolidation of access to Canyon Road East, 112th Street East and other major and secondary arterials to reduce interference with traffic flow on the arterials and to reduce conflicts between nonmotorized modes of travel and motor vehicles.

MC T-9.4 Limit the number of new driveways and intersections along River Road (SR 167 North), Canyon Road East, 112th Street East and other major arterials.

MC T-9.4.1 The spacing between driveways and intersections should be maximized.

MC T-9.5 Encourage the use of side streets, whenever feasible, to provide vehicular access to new development on corner lots on Canyon Road East and 112th Street East.

MC T-9.5.1 Driveways for corner lots on Canyon Road East should be limited to right turn ingress and egress only.

TRANSIT SERVICE

GOAL MC T-10 Promote increased transit service within the plan area.

MC T-10.1 Encourage transit agencies to provide a range of cost effective services that link residential neighborhoods with major travel destinations.

MC T-10.2 Encourage transit agencies to provide Bus Plus and SHUTTLE bus service and better access in the Summit-Waller area.

MC T-10.2.1 Priority should be given to extend service to the Mid-County Community Center.

MC T-10.3 Encourage transit agencies to provide bus stops at multifamily or high density residential areas and at public service facilities such as the Mid-County Community Center.
MC T-10.4  Encourage transit agencies to establish local bus service operating along Canyon Road East with convenient bus stop locations at the commercial and retail centers.

MC T-10.5  Work with Pierce Transit to provide improved marketing and promotion of the full range of transit services available to Mid-County residents including local fixed route services, regional express routes, connections to commuter rail, Bus Plus service, paratransit services for persons with disabilities, and vanpool and ridesharing matching services.

**Utilities Policies**

**Sanitary Sewer**

**GOAL MC U-1**  Sewer and wastewater treatment facilities enable higher intensity development to occur within urban areas. Construction of these facilities can also disrupt traffic patterns and utility services. The intent of the sewer and wastewater treatment policies is to provide guidelines on coordinating infrastructure improvements and encourage better methods and techniques during the design and construction phases.

**MC U-1.1**  Schedule construction activities to avoid sensitive time periods in the life cycle of fish and wildlife, such as spawning, nesting, and migration.

**MC U-1.2**  Whenever possible, construction will be scheduled to minimize disruption of access to area residences and businesses.

**Stormwater**

**GOAL MC U-2**  Identify the areas within and adjacent to the community that are highly sensitive to changes in hydrologic conditions and functions.

**MC U-2.1**  Within these highly sensitive areas, establish standards that provide for near zero change in hydraulic and hydrologic function on a property (i.e., no net increase in the peak flow or volume of runoff or erosion leaving a site) post development.

**GOAL MC U-3**  Support the Clear/Clarks Creek Basin and Clover Creek Basin planning efforts.

**MC U-3.1**  Request that the basin planning process model changes to hydrologic conditions resulting from development under current land use designations and under the changes to land use designations proposed by the community plan.

**MC U-3.2**  Consider the basin modeling results when making decisions regarding the allowable range and intensity of land uses within the community.

**MC U-3.3**  Coordinate the identification of appropriate areas for potential rezoning with the watershed basin planning processes.
POTABLE WATER

GOAL MC U-4  Revise water service boundaries in cases where the designated water service provider cannot provide timely or reasonable service.

IMPLEMENTING ACTIONS

The following list of actions needs 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Land Use Advisory Commission (LUAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works & Utilities (PWU), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

1. Adopt standards for the placement and design of stormwater facilities.  (PALS, PWU)
2. Utilize basin planning hydrologic condition modeling when making decisions regarding the allowable range and intensity of land uses.  (CPB, PALS)

Parks

1. Annually evaluate the level of service for regional parks in the plan area and correct deficiencies through capital improvements.  (Parks)
2. Coordinate with the City of Tacoma to initiate a study to determine the feasibility of developing Tacoma Pipeline Road as a regional multi-use trail.  (Parks, PALS, PWU)

Transportation

1. Revise development standards to require developments to provide safe, convenient, and efficient connections between adjacent existing or future residential and commercial developments.  (PWU, PALS)
2. Consider amending the Pierce County Capital Facilities Element and Six-Year Transportation Improvement Program (TIP) to include the highest priority motorized and nonmotorized transportation projects in the Mid-County Community Plan as identified in Appendix A.  (PWU)
3. Coordinate with the Washington State Department of Transportation (WSDOT) to request capacity and operational improvements to the SR 512/Canyon Road East interchange and the SR 512/Portland Avenue East interchange and to investigate safety improvements on SR 167 (River Road).  (PWU)
4. Amend development regulations to establish options for the County to preserve and acquire right-of-way within identified transportation corridors.  (PALS, PWU)
5. Evaluate development regulations to ensure that cumulative traffic impacts are properly addressed and mitigated in accordance with State Environmental Policy Act (SEPA) requirements. (PALS, PWU)

6. Develop and implement a viable transportation impact fee program for funding transportation improvements and meeting concurrency requirements. (PWU)

7. Amend development regulations and roadway design standards to encourage the provision of nonmotorized facilities in new developments and in all new roadway construction. (PALS, PWU)

8. Coordinate with school districts to identify and prioritize pedestrian and bicycle improvements for upcoming grant funding applications. (PWU)

9. Coordinate with Pierce Transit to initiate demand response transit service to those areas of the Mid-County area which are not currently served by transit. Emphasis should be given to the Mid-County Community Center. (PWU)

**Mid-Term Actions**

1. Evaluate the short platting and subdivision ordinances to ensure the availability of potable water is taken into account during all phases of the permitting process. (PALS, PWU)

2. Amend the Coordinated Water System Plan (CWSP) to revise water service boundaries where the designated water service provider cannot provide timely or reasonable service. (PWU)

3. Coordinate with the school districts to develop strategies that address student capacity issues. (PALS)

4. Monitor the effectiveness of LID projects and the ability to meet the established goals of the LID standards. (PWU, PALS)

**Parks**

1. Amend the Pierce County Parks and Recreation Plan to include criteria established in this plan element for the design location, and acquisition of parks and/or parklands within the plan area. (Parks)

2. Utilize the level of service standards and the design and location standards when establishing neighborhood or community scale parks. (Parks)

3. Partner with the Franklin Pierce and Puyallup School Districts to facilitate joint County-District recreational opportunities within the community. (Parks)

4. Consider charging user fees at active recreational sites to help support the maintenance and operation of these facilities. (Parks)

5. Develop mechanisms that allow impact fees, land dedication or fee-in-lieu-of land dedication for the future park development. (PALS, Parks)

6. Develop regulations that control the location, uses, and improvements on land dedicated for community and neighborhood park purposes. (PALS)

7. Pursue opportunities to develop park and recreational facilities in conjunction with public and private utility providers and adjacent cities. (Parks)

8. Facilitate “adopt a park” and “adopt a trail” programs within the plan area. (Parks, PWU)
9. Develop a purchase of development rights program and transfer of development rights program to support open space preservation within the plan area. (PALS, Parks)

**Transportation**

1. Create a process for increased bonus densities when right-of-way is donated, access is shared, or other public improvements, including road improvements and sewer extensions, are made. (PALS)
2. Coordinate with the Franklin Pierce, Puyallup and Bethel School Districts to identify and prioritize designated school walking routes in need of safety improvements. (PWU)
3. Consider amending the Pierce County Transportation Element to include the motorized and nonmotorized transportation projects and priorities in the Mid-County Community Plan as identified in Appendix A. (PWU)
4. Coordinate with the Washington State Department of Transportation (WSDOT) to ensure that capacity improvements to SR 512 and other State highways that will reduce traffic congestion in the Mid-County area are included in the updates to the Highway System Plan (HSP) and other WSDOT planning and programming documents. (PWU)
5. Coordinate with the neighboring cities, WSDOT, school districts, and utility companies to develop a study to identify an interconnected system of nonmotorized improvements throughout the Mid-County area. (Parks and Recreation, PALS, PWU)
6. Work with Pierce Transit to expand the range of transit services and to increase the number of bus stops within the Mid-County area. (PWU)
7. Incorporate flexibility in the design of motorized and nonmotorized facilities in order to improve aesthetics and minimize environmental impacts. (PWU)

**LONG TERM ACTIONS**

1. Coordinate recommendations from the Clover Creek Basin Plan and Clear/Clarks Creek Basin Plan with any updates to the community plan to address surface water runoff and flooding issues. (PALS, PWU)
2. Evaluate Surface Water Management Fees based on the performance standards resulting from basin planning efforts. (PWU)

**Parks**

1. Update maps and add signs and directional markers as the nonmotorized transportation network develops and destinations are connected. (PWU, Parks and Recreation)
2. Support efforts to establish mechanisms that support the development of neighborhood and community scale parks by identifying local interest groups and conducting a series of education workshops regarding the formation, financing, and management of parks service areas and districts. (Parks)
3. Design and develop a community-wide trail system according to trail policies. (Parks, PWU)
4. Provide development incentives such as bonus densities, increased impervious coverage, and credit to the County park impact fee ordinance for projects that
incorporate trails into the project design or provide a connection to a regional trail system. (PALS, Parks)

Transportation
5. Update maps and add signs and directional markers as the nonmotorized transportation network develops and destinations are connected. (PWU, Parks and Recreation)
Mid-County Community Plan

Sewer Infrastructure

- Forced Sewer Main
- Gravity Sewer Main
- Pump Station

Pierce County, Washington

Department of Planning and Land Services

Plot Date: July 06, 2005
Existing Parks Recreation and Bike Route

- Low Traffic Road
- Heavy Traffic, Paved Shoulder
- Heavy Traffic, No Shoulder
- Park/Recreation, No Shoulder
- Other Recreation
- K thru 12 Education

Proposed Park & Trail Acquisitions

- Proposed Park
- Surface Mine Reclamation Sites
- Regional Trail
- Bike and Pedestrian
- Non-Motorized Improvement

Swan Creek Trail

- Foot Path
- Old Road Bed
- Stairs
- Point of Interest

Compiled Urban Growth Area Boundary
Plan Boundary

Pierce County, Washington

Department of Planning and Land Services

Plot Date: December 28, 2005

Mid-County Community Plan
Chapter 7: 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 Mid-County 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 five plan elements.

This section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to achieve the plan’s vision. Actions may include the development and implementation of regulations and design standards, coordinating the provision of facilities and services with other entities, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. This framework for monitoring provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames, and specifies how the monitoring program should be documented. 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.

How to Measure the Effect of Standards

The Mid-County 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. PALS staff and the Mid-County Advisory Commission 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. PALS staff would evaluate if regulations and design standards have been adopted and are being implemented. The PALS staff, LUAC, or other County Departments would review the plan to determine if other actions have been completed and could be done to accomplish the vision of the plan.

**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 LUAC, which review such applications, as well as PALS staff, would need to be included in the monitoring. PALS 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 LUAC, and PALS 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 LUAC and PALS staff. PALS 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 Mid-County 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 Mid-County 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 PALS 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 LUAC 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.
The Parkland-Spanaway-Midland Communities Plan’s narrative text and policies are in addition to the Countywide Comprehensive Plan narrative text and policies and are only applicable within the Parkland-Spanaway-Midland Communities Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2002-22s, Effective 9/3/2002).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Plan Area

The Parkland-Spanaway-Midland (PSM) Communities Plan area encompasses approximately 13,003 acres (20.3 square miles) and is located in west-central Pierce County. The plan area includes three separate, but interconnected communities, tied by history, environmental features, transportation issues, and growth pressures. The PSM Communities Plan area is bounded on the north by the City of Tacoma, the west by the City of Lakewood, McChord Air Force Base, and Fort Lewis, on the south by Fort Lewis, and on the east by the Summit-Waller/North Clover Creek Collins and Frederickson Community Plan areas.

General Characteristics

The communities are characterized by a mix of historic urban communities, new suburban residential neighborhoods, semi-rural and large lot residential areas, Pacific Lutheran University, Sprinker Recreation Center/Spanaway Park, the Clover Creek and Spanaway Creek watersheds, Spanaway and Tule Lakes, and major commercial and transportation arterials (i.e., SR 512, Pacific Avenue/Mountain Highway, Portland Avenue, 112th and 176th Streets, and Steele Street/Spanaway Loop Road). The plan area had an estimated 1999 population of approximately 60,104 residents with significant growth since that time. While these communities share some common characteristics, each community has its own unique pattern of development.

Parkland

Parkland is defined by the presence of Pacific Lutheran University (PLU). The wooded, small lot, urban pattern of the north-central part of the community goes back to its platting in the 1890s. Parkland’s character was altered significantly by the construction of the SR 512 freeway that resulted in splitting the community north to south. The newer residential portions of Parkland lie to the east of Pacific Avenue and south of PLU; both areas have experienced significant growth in recent decades. The western edge of Parkland is characterized by Clover Creek drainage, its wetlands, and wooded large lot residential areas and historic farmsteads. Besides PLU, Parkland is characterized and influenced by the presence of the heavily used Pacific Avenue commercial corridor, which is the main link from SR 512 and I-5 to Bethel, Graham, Frederickson, and Spanaway areas, as well as the main route to Mount Rainier National Park. The historic Garfield Street neighborhood, at the eastern edge of PLU, serves as the pedestrian commercial center of the community and university.

Spanaway

Spanaway is defined by the presence of Spanaway Lake and the associated regional recreation centers, e.g., Sprinker Recreation Center, Spanaway Park, and Lake Spanaway Golf Course. The historic Spanaway town site lies to the south of Spanaway Park on the eastern shore of
Spanaway Lake. Spanaway has grown substantially in recent decades with suburban and large lot residential neighborhoods developing on the east side of Pacific Avenue and in the areas surrounding Spanaway Lake. As with Parkland, Spanaway is characterized by the Pacific Avenue corridor, as well as Old Military Road (the entrance to the east gate of McChord AFB), and 176th Street (the main east-west link to Frederickson and South Hill).

**Midland**

The community of Midland can also trace its settlement back to the 1890s, when it was a farming community, with a town site platted along the southern end of Portland Avenue. Midland today is characterized by a mix of urban residential development, interspersed with large lot residential areas, pastures, wetlands, and woodlands. The community is accessed and characterized by the Portland Avenue transportation and employment corridor. Most commercial development in Midland is focused along the 72nd Street corridor where it borders with East Tacoma. A significant amount of light industrial uses exists in the vicinity of the historic town site along Portland Avenue and in close proximity to SR 512.

**History of the Communities Plan Area**

**Early Settlers**

The first inhabitants of the Parkland-Spanaway-Midland area were the Squally Indians. There were abundant food sources on the prairies and in Clover Creek, such as salmon, trout, elk, deer, bear, berries and edible roots that were hunted or gathered by the Native Americans. The British-owned Hudson Bay Company established Fort Nisqually, which was located in the present-day City of DuPont, to operate a fur-trading business. The company also established an agricultural subsidiary called the Puget Sound Agricultural Company. Twelve thousand sheep, 3,000 cattle, and 300 horses are said to have grazed the Puget Sound Agricultural Company land. The Hudson Bay Company personnel were the first European inhabitants of the south Puget Sound area.

The communities of Midland, Parkland, and Spanaway started as farming communities over 125 years ago. The Donation Land Act passed by the U.S. Congress in 1850 brought a major influx of new settlers into the area. The law provided 320 acres to single adult male citizens over twenty-one years of age. Married couples could claim 640 acres (one section) of the land. After the law expired in 1855, the Homestead Act was passed in 1862, granting 160 acres to individual citizens. The first wagon train of pioneers arrived in Pierce County in 1853. The earliest pioneers that settled in Parkland were Thomas and Agnes Tallentire. Some of the early donation land claimants included the Mahons, Smiths, Pattisons, and Moreys.

Hops became a cash crop among the early settlers after the 1870s. Virgin forests of Douglas fir, cedar, alder, hemlock, and maple were logged for timber. Settlers fished for salmon in the creeks and established orchards and used the area for grazing sheep and cattle. Agricultural activities continued through the 1880s. The original Parkland Post Office was established in 1891. Spanaway was one of the earliest areas of settlement in Pierce County with the
settlement record dating back to the late 1840s. The name "Spannuch" later modified to Spanaway is believed to have been derived from a Native American word referring to Spanaway Lake. Early donation land claimants adjacent to the shores of Spanaway Lake were Henry and Minerva de la Bushalier. The title to the land was given to the couple in 1854.

The first military road constructed in the State of Washington (1853) connected Fort Steilacoom with Fort Walla Walla. The existing Military Road S. in Spanaway is a remnant of that original road. In 1870, one hundred thirty German residents of Chicago came to the area responding to a plea from the territorial governor to come and settle in the area. Gustav F. C. Bresemann, born in Germany and trained in cabinet making, was one such immigrant. Mr. Bresemann and his business partner, Burow, started the first furniture manufacturing plant in the area supplying manufactured fine furniture to many homes in Tacoma and the surrounding area. Mr. Bresemann sold his land and water rights to Tacoma Light and Power Company in 1888. Some of the early settlers included the Rohr, Simond, Bittner, Benston, and Berger families who settled in the community in the 1880s and 1890s. Some of these early immigrant families went into agriculture that provided a variety of meat products including sausage, dairy products, and woolen products. Hops, potatoes, and vegetables were also produced on farms and sold. Many later lost their land when condemned for the Army Post.

**Parkland - Early Days**

The establishment of the Pacific Lutheran University (PLU) campus and attraction of Scandinavian settlers into the community had a major influence on the development pattern beginning in the 1890s. The Pacific Lutheran Academy which later became Pacific Lutheran University opened in 1894 when Old Main, the present day Harstad Hall, was completed. The first general merchandise store was located at 414 Garfield Street. Homes began to be built in the center of Parkland in 1890. Bjug Harstad, the inspirational leader and Lutheran pastor, was elected the first President of PLU.

The Methodist Church of the Parkland area was built in 1900. The completion of the Northern Pacific Railroad with the location of its western terminus in Tacoma in 1887 spurred rapid growth in the area. In fact, Tacoma became a booming town. The population in Tacoma grew from 1,000 to 45,000 within the ten year period of 1880 to 1890. The Parkland and Brookdale areas were platted in 1890 by William Wilson and Frank D. Nash to provide residential sites for the rapidly growing urban population.

The Parkland area grew rapidly during the 1890s and the community was soon established as a Tacoma suburb. The rail lines were extended from Tacoma to Fern Hill, Parkland, and Spanaway in 1888. The steam-powered locomotive called "Old Betsy" ran from Tacoma to Lake Park (Spanaway) through Edison (S. Tacoma Way) and Parkland with passengers. The street car was discontinued in the 1930s.

**Spanaway - Early Days**

The Spanaway community was a busy transportation and recreation center in the early 1890s as the southern terminus of the Tacoma and Columbia Railroad. The three-story, seventy-two room Hotel Spanaway was constructed near the depot at the southern terminus of the line at
161st South and Park. The Columbia River Railway and Navigation Company platted the town and named the community Lake Park. The economic panic of 1893 stopped further development activities. Active promotion by the railroad company and the railroad connection from Tacoma via suburbs to Lake Park (Spanaway) made Spanaway the most popular recreational spot in the area. In 1903, Spanaway Park was founded. Managed by the Metropolitan Park District, the area was used for public water supply and recreation. In 1910, Bresemann purchased adjacent property containing 45 acres of land with 1,500 feet of waterfront. For many years, Bresemann managed the property as a private recreation facility. Pierce County entered into the scene when the Metropolitan Park District deeded land to the County. Additional property was acquired into the park system when Pierce County purchased the 45 acres from Bresemann. In 1917, Camp Lewis Military Base was established on the Nisqually Plains as a training and mobilization center. Elmhurst Mutual Power and Light was established in 1922 to provide electrical service in Spanaway.

**Midland - Early Days**

The initial settlement of Midland was focused around farming activities. Around 1900, a town site was platted along the south end of Portland Avenue. This part of Midland has been a focus of commercial and some industrial activity for decades.

**Recent Past**

The area was relatively unaffected by World War I and the years of 1920-1934 saw few changes beyond the formation of Fort Lewis. In 1927, Fort Lewis became one of the three sites for main divisional posts in the country. The Great Depression of 1929 created severe financial difficulties for the public school district, the Parkland Golf Association, and Pacific Lutheran University. The depression, however, did not significantly alter business activities in Parkland or Spanaway. Until 1940, the community grew slowly and continued to retain a distinctly rural character.

The years between 1940 and 1960 brought significant changes to the area’s character. By 1941, community population increased to 750 persons and PLU enrollment reached 500 students. World War II brought significant growth into the area. In 1940, the military population of Fort Lewis increased to 30,000 and McChord Air Force Base, which had been acquired by the government in 1938, became an active air lift and air defense station. Between 1945 and 1955, the following developments occurred: a large influx of war veterans caused unprecedented increases in demand for goods and services; demands for new housing were at an all time peak; the enrollment at PLU increased to 600 students; twenty-one of the twenty-three major buildings on campus were erected; Garfield Street was paved in 1946; strip development began to occur along Pacific Avenue; and the Pierce County Refuse Company was established. In 1948, the Franklin Pierce School District was formed and the Parkland Post Office was opened in 1955.

By 1960, Parkland-Spanaway’s conversion from frontier to suburbia was complete. With a population in 1964 of 18,450, the area was faced with the contemporary developmental
problems of annexation, incorporation, utility expansion, drainage and sewer related problems, and sprawl development.

Residential and commercial growth in the area continued in the 1950s due to additional personnel stationed at the military bases. The community continued to grow from the latter part of the 1950s and through the 1960s and 1970s. Small business establishments continued to serve the communities in semi-rural, general store formats. However, as transportation access improved, residents shopped outside the community at the commissaries of McChord and Fort Lewis, Lakewood’s Villa Plaza which opened in the late 1950s, and the Tacoma Mall which opened in the 1960s. Many small businesses that depended on local clientele could no longer be sustained.

The formation of the Pierce County sanitary sewer system in the mid-1970s and its extension into the Parkland, Spanaway, and Midland communities significantly influenced residential growth. As the communities have grown residentially, so has the commercial development along Pacific Avenue. A commercial corridor has continued to expand to meet the needs of Parkland-Spanaway residents and those residents in rapidly growing residential areas to the south. With continued growth, the community has experienced pressure on its transportation systems, its parks and open spaces, schools, and local utilities.

**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 businesses and residential homes. However, the Plan did not offer much protection from incompatible uses and did not recognize the unique individuality of communities.

**1980 PARKLAND-SPANAWAY COMPREHENSIVE [COMMUNITY] PLAN**

The development of a new comprehensive plan for Parkland-Spanaway began in 1974. Parkland residents who were concerned about a Port of Tacoma proposal for an air freight terminal recognized that this issue and several other important land use questions needed to be resolved. Through the efforts of these citizens, the Board of Commissioners appropriated a budget for the development of a comprehensive plan.

In 1976, a citizens’ group called the Parkland-Spanaway Citizens’ Advisory Committee (CAC) was formed. This group was tasked to develop and foster community awareness and support for the plan. Over a three-year period, the CAC met on a regular basis to develop the basic goals, objectives, and recommendations, as well as the overall philosophy contained within this plan.
The Parkland-Spanaway Comprehensive [Community] Plan was adopted by Pierce County in 1980. In addition to the Parkland and Spanaway communities, the plan also included the Midland and North Clover Creek/Collins communities. In 1982, the Parkland-Spanaway Zoning Regulations were adopted by Pierce County. In 1983, the Midland area was removed from the control of the 1980 plan and 1982 regulations and reverted to the control of the 1962 Pierce County Comprehensive Plan and Zoning Code.

**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 including existing Community Plans such as Parkland-Spanaway’s. The GMA required Pierce County to develop and adopt a comprehensive plan which 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 new plan required under the Growth Management Act. In 1992, the Pierce County 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, per the requirements of the Washington State Growth Management Act, Pierce County adopted a new Comprehensive Plan. The 1994 Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The plan established population projections, urban growth areas, and rural areas. The 1980 Parkland-Spanaway Comprehensive [Community] Plan remained in effect as a component of the new Comprehensive Plan, but many aspects of the 1980 plan were not consistent with the new County Comprehensive Plan and consequently were superseded by the new countywide plan and implementing Development Regulations-Zoning that became effective in July 1995.

**COMMUNITY PLANNING**

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 residents live in community plan areas. Community plans must be consistent with the Comprehensive Plan and the GMA.

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. This element provides the flexibility for communities to refine comprehensive plan land use designations and associated densities and make decisions about specific 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.
SCOPE OF THE COMMUNITY PLAN

LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN

In the community plans element of the 1994 Pierce County Comprehensive Plan, the Parkland-Spanaway-Midland area was identified as a community with an existing community plan that needed to be updated. In 1997, the Pierce County Council directed the Department of Planning and Land Services to update the 1980 plan.

At the request of residents, the County Council modified the boundaries of the 1980 plan area to include the Midland area and remove the North Clover Creek/Collins and west Frederickson areas. The process for updating the Parkland-Spanaway-Midland Communities Plan began in 1998 through the efforts of the Community Planning Boards and four committees (Commercial and Industrial Character and Economic Development (CICED), Natural Environment, Water Resources, Parks and Open Space (NEWPOS), Residential Areas (RAC), and Transportation).

PURPOSE OF THE COMMUNITY PLAN

The Parkland-Spanaway-Midland Communities Plan gives the residents, businesses, property owners, and the County a clearer, more detailed sense of how the communities want to develop in the future and what standards could be utilized to create and maintain the look and feel identified in the communities plan. The Parkland-Spanaway-Midland Communities Plan will accomplish the following:

- Develop an area-wide vision for the entire Parkland-Spanaway-Midland region of Pierce County;
- Retain policies and actions from the 1980 communities plan that remain relevant today;
- Develop additional policies and actions that reflect the needs, concerns, and desires of the region and communities today;
- Refine the Pierce County Comprehensive Plan to more closely reflect the desires of the communities while making sure that what the communities desired would still fit well with the big picture for all of Pierce County in terms of countywide policies; and
- Identify actions necessary to implement the communities plan, including: adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements, such as sidewalks, street landscaping, street lights, water-related improvements, and park development; social programs; economic programs, etc.

CONSISTENCY WITH THE 1994 PIERCE COUNTY COMPREHENSIVE PLAN

The goals, objectives, principles, and standards in the Parkland-Spanaway-Midland Communities Plan are consistent with the provisions in the Pierce County Comprehensive Plan. Although the communities plan proposes to change land use designations within the area, most of the proposed designations are already defined and policy direction is included in the County Comprehensive Plan. New designations have countywide applicability and associated policy
direction will be added to the Comprehensive Plan. The plan does propose new zoning districts to implement the existing land use designations which are also consistent with existing Comprehensive Plan designations and policies.

PUBLIC INVOLVEMENT

Development of the 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 BOARDS AND COMMITTEES

COMMUNITY PLANNING BOARDS

The development of the Parkland-Spanaway-Midland Communities Plan could not have been accomplished without the Parkland, Spanaway, and Midland Community Planning Boards (CPBs). Each CPB, appointed in 1998, consisted of a fifteen-sixteen member group representing a variety of interests and geographic locations of the community.

The CPBs were 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) working with subcommittees in developing policies and implementing actions related to various topics; 4) guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and 5) forwarding a recommended updated Parkland-Spanaway-Midland Communities Plan to the Pierce County Planning Commission and Pierce County Council.

COMMUNITY PLAN COMMITTEES

Four committees were formed to address the following topic areas: Commercial and Industrial Character and Economic Development (CICED); the Natural Environment, Water Resources, Parks and Open Space (NEWPOS); Residential; and Transportation. The role of each committee was to work with staff in researching and developing detailed policies and implementing actions related to the visions adopted by the CPB; and to forward draft policy and implementing actions to the CPB for review and approval.

OPEN HOUSES AND WORKSHOPS

GARFIELD STREET REVITALIZATION WORKSHOPS

In 1997, two workshops were held to gather public input for the development of a revitalization plan for the Garfield Street neighborhood. While this planning effort never resulted in the development of a formal plan, the information and ideas gathered from these two workshops were considered and, in some cases, incorporated in the commercial policies of this plan.
VISIONING WORKSHOPS

Three visioning workshops were held in March 1998, one in each of the communities in the plan area. These workshops were designed to check whether the visions from the 1980 Community Plan were still valid and, if not, how the plan should be changed.

The vision statement from the original 1980 Parkland-Spanaway Comprehensive [Community] Plan was revised by the Parkland, Spanaway, and Midland Community Planning Boards (CPBs) with significant input from the broader community through community workshops and surveys. This updated vision statement was used as the framework for the development of the communities plan. The vision statement was used by the Community Planning Boards to ensure that the detailed policies and implementation steps developed by committees of the CPBs were compatible with the values, needs, and hopes for the overall community.

BUSINESS ROUNDTABLE

In August 1998, a small focus group composed of long-term business people and property owners along the Pacific Avenue corridor was convened. The intent of the meeting was to gather insight from business people with a history of successfully making a living along Pacific Avenue. The group was asked a variety of questions designed to elicit responses on issues such as obstacles and opportunities for business success within the area, desired infrastructure improvements and potential funding sources for these improvements, and building design and sign standards.

SURVEYS

1998 COMMUNITY SURVEY

In 1998, a survey was distributed throughout the community to solicit input on a variety of issues such as perceived quality of life, adequacy of facilities and services within the plan area, quality of the natural environment, and location and intensity of residential, commercial, and industrial uses. The 1998 community survey was not mailed out to a representative sample of the population; therefore, its results are not statistically viable as a reflection of the views of the majority of Midland, Parkland, or Spanaway residents. However, this survey does serve as a snapshot of community values and preferences within the communities plan area, as well as within the individual communities. In addition, the 1998 results were compared against the statistically viable 1976 attitude survey conducted for the 1980 Community Plan as a method to indicate how opinions have changed in the past 22 years.

BUSINESS SURVEY

In the summer of 1998, a survey targeted towards business owners in the communities plan area was mailed out. The business survey questions were designed to elicit information about: 1) business longevity and stability; 2) factors that influence business location patterns; 3) business needs for access, parking, and signage; 4) elements that pose obstacles to the success and growth of businesses; and 5) support for creation of a business improvement district.
**TELEPHONE INTERVIEWS WITH COMMERCIAL/INDUSTRIAL REAL ESTATE AGENTS**

In August 1998, staff conducted telephone interviews with the local real estate community to seek input on factors that influence the marketability of commercial and industrial properties located within the Parkland-Spanaway-Midland Communities Plan area. Ten agents were interviewed with expertise in selling commercial/industrial real estate ranging from 10 to 28 years with a combined average of 19 years of experience.

**VISION STATEMENT**

This vision statement describes a common understanding of character and appearance of the community that we desire to establish using the policies, regulations and standards contained in the Parkland-Spanaway-Midland Communities Plan. This statement should be used to determine intent and to provide context when interpreting the provisions of the plan.

We envision a community where:

- Commercial and residential areas are visually pleasing and reflect compatible land use.
- Traffic flows smoothly and safely.
- Streetside landscaping is prevalent and complimentary to adjacent properties.
- Children can safely walk to school.
- Building and street design helps create quality neighborhoods.
- The local government responds to common concerns and values of the citizens.
- Enough parks and playgrounds to meet our needs.
- Public and privately owned active and passive recreation facilities are available for all ages.
- Alternate forms of transportation are encouraged and accommodated.
- Public access and use of publicly owned waterfront on Spanaway Lake is managed for maximum public benefit.
- Natural areas enhance the quality of life by providing visual relief, noise reduction, wildlife habitat, separation of incompatible land uses, and flood control.
- A variety of housing is available to serve different income levels.
- Public and private development and investment efforts are coordinated to provide employment opportunities within the community.
Chapter 2: Land Use Element

Introduction

The Land Use Element of the Parkland-Spanaway-Midland Communities Plan provides direction regarding the location and intensity of land uses within the plan area. This element is intended to supplement and further refine the Land Use Element of the Pierce County Comprehensive Plan. Where the communities plan provides specific guidance regarding land uses, the policy language of this plan will govern. Where the communities 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 Land Use Element addresses the location and intensity of commercial, industrial, residential, and civic land uses. The element contains several main components: goal statements; objectives, principles, and standards for each land use concept and land use type (commercial/industrial, residential, and civic); and regulatory and non-regulatory implementing actions.

Description of Current Conditions

The following information provides background information on the existing land use designations and zoning classifications, land development patterns, population, and housing in the plan area. This information and that found in the demographics summary provide the basis for analysis of existing or planned conditions and the development of new and revised policy and regulatory measures.

Inventory of Existing Land Uses

An inventory of existing land uses was conducted for the plan area in July 2001. Using the Pierce County Assessor-Treasurer's data for each tax parcel, information was gathered on current uses, acreage, and ownership. This inventory reflects how land within the plan area is currently being utilized. Table I-1 summarizes existing land uses within the urban growth area, and Map I-2: Historic Assessed Land Uses illustrates the location of these uses.

<table>
<thead>
<tr>
<th>Table I-1: Inventory of Existing Land Uses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category</td>
</tr>
<tr>
<td>----------------------------</td>
</tr>
<tr>
<td>Commercial/Service</td>
</tr>
<tr>
<td>Education</td>
</tr>
<tr>
<td>Group Home/Other</td>
</tr>
<tr>
<td>Industrial</td>
</tr>
<tr>
<td>Mobile Home</td>
</tr>
<tr>
<td>Multifamily Residential</td>
</tr>
<tr>
<td>Open Space/Recreation</td>
</tr>
</tbody>
</table>
## Category Acreage % of Plan Area

<table>
<thead>
<tr>
<th>Category</th>
<th>Acreage</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>528</td>
<td>4.1</td>
</tr>
<tr>
<td>Public Facilities</td>
<td>16</td>
<td>.1</td>
</tr>
<tr>
<td>Public Roads/Right of Way</td>
<td>1,803</td>
<td>14.0</td>
</tr>
<tr>
<td>Quasi-Public Facilities</td>
<td>140</td>
<td>1.1</td>
</tr>
<tr>
<td>Resource Land</td>
<td>352</td>
<td>2.7</td>
</tr>
<tr>
<td>Single-Family Residential</td>
<td>5,424</td>
<td>42.2</td>
</tr>
<tr>
<td>Spanaway Lake</td>
<td>249</td>
<td>1.9</td>
</tr>
<tr>
<td>Transportation/Communication</td>
<td>119</td>
<td>.9</td>
</tr>
<tr>
<td>Unknown</td>
<td>188</td>
<td>1.5</td>
</tr>
<tr>
<td>Vacant</td>
<td>1,573</td>
<td>12.2</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>12,842</td>
<td>99.7*</td>
</tr>
</tbody>
</table>

*Total less than 100% due to rounding

### Current County Comprehensive Plan Land Use Designations and Zoning Classifications

Map I-1: Land Use Designations assigns eight land use designations to the plan area. These land use designations are: Moderate Density Single-Family, High Density Residential District, Activity Center, Community Center, Employment Center, Mixed Use District, Master Planned Community, and Reserve 10. These land use designations are implemented by zoning classifications that are identical to the land use designations in name, location, and function. Table I-2 indicates the number of acres of land within the plan area that are currently in each land use designation/zoning classification. Map I-3: Historic Land Use Designations/Zoning illustrates the location of each of these land use designations/zoning classifications.

### Table I-2: Current Land Use Designations/Zoning Classifications

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acres</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>10,040</td>
<td>78.2</td>
</tr>
<tr>
<td>High Density Residential District (HRD)</td>
<td>114</td>
<td>.9</td>
</tr>
<tr>
<td>Activity Center (AC)</td>
<td>212</td>
<td>1.7</td>
</tr>
<tr>
<td>Community Center (CC)</td>
<td>140</td>
<td>1.1</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>217</td>
<td>1.7</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>1,736</td>
<td>13.5</td>
</tr>
<tr>
<td>Master Planned Community (MPC)</td>
<td>75</td>
<td>.6</td>
</tr>
<tr>
<td>Reserve 10 (RSV10)</td>
<td>59</td>
<td>.5</td>
</tr>
<tr>
<td>OTHER (Spanaway Lake)</td>
<td>249</td>
<td>1.9</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>12,842</td>
<td><strong>100.1</strong>*</td>
</tr>
</tbody>
</table>

*Total greater than 100% due to rounding
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 dominant land use designation in the plan area. Approximately seventy-eight percent of the plan area (10,040 acres) is designated as MSF.

HIGH DENSITY RESIDENTIAL DISTRICT
The High Density Residential District (HRD) is intended to provide areas of multifamily and high density single-family housing and limited neighborhood commercial retail and service uses along major arterial roadways and transit routes which are linked to an urban center. There are two areas within the plan area that are HRD. These areas are located at the intersections of 8th Avenue East/176th Street East and 22nd Avenue East/176th Street East in Spanaway.

ACTIVITY CENTER
The Activity Center (AC) designation has as its focus a recreational, cultural, or educational activity around which develops a concentration of commercial, office, or high density residential development. There are two areas within the plan area that are classified/designated as AC. These AC areas are found in the Garfield Street neighborhood on the eastern edge of Pacific Lutheran University and in the vicinity of Sprinker Recreation Center/Spanaway Park/Lake Spanaway Golf Course at Military Road/152nd Street and Pacific Avenue.

COMMUNITY CENTER
The Community Center (CC) designation has a significant retail complex around which develops a concentration of other commercial office services and some high density residential development. The intersection of 176th Street and Pacific Avenue is the only area within boundaries of the communities plan that is designated as CC.

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. The MUD designation also contains multifamily residential uses. The MUD designation is the second most prevalent land use designation/zone classification within the plan area and the dominant designation along the Pacific Avenue/Mountain Highway corridor, 112th Street east of Pacific Avenue, and portions of Portland Avenue and 72nd Street.

EMPLOYMENT CENTER
The Employment Center (EC) designation provides land for industrial, manufacturing, and office jobs to serve the needs of the community. Uses in the EC range from land intensive heavy industrial (e.g., manufacturing, product assembly, fabrication, 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 along the Steele Street corridor at the northeast edge of McChord Air Force Base.

**MASTER PLANNED COMMUNITY**

The Master Planned Community (MPC) designation is intended to be a way 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. MPCs integrate a mix of housing, services, and recreation and are approved through a planned unit development or planned development district process. Densities in a MPC must average between 4-10 dwelling units per acre, with individual densities within the community ranging from 2-25 dwelling units per acre. MPCs must encompass a minimum of 320 acres. The only MPC in the plan area is Hidden Village, located at 8th Avenue and Mountain Highway.

**RESERVE 10**

Reserve 10 (RSV 10) is a rural land use designation that permits residential densities of one home per ten acres. The designation notes the areas into which the Urban Growth Area will likely expand in the future in response to capacity needs. Lands designated as RSV 10 are located in the southern tip of the plan area near the intersection of 208th Street East and 22nd Avenue East.

**DESCRIPTION OF DESIRED CONDITIONS**

One of the most significant issues addressed within the community plan process is land use. How land is utilized within a community directly affects the community's character and the quality of life perceived by its residents. The utilization of land also directly influences many other planning considerations, including but not limited to transportation system planning, provision of water and sewer infrastructure, and protection of the natural environment. In regard to land use, the citizens of the Parkland, Spanaway, and Midland communities have reviewed the Pierce County Comprehensive Plan in light of the existing conditions present in these communities. This review has identified a series of modifications that should be made to the Pierce County Comprehensive Plan to assure that this plan accurately reflects the needs and desires of these communities. These modifications include changes to the name of the Urban Neighborhood land use designation, a provision to allow densities below two dwelling units per acre, the addition of new zoning classifications within the plan area and the adoption of a series of new land use related policies.

**LAND USE DESIGNATIONS AND ZONING CLASSIFICATIONS**

The communities plan proposes to modify the range of land use designations that would apply within the plan area. Seven land use designations are proposed. These designations are: Moderate Density Single-Family, High Density Residential District, Community Center, Activity
Center, Neighborhood Center, Employment Center, and Mixed Use District. These designations are the same as those currently identified in the Pierce County Comprehensive Plan. The Master Planned Community and Reserve 10 designations would no longer apply within the plan area.

The range of zoning classifications that implement the various land use designations would be expanded. Currently, eight zoning classifications apply within the plan area. The number of zoning classifications would increase to fourteen under the proposed communities plan. This increase in the number of zoning classifications reflects the communities’ desire to more closely manage the location, type and intensity of land uses that occur. For example, currently the Moderate Density Single Family (MSF) land use designation is implemented by one zoning classification - the Moderate Density Single Family zone. This zone allows for one and two family dwellings at a density range of two to six dwelling units per acre in all areas designated as MSF. The proposed communities plan, however, proposes three different zoning classifications based upon neighborhood and environmental characteristics to implement the MSF designation. These new zoning classifications more closely control density and housing types.

Table I-3 indicates the total acres of land proposed with each land use designation. Map I-1: Land Use Designations illustrates the location of each of these land use designations. Table I-4 indicates the acreage of the various zone classifications within each land use designation.

**Table I-3: Proposed Land Use Designations**

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>% of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Activity Center (AC)</td>
<td>229</td>
<td>1.8</td>
</tr>
<tr>
<td>Community Center (CC)</td>
<td>246</td>
<td>1.9</td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>434</td>
<td>3.4</td>
</tr>
<tr>
<td>High Density Residential District (HRD)</td>
<td>674</td>
<td>5.2</td>
</tr>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>10,370</td>
<td>80.8</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>07</td>
<td>4.7</td>
</tr>
<tr>
<td>Neighborhood Center (NC)</td>
<td>33</td>
<td>.3</td>
</tr>
<tr>
<td>OTHER (Spanaway Lake)</td>
<td>49</td>
<td>1.9</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2,842</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

**Table I-4: Proposed Land Use Designations and Implementing Zone Classifications**

<table>
<thead>
<tr>
<th>Land Use Designations</th>
<th>Implementing Zone Classifications</th>
<th>Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>Moderate Density Single Family 6 (MSF)</td>
<td>4,680</td>
</tr>
<tr>
<td></td>
<td>Single Family 4 (SF)</td>
<td>2,263</td>
</tr>
<tr>
<td></td>
<td>Residential Resource (RR)</td>
<td>3,427</td>
</tr>
<tr>
<td>High Density Single-Family (HSF)</td>
<td>High Density Single-Family (HSF)</td>
<td></td>
</tr>
<tr>
<td>Activity Center (AC)</td>
<td>Activity Center (AC)</td>
<td>229</td>
</tr>
</tbody>
</table>
The communities plan retains the Moderate Density Single-Family (MSF) designation as the dominant land use designation within the plan area. This designation identifies areas designated for single-family or two-family dwellings. Multifamily housing, commercial, or industrial uses are prohibited. Specific densities are based on existing densities, physical constraints, and the availability of urban services such as sewers.

**Implementing Zones**

The Moderate Density Single-Family plan designation will be implemented by three zoning classifications: Moderate Density Single/Two-Family (MSF), Single-Family (SF), and Residential Resource (RR).

The MSF zone that is proposed by the communities plan is essentially the same as Pierce County’s current MSF zone classification. The primary land use allowed within this classification is moderate density one and two family housing and compatible civic uses. The principal change in this zone classification is that the minimum density has been increased from two dwelling units per acre to four dwelling units per acre. The maximum density for the zone (six dwelling units per acre) remains unchanged. The name of the zone is also being modified to add "/Two" to more accurately reflect its purpose.

The Single-Family (SF) zone classification is a new classification intended to provide for residential areas that are less dense and more homogenous that those developed under the MSF zone. The primary land use allowed within this classification is low to moderate density...
single-family activities and compatible civic uses. The SF zone permits a density of two to four dwelling units per acre. Single-family housing is the primary housing type that is permitted. Duplexes and other multiple family housing types are prohibited.

The Residential Resource (RR) zone classification is a new classification intended to provide for low density single-family residential uses in a manner that is compatible with areas of unique open space character 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. In addition to the lower density range, special standards relative to environmental protection (reduced impervious coverage, vegetation retention, etc.) would also apply.

### HIGH DENSITY SINGLE-FAMILY DESIGNATION

Higher density single-family development is encouraged in the High Density Single-Family designation to expand the variety of housing types and choices available while maximizing the utilization of existing infrastructure within the urban growth area.

### IMPLEMENTING ZONES

The High Density Single-Family (HSF) zone classification is a new classification intended to provide for single-family detached residential uses with all entry on the first floor, at densities ranging from 6 to 12 dwelling units per acre.

### HIGH DENSITY RESIDENTIAL DISTRICT DESIGNATION

The High Density Residential District (HRD) designation will continue to apply within the communities plan area. The HRD is intended to be composed of multifamily and high density single-family and two-family housing and limited neighborhood retail and service commercial uses.

### IMPLEMENTING ZONES

The High Density Residential District (HRD) plan designation will be implemented by two zone classifications: Residential/Office-Civic (ROC), and Moderate High Density Residential (MHR).

The ROC zone would permit the same general range of land uses as the MHR zone, but at lower densities. The ROC zone permits a density range of eight to twenty-five dwelling units per acre. Moderate and high density single-, two-, and multifamily housing and compatible civic and office uses and limited neighborhood retail and service commercial are the primary uses permitted in the ROC zone. The ROC classification provides a transition between Commercial and Employment Centers and Mixed Use Districts and surrounding moderate and low-density residential neighborhoods. It generally applies to areas where there is a clearly moderate to high density residential character but with a noticeable and compatible office or commercial service and commercial retail presence. Development in this classification is to have a pedestrian-oriented character.

The MHR zone differs from Pierce County’s current HRD zone in that it does not allow for commercial uses. The MHR zone permits high density single-, two-, and multifamily housing
and compatible civic uses. The residential density range for this zone is eight to twenty-five dwelling units per acre. Areas zoned MHR are located primarily along major arterial roadways, state highways, and major transit routes that connect to Urban Centers and Mixed Use Districts or serve as transitions between centers, districts, and residential neighborhoods.

<table>
<thead>
<tr>
<th>Community Center Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Community Center land use designation will continue to apply within the communities plan area. The primary role of a Community Center is to be the center for general purpose, pedestrian-oriented shopping activity in the communities and surrounding neighborhoods. Within the communities plan area, there are three commercial neighborhoods designated as Community Center: the Pacific Avenue/176th Street neighborhood, Pacific Avenue/131st Street neighborhood, and the Mountain Highway/8th Avenue neighborhood.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Implementing Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Community Center plan designation will continue to be implemented by the Community Center (CC) zone classification, as well as three new zone classifications; Residential/Office-Civic (ROC) and Moderate High Density Residential (MHR). The CC zone is nearly identical to Pierce County's current CC zone classification. Residential densities and setbacks are the same. The range of land use permitted in the zone is generally the same, with a few minor modifications. The ROC, and MHR zones are discussed under the High Density Residential District land use designation above.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Activity Center Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>The primary role of Activity Centers is to serve as the civic center of the community. Within the communities plan area, there are two commercial neighborhoods which fit the role of an Activity Center: 1) the Garfield Street neighborhood and 2) the Spanaway Park neighborhood.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Implementing Zones</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Activity Center (AC) plan designation will be implemented by the Activity Center zone classification. The major distinction of the PSM Activity Center classification is encouraging more pedestrian-oriented activities. Another feature of the AC zone is that multifamily uses are permitted only as a second-story component of a mixed use development.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Neighborhood Center Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>The primary role of the Neighborhood Center is to serve as the commercial and social center of the neighborhood. Within the communities plan area, there are three commercial neighborhoods which fit the role of a Neighborhood Center: 1) the Portland Avenue/99th Street neighborhood; 2) the 112th Street/Park Avenue/C Street neighborhood; and Park Avenue South and 162nd Street neighborhood.</td>
</tr>
</tbody>
</table>
**IMPLEMENTING ZONES**

The High Density Residential District (HRD) plan designation will be implemented by two zone classifications: Residential/Office-Civic (ROC), and Moderate High Density Residential (MHR).

---

**MIXED USE DISTRICT DESIGNATION**

The primary role of the Mixed Use Districts (MUDs) is to serve as the focus of auto-oriented commercial activity in the three communities. Mixed Use Districts have a loosely defined sense of place, are auto-oriented or auto/pedestrian-friendly neighborhoods, with transit-friendly features, and with use characteristics which vary in intensity from low to moderate to high. Mixed Use Districts are generally located between pedestrian-oriented commercial centers or Employment Centers.

Mixed Use Districts are areas of mixed commercial retail, service, office, and some high density residential 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.

Within the communities plan area, there are eight commercial neighborhoods which fit the role of a Mixed Use District: 1) the 72nd Street neighborhood (McKinley Avenue to east of Golden Given Road); 2) the north Portland Avenue neighborhood (72nd to north of 80th Street); 3) the north Parkland/Pacific Avenue neighborhood (96th Street to SR 512); 4) the Central Parkland/112th Street/Pacific Avenue neighborhood; 5) the South Parkland/Pacific Avenue neighborhood (127th to 140th Street); 6) the Central Spanaway/Pacific Avenue neighborhood (159th to 173rd Street); 7) the 8th Avenue/Mountain Highway neighborhood; and 8) the 22nd Avenue/Mountain Highway neighborhood.

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**IMPLEMENTING ZONES**

The Mixed Use District plan designation will be implemented by the Mixed Use District (MUD) zone classification, as well as the Commercial Mixed Use District (CMUD), Office-Residential Mixed Use District (OMUD), and Residential/Office-Civic (ROC) zone classifications.

The primary role of the Commercial Mixed Use District (CMUD) classification is to identify those portions of the Mixed Use District designation appropriate for general purpose, auto-oriented and auto-dependent commercial and civic activities. Commercial Mixed Use Districts have the same characteristics as MUDs. Residential development shall be permitted in the CMUD classification only in conjunction with a mixed use development where non-residential uses are focused on the ground floor.

The primary role of the Office-Residential Mixed Use District (OMUD) classification is to identify those portions of the Mixed Use District designation best suited to auto-oriented commercial office, service, and civic uses

The ROC zone is discussed under the High Density Residential District land use designation above.
EMPLOYMENT CENTER DESIGNATION

The role of Employment Centers (ECs) is to provide for areas in the communities where industrial, research, and office park development is encouraged to locate. Within the communities plan area, the following neighborhoods lend themselves to be Employment Centers: 1) the south Portland Avenue neighborhood; 2) the Steele Street neighborhood; 3) the north Parkland/A Street neighborhood; 4) the south Pacific Avenue neighborhood; 5) the north Mountain Highway corridor neighborhood; and 6) the south Mountain Highway corridor neighborhood.

IMPLEMENTING ZONES

The Employment Center plan designation will be implemented in the communities plan area by two new zone classifications: Community Employment (CE) and Research-Office (RO).

The role of the Research-Office (RO) classification is to provide for areas in the communities where low to moderate intensity research activities or office park development may locate. The role of the Community Employment (CE) classification is to provide for areas in the communities where low to moderate intensity industrial activities (manufacturing, assembly, warehousing, and industrial services), research activities, or office park development may locate.

LAND USE POLICIES

GOALS

The following statements comprise a general land use goal which will be used to guide the development of more specific goals and standards throughout the communities plan Land Use Element:

- Uses should locate in those areas where sufficient infrastructure and services exist or can be readily and economically provided;
- Higher intensity uses should locate in areas where impacts on adjacent lower intensity uses and natural systems would be minimal. The intensity of an allowed use should be proportional to the ability of such use to mitigate its impacts on its surroundings; and
- Uses should be designed and located to allow for sufficient areas in the community for low, moderate, and high intensity development.

The following statements comprise the goal for commercial and industrial character and development in the Parkland-Spanaway-Midland Communities Plan:

- Commercial development, designed and scaled to serve the needs of residents within the boundaries of the communities plan and those in nearby communities, should be concentrated along the Pacific Avenue/Mountain Highway and 72nd Street corridors, where existing or planned placement of public facilities, utilities, and services can support such development in an efficient manner;
• Commercial development, designed and scaled to serve the needs of neighborhoods primarily within the boundaries of the communities plan, should be concentrated in pedestrian-oriented commercial centers along portions of Portland Avenue and 112th Street where existing or planned placement of public facilities, utilities, and services can support such development in an efficient manner;

• Commercial and industrial development should be allowed to occur only when adequate public facilities and services are available and the carrying capacity of the natural environment is not exceeded;

• Groupings of compatible commercial and civic uses of various individual intensities should be concentrated in moderate and high intensity pedestrian-oriented commercial centers along the Pacific Avenue/Mountain Highway corridor;

• Individual uses of various individual intensities should be located in auto-oriented and auto/pedestrian-friendly commercial corridors along Pacific Avenue/Mountain Highway, between moderate intensity and high intensity pedestrian-oriented commercial centers and employment centers. The architectural and site design characteristics of auto-oriented and auto/pedestrian-friendly uses shall serve to enhance the aesthetic character of the Pacific Avenue/Mountain Highway corridor;

• Residential and civic uses should separate commercial centers along Portland Avenue and 112th Streets;

• Low and moderate intensity commercial development should be allowed to occur where adequate separation, buffering, and sensitive placement of buildings and parking can make such development compatible with adjacent residential neighborhoods;

• Development and redevelopment of low, moderate, and high intensity commercial areas should enhance the image and appearance of those areas and the overall community;

• Low intensity industrial activities which require convenient transportation access, have low employee densities, and cause minimal environmental impacts should be encouraged to remain or locate in proximity of the north end of McChord Air Force Base;

• Low and moderate intensity industrial activities should be limited to commercial centers and auto/pedestrian-friendly employment centers along the Pacific Avenue/Mountain Highway, A Street, Portland Avenue, and Steele Street corridors, where such uses are or can be made compatible with surrounding non-industrial uses through adequate separation, buffering, and sensitive placement of buildings and parking; and

• Strive to make nonconforming uses, nonconforming developments, nonconforming use of structures, and nonconforming use of land more compatible with existing and future conforming uses and development by: 1) restricting or prohibiting the expansion of nonconforming uses, depending upon the land use designation and the degree of consistency with the comprehensive and communities plans; and 2) increasing public involvement in review of any request to expand a nonconforming use, nonconforming development, nonconforming use of structures, and nonconforming use of land.

The following statements comprise the goal for residential character and development in the Parkland-Spanaway-Midland Communities Plan:
• The key to health, safety, a strong sense of community, and a high quality of life in the Parkland-Spanaway-Midland region is to preserve, maintain, and enhance existing residential neighborhoods, and develop and maintain new residential neighborhoods which provide a variety of well and sensitively designed and sited housing types, densities, and complementary land uses;

• The majority of the Parkland-Spanaway-Midland region should consist of medium density residential neighborhoods with recreational, commercial, professional, and other services of low, moderate, and high intensity in defined locations convenient to residents;

• Residential development should be allowed to occur only when adequate public facilities and services are available and the carrying capacity of the natural environment is not exceeded;

• The character of historically low density residential areas should be preserved, restored, and maintained;

• Areas with historically low residential densities, significant environmental constraints, or compatibility conflicts with adjacent military installations and industrial uses should be maintained with low urban densities; and

• Public and private facilities and services, which enhance and are compatible with the living environment of residents and are of an appropriate scale and design, may be integrated into residential neighborhoods.

COMMERCIAL/INDUSTRIAL

GOAL PSM LU-1 Commercial centers shall be focused around key intersections in transportation corridors that serve one or more neighborhoods or communities and provide a people place as well as a commercial focus for businesses along the corridor.

PSM LU-1.1 In new development and redevelopment, incorporate substantial landscaping, both along street frontages and within parking lots.

GOAL PSM LU-2 Ensure that all new development and redevelopment in the commercial centers reflects the unique character of each center.

PSM LU-2.1 Development codes shall be revised as needed to recognize the historic uniqueness of certain centers, including the Garfield Street Activity Center, through appropriate performance standards, design standards and guidelines, and other measures.

PSM LU-2.2 The commercial centers along the Pacific Avenue/Mountain Highway corridor shall be comprised of a mixture of uses consistent with each center’s role as a pedestrian-oriented gathering place for the Parkland and Spanaway communities and the broader central Pierce County area.

PSM LU-2.3 The commercial centers along the Portland Avenue corridor shall be comprised of a mixture of uses consistent with each center’s role as a pedestrian-oriented gathering place for the Midland community.
GOAL PSM LU-3  Develop parking programs for the commercial centers which recognize and support the area’s historic or planned pedestrian character, while providing sufficient parking for customers of all businesses.

PSM LU-3.1  Pierce County shall work with the business community in public/private partnerships to develop a coordinated and effective approach to providing adequate parking and circulation within the centers.

PSM LU-3.2  A comprehensive study of parking, transit, and nonmotorized transportation needs of each commercial center shall be made to determine the most efficient method of meeting the unique demands of the area and the role of the public and private sectors in accommodating the demands.

PSM LU-3.3  The development of parking lots open to the general public shall be guided by a parking plan for each commercial development.

PSM LU-3.4  Parking policy for a center shall balance the impact of parking on each center’s pedestrian character, economic development, and transit usage.

PSM LU-3.5  Explore greater use of road rights-of-way as a method to increase parking in pedestrian-oriented commercial neighborhoods.

PSM LU-3.6  Some flexibility in the general parking requirements of the Pierce County Development Regulations may be necessary to accommodate re-use of existing buildings and to accommodate new development or redevelopment, given the pattern of existing development in centers.

GOAL PSM LU-4  Provide for the orderly transition to other uses of older residential or commercial areas that are no longer viable for their original use, scale, or intensity of use.

PSM LU-4.1  Portions of arterials experiencing strong pressure for commercial development, but not yet committed to general commercial uses, shall be identified as areas for offices, professional services, non-auto-dependent commercial services, and moderate or high density residential uses. The Development Regulations shall promote the development of professional offices and similar uses along these arterials.

PSM LU-4.2  Residential arterials having good potential for long-term maintenance of a quality living environment shall be protected from the intrusion of commercial uses. In some instances, these may be appropriate locations for churches and other religious institutions, or moderate or high density residential uses.

GOAL PSM LU-5  Special location consideration shall be given to those manufacturing operations which are non-polluting of the environment.

PSM LU-5.1  Industries which handle hazardous or flammable materials shall be located away from residential areas and population concentrations.
**GOAL PSM LU-6**  
Preserve and enhance the role of the Garfield Street and Spanaway Park neighborhoods as the civic centers of the community and focal points for the broader area for governmental, educational, recreational, and cultural activities and businesses which support these activities, each with its own distinct image and character.

**PSM LU-6.1**  
A diversity of uses, including pedestrian-oriented commercial, civic, and mixed use residential uses, shall be encouraged. Allow moderate intensity, pedestrian-oriented commercial retail and service, entertainment, and office uses.

**PSM LU-6.2**  
Promote, expand, and enhance the recreational, cultural, civic, or educational attractions and pedestrian-oriented commercial experience offered by the Activity Center to increase the draw of residents of nearby communities and visitors.

**GOAL PSM LU-7**  
Promote the Garfield Street Activity Center as a compact, pedestrian-oriented, transit-friendly center.

**PSM LU-7.1**  
Promote creation of restaurants, art galleries, theaters, and other uses as a key component to the Garfield Street Activity Center.

**PSM LU-7.2**  
Commercial operations which are oriented to evening and drop-in services shall be encouraged to locate in the center.

**PSM LU-7.3**  
Within the Activity Center, new residential uses may exceed 25 units per acre as part of a mixed use development.

**GOAL PSM LU-8**  
Promote the Spanaway Park Activity Center as a pedestrian-oriented, transit-friendly center.

**PSM LU-8.1**  
Promote establishment of commercial businesses which complement the recreational activities of the public recreational facilities, e.g., Spanaway Park, Lake Spanaway Golf Course, and Sprinker Recreation Center.

**PSM LU-8.2**  
Pierce County shall work with owners of the Marymount property to encourage development of the property to accomplish the following objectives:

**PSM LU-8.2.1**  
Public display and appropriate maintenance or restoration of part or all of the Harold LeMay Car Collection;

**PSM LU-8.2.2**  
Selection of private development activities (e.g., retirement housing, offices, etc.) to enhance the opportunity for family wage jobs for community residents, and to be compatible in type and placement with surrounding residential and commercial neighborhoods;

**PSM LU-8.2.3**  
Incorporation of historic on-site structures or mature vegetation into future development, where feasible; and

**PSM LU-8.2.4**  
Use of portions of the property as a public or private sector gathering place for community residents and visitors.
PSM LU-8.3  Pierce County shall work with the owners of the Harold LeMay Car Collection, the Tacoma-Pierce County Chamber of Commerce, Tacoma-Pierce County Convention and Visitors Bureau, and others to assist in the siting, funding, development, and marketing of a facility for the display of part or all of the Harold LeMay Car Collection in the Parkland-Spanaway-Midland community, preferably on the site of the Marymount Academy in Spanaway.

PSM LU-8.4  Create a clearly defined entry into the Spanaway Park Activity Center from Pacific Avenue, Military Road, C Street, and 152nd Street through signage, landscaping, paving, and street furniture.

PSM LU-8.4.1  Pierce County Planning and Land Services shall work with the business community, the surrounding Spanaway community, Pierce County Parks and Recreation, Pierce Transit, and the WSDOT to develop a streetscape improvement plan for the Spanaway Park Activity Center.

PSM LU-8.4.2  The Spanaway Park Activity Center streetscape improvement plan shall address the following topics: public and private landscaping, sidewalk and crosswalk improvements, street furniture, signage, utility placement, funding sources, development priorities, etc.

COMMUNITY CENTER

GOAL PSM LU-9  Develop economically strong Community Centers, each with a distinct image and character, of bold architectural form, that provide for a mixture of commercial, civic, and residential uses, along with access to transit and public amenities, which will meet the general high intensity, pedestrian-oriented, auto-friendly shopping and service needs of community residents and the surrounding communities and will partially satisfy community housing needs.

PSM LU-9.1  The Community Centers shall continue to be recognized as the business focal points of the community.

PSM LU-9.2  A diversity of uses, including moderate and high density residential uses in appropriate locations, should be encouraged to maintain a vibrant, active, and competitive center for the community.

PSM LU-9.3  Support development of residential uses in the primarily commercial portions of Community Centers as a secondary component of a mixed use project to increase pedestrian activity within the neighborhood.

GOAL PSM LU-10  Promote the 176th Street Community Center as a compact pedestrian-oriented, auto-friendly commercial center focused toward providing general household goods, specialty goods, banking, professional, and commercial services.

PSM LU-10.1  Promote the development of residential uses in the 176th Street Community Center in portions of the center where they can serve as a transition between commercial areas and adjacent residential neighborhoods and to increase pedestrian activity within the neighborhood.
GOAL PSM LU-11  Promote the 8th Avenue Community Center as a compact pedestrian-oriented, auto-friendly commercial center focused toward providing general household goods, specialty goods, banking, professional, and commercial services to the surrounding Spanaway community, and to those in other communities passing through the center, given its location along Mountain Highway.

NEIGHBORHOOD CENTER

GOAL PSM LU-12  Provide needed products and services to neighborhood residents in a convenient, recognizable, compact, pedestrian-oriented location, while protecting existing and future residential neighborhoods from the disruptive effects of commercial intrusions.

PSM LU-12.1  Neighborhood Centers shall be prevented from spreading along the arterials that serve them through clear Comprehensive Plan criteria for expansion.

PSM LU-12.2  In neighborhood commercial developments, harmoniously reflect the scale and architectural details of the surrounding residential structures and require nonmotorized access.

PSM LU-12.3  Promote the development of residential uses in portions of Neighborhood Centers where they can serve as a transition between commercial areas and adjacent residential neighborhoods and increase pedestrian activity within the Neighborhood Center.

PSM LU-12.4  Support development of residential uses in the primarily commercial portions of Neighborhood Centers as a secondary component of a mixed use project to increase pedestrian activity within the neighborhood.

PSM LU-12.5  Through use of signage, landscaping, paving, and street furniture, create a clearly defined entry into: the 99th Street Neighborhood Center from 99th Street and Portland Avenue; and the 112th Street Neighborhood Center from 112th and C Streets and Park Avenue.

MIXED USE DISTRICT

GOAL PSM LU-13  Promote Mixed Use Districts as areas with cohesive identities which are attractive, safe, functional, diverse, and profitable auto-oriented places to live, do business, shop, and work.

PSM LU-13.1  Promote portions of the various Mixed Use Districts as auto-oriented commercial areas focused toward providing large household goods, automobile-related and dependent products and services, and single-purpose professional services.

PSM LU-13.2  Mixed Use Districts will convey a positive reflection of the community as a whole, and of the surrounding residential and business neighborhoods in particular.

PSM LU-13.3  MUDs are corridors in which buildings, parking, and plantings are prominent and uses are oriented to transit and automobiles.
In new development and redevelopment, incorporate substantial landscaping, both along street frontages and within parking lots.

Encourage the development of corridor focal points, while ensuring high quality architectural design.

Encourage the appropriate use of areas adjacent to heavily traveled arterials while minimizing land use and traffic conflicts.

Pierce County shall identify those arterials that are appropriate for continued or future office and service commercial development, mixed use development (retail, service and office commercial, and residential), and moderate and high density residential development.

Residential uses shall be permitted except on the ground floor where commercial retail shall be the dominant use.

Pierce County shall work with Pierce Transit, WSDOT, and Pierce County Public Works and Utilities to develop a transit and a pedestrian and bicycle system that allows for safe and convenient movement through the Pacific Avenue, Mountain Highway, Portland Avenue, 112th Street, and 72nd Street corridors and encourages movement by bus.

Promote the establishment of low and moderate intensity industrial, research, and office activities in Community Employment Centers (CECs) along the Pacific Avenue, Portland Avenue, A Street, Mountain Highway, and Steele Street corridors.

Locate where such uses are or can be made compatible with surrounding non-industrial uses through adequate separation, buffering, and sensitive placement of buildings, loading areas, materials storage, and parking.

CECs will have cohesive identities and will be attractive, safe, functional, diverse, and profitable places to work and do business, and are a positive reflection of the community as a whole.

Low and moderate intensity industrial manufacturing, research, office, industrial service, and warehousing uses and activities shall be promoted where they provide local needed services, increase local employment opportunities, and where environmental impact on surrounding uses can be mitigated.

Retailing of goods and services shall be limited to bulk commodities and large items requiring on-site warehousing (e.g., building materials, commercial equipment, and supplies).

All developments on the periphery of the industrial area shall be designed, screened, bermed, or other means implemented to mitigate undesirable impacts upon surrounding areas.
RESIDENTIAL

GOAL PSM LU-16  The permitted residential densities shall discourage urban sprawl throughout the plan area.

PSM LU-16.1  The density of new residential growth shall be a minimum of 4 dwelling units per acre (net) throughout the overall plan area.

PSM LU-16.2  Residential areas where substantial environmental constraints exist shall develop at densities of 1 to 3 dwelling units per acre within the Residential Resource zone.

PSM LU-16.3  New residential growth in established single-family neighborhoods shall develop at densities of 4 to 6 dwelling units per acre.

PSM LU-16.4  New residential growth in areas that serve as a transition between commercial centers and districts and employment centers and single-family neighborhoods shall develop at densities between 4 and 12 dwelling units per acre.

PSM LU-16.5  New residential growth within commercial centers and districts shall develop at densities of 8 to 25 dwelling units per acre.

MODERATE DENSITY SINGLE-FAMILY

GOAL PSM LU-17  Residential densities in the Moderate Density Single-Family (MSF) designation should vary depending on the natural constraints, the type of development, proximity to facilities and services, and surrounding densities.

PSM LU-17.1  Non-residential development within the Moderate Density Single-Family designation shall be limited to specified civic, resource, and utility uses and Essential Public Facilities.

PSM LU-17.2  Attached single-family housing units within the MSF zone shall be limited to triplexes and fourplexes and permitted only by conditional use permit.

PSM LU-17.2.1  Attached single-family units shall have ground level access to each unit unless architecturally designed to appear as a single-family dwelling.

PSM LU-17.3  Allow community gardens and small-scale hobby farms when farm management plans are utilized within the Residential Resource zone.

PSM LU-17.4  Duplexes should be prohibited in the SF and RR zones and allowed in the MSF zone.

GOAL PSM LU-18  Establish new residential zoning classifications that allow for variations in density within the Moderate Density Single-Family land use designation.

PSM LU-18.1  The Moderate Density Single-Family (MSF) zoning classification shall allow a minimum density of 4 dwelling units per acre and a maximum density of 6 dwelling units per acre.

PSM LU-18.2  The Single-Family (SF) zoning classification shall allow a minimum and maximum density of 4 dwelling units per acre.
PSM LU-18.2.1 Single-family attached and two-family units shall be prohibited.

PSM LU-18.3 The Residential Resource (RR) zoning classification shall allow a minimum density of 1 unit per acre when environmental constraints are present and a maximum density of 3 dwelling units per acre.

GOAL PSM LU-19 The following characteristics shall be used when applying Residential Resource (RR) zone classification:

PSM LU-19.1 Substantial environmental constraints, (e.g., wetlands, steep slopes).
PSM LU-19.2 Connects identified open space corridors.

GOAL PSM LU-20 The following characteristics shall be used when applying the Single-Family (SF) zone classification:

PSM LU-20.1.1 Established single-family residential neighborhoods with a minimum number of two-family and attached single-family dwelling units; and

PSM LU-20.1.2 A desire to maintain low densities in keeping with existing neighborhoods.

GOAL PSM LU-21 The following characteristics shall be used when applying the Moderate Density Single-Family (MSF) zone classification:

PSM LU-21.1.1 Located within a distance of 1,500 feet from the High Density Residential, Mixed Use District, Community Center, Activity Center, Neighborhood Center, and Employment Center land use designations;

PSM LU-21.1.2 Areas where environmentally sensitive areas are not present;

PSM LU-21.1.3 In established neighborhood at 4 or more dwelling units per acre; and

PSM LU-21.1.4 Where sewer is available.

RESIDENTIAL RESOURCE

GOAL PSM LU-22 Carefully control residential development activities in the Urban Growth Area on sites that have been identified as open space in the Comprehensive Plan Open Space/Greenbelt Map through implementation of a Residential Resource zone.

PSM LU-22.1 Avoid fragmentation of the remaining open space corridors that create habitat for wildlife species native to the plan area and that benefit water quality.

PSM LU-22.1.1 Vegetation and tree preservation shall be a priority on each site that is developed in the Residential Resource zone.

PSM LU-22.1.2 To enhance corridors, open space should be located on each site plan so that it provides connectivity, is contiguous to open space on adjacent properties, connects stands of trees, and provides areas for wildlife movement.

PSM LU-22.1.3 Those portions of a site which contain high priority resource categories should be designated as the open space tract as these areas are most likely to promote healthy fish and wildlife habitat areas and enhance water quality.
PSM LU-22.1.4 Compatibility between the proposed use and designated open space tracts, as well as between adjacent uses, shall be maintained through a variety of techniques such as increased setbacks and vegetative screens utilizing native plant species.

PSM LU-22.2 Utilize environmentally sensitive design standards for development on sites that are located in a Residential Resource zone.

PSM LU-22.2.1 Impervious surfaces, in the form of rooftops, roads, and lawns which generate rapid runoff and prevent infiltration of water into the ground for gradual recharge of streams, shall be avoided or mitigated.

PSM LU-22.2.2 The greater the intensity of the development in terms of the noise, traffic, odor, light, and other factors that could impact the open space corridor, the more open space shall be required, up to 50% of the site.

PSM LU-22.2.3 Individual dwelling units and accessory dwelling units should be designed and placed in such a manner to avoid impacting the open space tract.

PSM LU-22.2.4 Lawns, turf areas, driveways, and roads should be limited and located in a manner that will result in the least impact to the open space tract.

PSM LU-22.2.5 Buildings, signage, and other structures such as fencing shall be located in a manner that ensures protection of the open space corridor.

PSM LU-22.2.5.1 Individual structures shall not be placed where the integrity of the open space tract and overall open space system could be compromised.

PSM LU-22.2.6 Other environmentally sensitive development tools should be considered for implementation including: reducing the amount of impervious surfaces on each site, minimizing soil disturbance and erosion, disconnecting constructed drainage courses, and utilizing micro-detention facilities on each lot where feasible rather than one facility at the end of a conveyance system.

PSM LU-22.3 Develop standards for implementation that describe a ratio between impervious surfaces and open space.

PSM LU-22.3.1 This ratio shall be based on the various environmentally sensitive development techniques and best management practices that are proposed on a site plan.

**High Density Residential**

**GOAL PSM LU-23** The primary uses within the High Density Residential District (HRD) designation shall be moderate to high density single-family detached, two-family, attached single-family and multifamily uses development.

**PSM LU-23.1** Commercial service and limited commercial retail establishments within the High Density Residential District designation shall be permitted only where the development is incorporated into a moderate to high density residential development complex.
PSM LU-23.2 Within the Moderate-High Density Residential (MHR) zone, retail shopping and convenience establishments shall be limited to 1,500 square feet, must be accessory to residential development, and must comply with residential design standards.

PSM LU-23.3 Office uses are permitted in portions of the HRD designation recognized as transitional areas between commercial centers, districts, and single-family neighborhoods, and must comply with residential design standards.

PSM LU-23.4 Compatible civic uses are permitted in the HRD designation and must comply with residential design standards.

GOAL PSM LU-24 Establish new residential zoning classifications that allow for variations in character within the High Density Residential District (HRD) land use designation.

PSM LU-24.1 Within the Moderate-High Density Residential (MHR) zone classification, provide for moderate to high density residential development and compatible civic uses.

PSM LU-24.1.1 The MHR can serve as a transition between commercial centers and districts and the MSF land use designation.

PSM LU-24.2 In Residential Office/Civic (ROC), provide for moderate to high density residential development; low to moderate intensity office, commercial service, and civic development; and limited commercial retail development in a pedestrian-oriented environment.

PSM LU-24.2.1 The ROC can serve as a transition between commercial centers and districts and the MSF land use designation.

GOAL PSM LU-25 Locate based on the following criteria:

PSM LU-25.1 Consider the following characteristics when applying the Moderate-High Density Residential (MHR) zone classification:

PSM LU-25.1.1 Vacant or redevelopable parcels within the Mixed Use District and Neighborhood Center land use designations;

PSM LU-25.1.2 Locations that provide direct access to public transportation services, commercial personal service and retail establishments, and other community amenities;

PSM LU-25.1.3 Areas where existing moderate to high density residential uses are already present;

PSM LU-25.1.4 Areas where environmentally sensitive areas are not present; and

PSM LU-25.1.5 Locations where moderate to high density residential uses can serve as a transition between commercial and employment areas and single-family neighborhoods.

PSM LU-25.2 Consider the following characteristics when applying the Residential Office/Civic (ROC) zone classification:
PSM LU-25.2.1 Vacant or redevelopable parcels within the Mixed Use District and Neighborhood Center land use designations;

PSM LU-25.2.2 Locations that provide direct access to public transportation services, commercial personal service and retail establishments, and other community amenities;

PSM LU-25.2.3 Areas where existing moderate to high density residential uses are already present;

PSM LU-25.2.4 Areas where environmentally sensitive areas are not present;

PSM LU-25.2.5 Locations where moderate to high density residential uses and pedestrian-oriented, low to moderate intensity office, commercial service, and limited retail commercial uses can serve as a transition between commercial and employment areas and single-family neighborhoods; and

PSM LU-25.2.6 The existing neighborhood is characterized by a mix of moderate to high density residential uses, and office, service commercial, or retail commercial development.

**HIGH DENSITY SINGLE-FAMILY**

The High Density Single-Family (HSF) zone classification is a new classification intended to provide for single-family detached residential uses with all entry on the first floor, at densities ranging from 6 to 12 dwelling units per acre.

**GOAL PSM LU-26** The High Density Single-Family (HSF) zoning classification shall allow a minimum density of 6 dwelling units per acre, and a maximum density of 12 dwelling units per acre.

**GOAL PSM LU-27** Locate based on the following criteria:

PSM LU-27.1 Consider the following characteristics when applying the High Density Single-Family (HSF) zone classification:

PSM LU-27.1.1 Located on an arterial, within 1,500 feet of a transit route;

PSM LU-27.1.2 Separated from other HSF areas, MHR areas, and MUD areas by 2,500 feet, or more;

PSM LU-27.1.3 Individual areas zoned HSF should be kept small in size to prevent the proliferation of large-scale apartment complexes; and

PSM LU-27.1.4 Sewer availability.

**IMPLEMENTING ACTIONS**

The following is a list of actions that are needed to implement the policies contained within this element of the plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short term actions should occur immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years.
Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Parkland Area, Spanaway, and Midland Land Use Advisory Commissions (LUAC), Tacoma-Pierce County Health Department (TPCHD), Public Works & Utilities (PWU), Park & Recreation Services, Economic Development (ED), Pierce County Sheriff, or Pierce County Planning and Land Services (PALS).

**SHORT TERM ACTIONS**

1. The Pierce County Development Regulations-Zoning will be amended concurrently with the adoption of the PSM plan to:
   - Establish allowed uses in zone classifications.
   - Establish allowed residential densities throughout the plan area.
   - Establish structural setbacks, impervious surface restrictions, and height limitations.
   - Establish thresholds for the limitation or expansion of nonconforming uses.
   - Revise the Landscaping and Buffering Chapter, where needed, to maintain adequate buffers between commercial/industrial areas and residential areas and environmentally sensitive areas. These revisions should focus on preserving existing vegetation, when feasible. (PALS)
   - Establish regulations and maps to implement the High Density Single-Family zone classification.

2. Amend Title 18J, Development Regulations-Design Standards to adopt design standards and guidelines for commercial, industrial and residential areas within the plan area. At a minimum, the design standards should address:
   - Mitigation of any negative impacts between commercial/industrial areas and residential neighborhoods and sensitive features in the natural environment.
   - The transition between commercial/industrial uses and residential uses.
   - Minimizing any negative impacts between commercial/industrial areas and residential neighborhoods and sensitive features in the natural environment.
   - Providing acceptable visual and physical transition in bulk, setbacks, landscaping, and architectural style between the existing commercial/industrial uses and any adjoining residential uses.
   - Pedestrian access in and through residential developments.
   - Establishing requirements to set aside both passive and active open space areas.
   - Tree retention. (PALS)

3. Work with Pierce Transit to review bus service between and through residential neighborhoods, commercial centers and districts, and employment centers within the plan boundaries. (PALS, LUAC)

4. Work with WSDOT to develop strategies (projects) to achieve balanced flow of traffic volumes on Pacific Avenue. (PWU)
5. Revise development codes to recognize the historic uniqueness of certain centers, including but not limited to the Garfield Street Activity Center, through appropriate performance standards, design standards and guidelines, and other measures. (PALS, PWU, LUAC, ED)

6. Work with PLU to meld university functions into the broader Garfield Street Activity Center and broader neighborhood. (PALS, PLU, ED)

7. Work with PLU to implement those portions of its Master Plan that would increase vitality in the Garfield Street Activity Center and broader neighborhood. (PALS, PLU, ED)

8. Conduct an analysis that details the type, location, and density of new residential development during the first five-year review of the plan and every five years following. (PALS, LUAC)

### Mid-Term Actions

1. Amend the Pierce County Development Regulations-Environmental to adopt a regulatory framework to support planned actions within Pierce County. (PALS)

2. Develop planned action ordinances for pre-selected commercial/industrial areas within the communities plan boundaries. (PALS, ED)

3. Develop an inventory of locations within the communities plan area where commercial and industrial uses are now occurring and where redevelopment opportunities could occur in the future such as the potential to consolidate smaller parcels of commercial/industrial land to facilitate their use in a more efficient manner. (PALS, LUAC)

4. Track annual development of commercial and industrial uses within the communities plan area to determine if the actual level of development provides an adequate amount of land for economic growth within the communities plan area. (ED)

5. Prepare a report related to annual economic indicators every 5 years or in conjunction with a communities plan update, whichever comes first. (ED)

### Long Term Actions

1. Work with the local business community to:
   
   - Target commercial areas for revitalization efforts.
   - Help develop common promotion (advertising, joint merchandising, and special events) and business development (leasing, business recruitment, and market research) within selected commercial target areas.
   - Provide Small Business Administration (SBA) information to local businesses regarding the availability of funding for improvements, expansions, relocations, etc.
   - Educate employers on rideshare and public transportation subsidies for employees who utilize public transportation
   - Develop the framework for a business improvement program including but not limited to structuring local marketing efforts, physical improvements programs,
parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.

2. Work with the Tacoma-Pierce County Chamber of Commerce to provide services within the plan area such as business promotion (common advertising, joint merchandising, and special events), business development (leasing information, business recruitment, market research), and labor recruitment and training. (LUAC)

3. Conduct a study to determine the amount of land needed to provide an adequate amount of commercial and industrial uses to meet the employment needs of the current population and projected population growth. (LUAC)

4. Maintain current commercial and industrial site survey information such as available and projected public services, surrounding land uses, transportation capabilities, critical areas, and other relevant economic information. (ED)

5. Provide education to the local citizenry on job training services and employment opportunities which are available within the communities plan area.

6. Promote job search and skills training opportunities provided by local community and technical colleges. (ED)

7. Actively recruit the following commercial and industrial uses to locate within the communities plan area:

   - Recreational/youth-oriented commercial activities such as movie theaters, bowling alleys, etc. in the commercial centers;
   - Health care industry facilities in commercial centers;
   - Lodging opportunities in the Activity and Community Centers, particularly in the vicinity of the Pacific Lutheran University campus;
   - Office space for professional services, computer industries, or corporate headquarters in commercial centers and selected portions of the Community Employment Centers;
   - Pedestrian-oriented retail uses such as arts and crafts, specialized gift shops, delis, restaurants, boutiques, etc. in commercial centers;
   - Destination attractions and supporting uses, including but not limited to the Harold LeMay Car Collection or portion thereof, which could draw Mount Rainier bound tourists and cause them to linger in the communities;
   - Businesses which could benefit from proximity to the staff and students of Pacific Lutheran University;
   - Commercial businesses needed by military personnel or businesses that can be supportive of military operations. (ED)

8. Work with the Washington State Department of Employment Securities to develop a Employment Securities Department co-location site within the communities plan area.

9. Work with the community to develop programs and ordinances to preserve and protect the historic character existing in certain commercial centers. (PALS LUAC)
Map I-1: Land Use Designations

*Note: The legend shows only the land use designations within the Parkland-Spanaway-Midland Communities Plan Area. The areas outside this plan area are masked within the map display.
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.

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 emphasize community are those that invite human presence and allow for interaction of people. Where design is not a consideration, community 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.

The Community Character and Design Element is an integral part of the entire growth management planning process for Parkland, Spanaway, and Midland. Design directly affects land use patterns, transportation planning, community and neighborhood livability, and overall quality of life. The design direction found in the communities plan is intended to reinforce the aesthetic character that the communities want to retain and build upon and to create a new threshold for site and building design in areas of the communities where the existing character of uses reflects poorly on the image the overall community would like to portray to its own residents and visitors to their communities.

Description of Current Conditions

Historically, the commercial portions of the plan area have developed absent 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, the area has developed with incompatible architectural styles that lack consistent character.

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 the plan area. The residential complexion of the area is largely
single-family and duplex with high concentrations of multifamily in the Parkland area along the major arterials.

**DESCRIPTION OF DESIRED CONDITIONS**

The citizens of Parkland, Spanaway, and Midland want to make their communities desirable places to live. They would like to restore the unique character of many neighborhoods, preserve historic resources throughout the area, and blend natural features with the built environment. The Parkland-Spanaway-Midland Communities Plan accomplishes these goals through the use of design standards and other regulatory measures.

**GATEWAYS**

Two state highways traverse the Parkland-Spanaway-Midland community, providing opportunities to create attractive entrances to the area. Plantings, signs, public art, and other features will be used to create aesthetically pleasing gateways and provide a sense of the community. Once inside Parkland-Spanaway-Midland, gateways into individual neighborhoods will be designed to emphasize their character and unique sense of place.

**NEIGHBORHOODS**

Travel routes will emphasize scenic views and be accented by streetscapes that reflect the sense of community. Residential areas will have a diversity of housing types reflecting community identity, a small town atmosphere, and respect for the natural environment. Neighborhoods will be characterized by houses that accentuate the living area of houses and de-emphasize carports and garages. Roadways will be separated from pedestrian and bicycle pathways so as to encourage a variety of modes of transportation. Streetscapes will be highlighted by trees and other plantings. Vehicular access points will be minimized. Residential areas will feature a variety of architectural features that minimize the scale of larger buildings so as to blend with the desired scale for the neighborhood. Natural features, such as wetlands, streams, and significant stands of trees, will be integrated into the site design for residential developments, thereby resulting in developed areas that complement the surrounding landscape.

**DESIGN**

A key to design in the Parkland-Spanaway-Midland area will be to blend the natural and built environment to create neighborhoods and business areas that are functional, visually attractive, and compatible with the natural surroundings. This will occur in a number of ways:

- Uses within an area will blend through compatible design.
- Problems associated with potentially conflicting adjacent uses will be mitigated with a variety of site design and landscaping techniques.
• Attention will be given to assure a smooth transition between residential, commercial, industrial, and civic uses.
• Natural features and critical areas will be preserved and incorporated into site design.
• The apparent scale of large commercial and industrial buildings will be reduced through the design and placement of structures and through the effective use of landscaping.
• Pedestrian walkways will be separated from automobile circulation and located to provide ease of access between businesses and throughout neighborhoods.
• Amenities such as courtyards, benches, art work, and lighting will be integrated into site design to attract pedestrian use.
• Parking areas will be situated and designed to minimize visibility from streets and the front of buildings.
• Building and site design will emphasize safety through effective use of lighting, site design, and landscaping.
• The appearance of streetscapes will be enhanced using attractive signs which provide information while blending with the surrounding area.
• Impacts to the natural environment will be mitigated through the application of site inventory and analysis requirements and environmentally sensitive design standards.

HISTORIC RESOURCES

The residents of Parkland-Spanaway-Midland recognize the importance of preserving historic resources. To ensure that the historic character and features of the area are maintained, redevelopment and renovation of historic structures will occur so as to preserve the integrity of those structures. Productive and attractive uses of historic buildings will be encouraged while new developments will be consistent with historic sites and structures.

CULTURAL RESOURCES POLICIES

GOAL PSM CR-1 In the alteration of existing buildings and construction of new buildings, the following principles should be followed:

PSM CR-1.1 Adhere to historic front property setbacks;
PSM CR-1.2 Install awnings and canopies that are compatible to the historic character of the district; and
PSM CR-1.3 Use exterior materials and designs that are compatible with nearby historic structures.

GOAL PSM CR-2 Explore opportunities for forming a historic district program.

GOAL PSM CR-3 Encourage property owners and developers to conduct a structural engineering assessment of buildings to determine the structural deficiencies before rehabilitation activities begin on designated historic properties.
PSM CR-3.1  Pierce County and private sector interests shall investigate the feasibility of establishing a financial revolving loan program dedicated to structural engineering analyses and implementation of recommended structural repairs.

GOAL PSM CR-4  Encourage productive and economically attractive uses of historic buildings.

PSM CR-4.1  Encourage private investment to renovate commercial buildings.

PSM CR-4.2  Through public and private efforts, obtain recognition, financial assistance, and technical assistance for historic properties currently on historic registers and those which have been identified as having potential historic significance to the communities.

GOAL PSM CR-5  Conserve and interpret the heritage of the Parkland, Spanaway, and Midland communities so that their citizens can be aware of connections with the past.

PSM CR-5.1  Promote use of features that reflect characteristics of Parkland, Spanaway, or Midland’s history in the architectural and site designs of commercial, industrial, civic, and residential developments.

PSM CR-5.2  Pierce County should establish a task force to look at historic signage.

DESIGN AND CHARACTER POLICIES

GOALS

Ensure a high quality visual environment through design, guidelines, standards, and procedures for architectural, site, and landscape design in all public and private development.

The intent of the policies contained within the Community Character and Design Element is to provide design concepts and policies which will direct future development in a way that creates, reinforces, or preserves the character and sense of place within Parkland, Spanaway, and Midland.

GATEWAYS

GOAL PSM D-1  Create identifiable boundaries, entries, and gateways for Parkland-Spanaway-Midland so that residents, workers, and visitors know they are entering the community.

PSM D-1.1  Pierce County shall work with the Washington State Department of Transportation (WSDOT) to develop planting plans distinctive to Parkland, Spanaway, and Midland for SR 7 and SR 512.

PSM D-1.2  Pierce County shall develop planting plans distinctive to Parkland, Spanaway, and Midland along major County routes entering the communities and neighborhoods within the communities.
Recognized entries consisting of tree plantings, signage, or public art shall be established at the following locations to create a gateway effect into the communities and neighborhoods within the communities.

Midland:

N: Portland Avenue E. at 72nd Street E.;
N: Golden Given Road E. at 72nd Street E.;
E: 80th Street E. at 22nd Avenue Court E.;
E: 85th Street E. at the 2200 block;
E: 104th Street E. at 22nd Avenue E.;
W: 80th Street E. at McKinley Avenue E.;
W: 85th Street E. at McKinley Avenue E.;
W: 96th Street E. at McKinley Avenue E.;
W: 99th Street E. at Pacific Avenue;
S: Golden Given Road E. at the north edge of SR 512; and
S: Portland Avenue E. at the north edge of SR 512.

Parkland:

N: Pacific Avenue at 99th Street S.;
N: Yakima Avenue S. at 96th Street S.;
N: Ainsworth Avenue S. at 96th Street S.;
N: Steele Street S. at 96th Street S.;
N: Waller Road E. at Brookdale Road E.;
N: Golden Given Road E. at Brookdale Road E.;
E: 99th Street S. at Pacific Avenue;
E: 108th Street S. at A Street (the west-bound Pacific Avenue off-ramp of SR 512);
E: 112th Street E. at Golden Given Road E.;
E: 128th Street E. at Golden Given Road E.;
E: Brookdale Road E. at Golden Given Road E.;
W: 96th Street S. at the east edge of Interstate 5;
W: 102nd Street S. at Sales Road S.;
W: Sales Road/108th Street S. at Steele Street S.;
W: 112th Street S. at Steele Street S.;
W: Steele Street S. at 23rd Avenue S.;
S: Spanaway Loop Road S. at Military Rd.; and
S: Pacific Avenue at 152nd/Military Road.

Spanaway:

N: Spanaway Loop Road S. at 152nd/Military Road;
N: Pacific Avenue at 152nd/Military Road;
N: Waller Road (south side) at Brookdale Road E.;
E: 152nd Street E. at 27th Avenue E.;
E: 160th Street E. at the 2600 block;
E: 176th Street E. at the 2600 block;
GOAL PSM D-2 Streetscape improvement plans shall address the following topics: public and private landscaping, sidewalk and crosswalk improvements, street furniture, signage, utility placement, funding sources, development priorities, etc.

GOAL PSM D-3 Create a clearly defined entry into the Garfield Street Activity Center, Garfield Street, and Pacific Lutheran University (PLU) from Pacific Avenue, Park Avenue, and C Street through signage, landscaping, paving, and street furniture.

PSM D-3.1 Pierce County shall work with PLU to meld university functions into the broader Garfield Street Activity Center and broader neighborhood.

PSM D-3.2 Pierce County shall work with PLU, the business community, the surrounding Parkland community, Pierce Transit, and the WSDOT to develop a streetscape improvement plan for the Garfield Street Activity Center.

GOAL PSM D-4 Through signage, landscaping, paving, and street furniture, create a clearly defined entry into the 176th Street Community Center from Pacific Avenue, Spanaway Loop Road/176th Street, and potentially the Cross Base Highway.

PSM D-4.1 Pierce County shall work with the business community, the surrounding Spanaway community, Pierce Transit, and the WSDOT to develop a streetscape improvement plan for the 176th Street Community Center.

GOAL PSM D-5 Pierce County shall work with the developers of the approved Hidden Village Shopping Center to develop a project that is pedestrian-oriented in design and includes uses that encourage customers to stroll from business to business.

PSM D-5.1 Create a clearly defined entry into the 8th Avenue Community Center from 8th Avenue and Mountain Highway through signage, landscaping, paving, and street furniture.

PSM D-5.2 Pierce County shall work with the developers of the Hidden Village shopping center, the general business community, the surrounding Spanaway community, Pierce Transit, and the WSDOT to develop a streetscape improvement plan for the 8th Avenue Community Center.

PSM D-5.3 The streetscape plan developed for the 8th Avenue Community Center shall be coordinated with the streetscape plan for the Mixed Use District located across Mountain Highway to the west.

PSM D-5.4 Pierce County Planning and Land Services shall work with the corridor business communities, the surrounding residential communities, Pierce County Public Works and Utilities, Pierce Transit, and the WSDOT to develop a streetscape improvement plan for the MUDs.
GOAL PSM D-6  Pierce County shall work with the general business community, the surrounding Midland community, and Pierce Transit to develop a streetscape improvement plan for the 99th Street, 112th Street, and Park Avenue/162nd Street Neighborhood Centers.

GOAL PSM D-7  Provide landscaping and building placement requirements to improve the appearance along the SR 512 freeway.

PSM D-7.1  Loading docks, outdoor storage, parking lots, and waste facilities shall be sited and screened so that they are not prominent when viewed from the freeway.

PSM D-7.2  Building facades facing and visible from the freeway should have the same high quality design as the non-freeway facing facades.

PSM D-7.3  Signage associated with properties fronting the freeway shall be sized and designed to provide minimal visual impacts on freeway users.

PSM D-7.4  The freeway corridor through Midland and Parkland shall be buffered through the establishment and retention of substantial plantings to achieve year-round screening.

PSM D-7.4.1  Freeway landscape plans shall be implemented through landscape plans for new development or redevelopment of properties abutting or visible from the freeway.

PSM D-7.4.2  Pierce County and the communities shall enhance landscaping within the freeway rights-of-way through cooperative planting efforts with the Washington State Department of Transportation.

GOAL PSM D-8  Pierce County shall designate scenic driving, walking, or biking routes along major streets.

GOAL PSM D-9  Promote the planting of street trees to enhance neighborhood character.

PSM D-9.1  Pierce County, in conjunction with business organizations, community groups, and property owners, shall develop street tree management programs.

PSM D-9.2  Such programs shall focus on maintenance and enforcement.

NEIGHBORHOODS

GOAL PSM D-10  Encourage design that reflects the wide diversity among residents, provided each maintains a degree of compatibility and reflects the character of the plan area.

PSM D-10.1  Encourage development to recognize and incorporate significant distant views into project design.

PSM D-10.2  Utilize interior circulation systems in new developments thus minimizing access points along streets.

PSM D-10.2.1  Curb cuts should be utilized only where traffic needs and safety considerations allow.
GOAL PSM D-11 Require urban development standards in all new urban developments.

PSM D-11.1 Sidewalks, public transit amenities, street trees, and street lighting shall be provided within developments and abutting frontage roads.

PSM D-11.2 Minimize site excavation.

PSM D-11.3 Natural vegetative cover should be planted on slopes of all cuts and fills in conformance with safety, erosion, and visual aesthetics standards.

PSM D-11.4 Provide for separate automobile, pedestrian, and bicycle access.

PSM D-11.5 Create a transition between residential, commercial, industrial, and civic uses through a variety of measures including setbacks, screening, berming, vegetative buffering, and shielded lighting.

GOAL PSM D-12 Develop specific design guidelines for single-family and multifamily residential development dealing with site planning and building placement.

PSM D-12.1 Promote the visual quality of neighborhood streetscapes so that they become a valued element of the character of the community and enhance neighborhood quality.

PSM D-12.2 Provide opportunity for porches and decks within front yard setbacks.

PSM D-12.2.1 Permit single-family detached dwelling units to encroach into front yard setbacks the same distance the garage entrance is recessed behind the front yard setback line.

PSM D-12.3 Encourage underground stormwater retention systems by providing development incentives.

PSM D-12.4 Discourage flag lots or pipestem lots within new residential developments.

GOAL PSM D-13 Develop specific design guidelines for two-family (duplex), attached single-family, and multifamily residential developments dealing with architectural design and scale of buildings.

PSM D-13.1 Provide incentives for innovative architectural design of two-family (duplex), attached single-family, and multifamily residential development.

PSM D-13.2 Discourage residential design that accentuates carports and garages.

PSM D-13.2.1 Encourage two-family developments that provide alley access to the vehicle enclosure.

PSM D-13.3 Avoid locating parking areas for multifamily developments between the buildings and the street.

COMMERCIAL AND INDUSTRIAL

GOAL PSM D-14 Organize the site plan to provide an orderly and easily understood arrangement of building, landscaping, and circulation elements that support the functions of the site.
PSM D-14.1 Emphasize the importance of street corners through building location, pedestrian access, special site features, or landscape features.

PSM D-14.2 Provide adequate lighting levels in all pedestrian areas including building entries, along walkways, parking areas, and other public areas.

PSM D-14.3 Design landscaping so that long term growth will not interfere with site lighting and surveillance.

PSM D-14.4 Use durable, high quality materials in site furnishings and features for ease of maintenance.

PSM D-14.5 Use fencing and landscaping with high quality materials to conceal outside storage and sales areas.

PSM D-14.6 Where distant view corridors have been identified, require development to recognize and incorporate these into project design.

PSM D-14.7 Integrate water quality treatment techniques such as biofiltration swales and ponds with overall site design, where appropriate.

PSM D-14.8 Encourage pedestrian movement between commercial properties and neighborhoods by providing gates, ramps, and steps where natural or man-made barriers exist.

PSM D-14.9 Dedicate additional rights-of-way to enable the construction of sidewalk improvements where adjacent rights-of-way are substandard in width.

PSM D-14.10 Integrate bicycle use, access, and parking into site designs.

GOAL PSM D-15 Architectural and site design of non-residential developments should reflect desired neighborhood or community character.

PSM D-15.1 Provide for visual and functional continuity between the proposed development and adjacent structures when these existing structures demonstrate minimal consistency with the building design criteria of this plan.

PSM D-15.2 Incorporate architectural design features reflective of residential building scale and character into non-residential buildings in portions of centers and corridors where they abut or are in proximity to single- and two-family neighborhoods.

PSM D-15.3 Provide distinctive building corners at street intersections through the use of special architectural elements and detailing and pedestrian-oriented features where possible.

PSM D-15.4 Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and the surrounding neighborhood.

PSM D-15.5 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 massings.
PSM D-15.6  Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and parking areas.

PSM D-15.7  Provide visual relief for large blank walls such as murals, landscaping, or variations in building relief that are visible from pedestrian walkways and parking areas.

PSM D-15.8  Enhance building entries with a combination of weather protection, landscaping, pedestrian amenities, or distinctive architectural features.

PSM D-15.9  Locate or screen roof-mounted mechanical equipment to minimize visibility from public streets, building approaches, and adjacent properties.

PSM D-15.10 Locate or screen utility meters, electrical conduit, and other utility equipment to minimize visibility from the street.

GOAL PSM D-16  Select plant materials that are appropriate to their location in terms of hardiness, maintenance needs, and growth characteristics with an emphasis on use of native and drought-resistant vegetation.

PSM D-16.1  Incorporate existing significant trees, wooded areas, or native vegetation into the planting design where they would contribute positively to the overall landscape and site design, enhance habitats for various species of fish, bird, and animal species, and the neighborhood as a whole.

PSM D-16.2  Utilize adopted street tree plans when developing on-site landscape designs.

GOAL PSM D-17  Encourage and provide incentives for including open space and retaining existing native vegetation on sites proposed for urban development.

PSM D-17.1  Prohibit the vacation of unopened public rights-of-way at shoreline locations except when the vacation would enable a public authority to acquire the vacated property for public purposes.

PSM D-17.2  Provide a procedure for removing dangerous or diseased trees that require mitigation, including replacement of any removed trees.

PSM D-17.2.1  Sites that are devoid or deficient in vegetation shall be required to introduce supplemental landscaping with plantings that are native to the Pacific Northwest and are based on the historic indigenous plant species for the underlying soils.

PSM D-17.2.2  These supplemental plantings shall equal the minimum amount required for retention.

PSM D-17.3  Reduce the amount of density or intensity allowed within a proposed development for lack of permanently designated usable open space.
GOAL PSM D-18
Property improved with buildings, parking areas, and other impervious cover shall include areas of natural and landscaped vegetative cover to protect the aesthetic qualities of the area, to protect aquifers and aquifer recharge areas, provide urban wildlife habitat, and to prevent runoff to adjoining properties, streams, and other critical areas.

PSM D-18.1
Require natural or planted vegetative screens as an integral part of areas with expansive impervious cover.

PSM D-18.2
Provide a range of open space dedication requirements, from 15% to 50% of the site, based upon the density or intensity of the proposed use.

PSM D-18.3
Require a permanent dedication of open space as a condition of approval for a site plan or division of land.

PSM D-18.3.1 The following uses should be allowed within designated open space areas and are listed in order of priority:

PSM D-18.3.1.1 Preservation of natural vegetation including fish and wildlife habitat;
PSM D-18.3.1.2 Natural resource protection including steep slopes and aquifer recharge areas;
PSM D-18.3.1.3 Buffers between incompatible land uses;
PSM D-18.3.1.4 Passive recreation (pervious and impervious trails);
PSM D-18.3.1.5 Active recreation (golf course);
PSM D-18.3.1.6 On-site utilities (drainfields, stormwater retention facilities); and
PSM D-18.3.1.7 Pedestrian and bicycle trails.

PSM D-18.4
Require the open space area to be clearly marked and identified as a protected area through the use of methods such as fencing (when appropriate) and signage.

GOAL PSM D-19
Protect adjacent sites and uses or mixes of commercial, industrial, or residential uses on the same site from the noxious effects (e.g., noise, light, odor, particulate, or other air pollution, traffic) generated by other uses through the use of vegetation.

PSM D-19.1
Require vegetative screens between new urban development and adjacent uses.

PSM D-19.2
Provide a range of required vegetation screening widths based upon the use, density, and intensity of the proposal.

PSM D-19.2.1 Vegetation screening requirements should range from 20 to 70 feet based on the increase in impacts or the degree of incompatibility between uses.

PSM D-19.2.2 Screening performance is judged as it will exist at the time the development is completed and not as it will exist at some time in the future.

PSM D-19.3
Encourage the provision of public easements where linkages between open space and screening buffers occur.

PSM D-19.4
Preserve established vegetation buffers in perpetuity.
PSM D-19.5
Encourage the replanting of greenbelts on previously developed commercial and residential sites through public assistance, grants, and incentives.

PSM D-19.5.1 Cooperative programs should be established with owners and residents of such developments to assure that such properties achieve suitable screening within a five-year time period.

GOAL PSM D-20
Improve neighborhood health, safety, and appearance by requiring homeowners to be responsible for the proper storage of waste and vehicles, maintenance of yards, and the screening of hobby vehicle repair or restoration to ensure these activities do not adversely affect neighbors.

PSM D-20.1 Limit outdoor vehicle storage as an accessory use on residential property to 5 vehicles.

PSM D-20.2 Provide criteria and a permitting process to allow for residential storage of more than 5 vehicles under limited conditions.

PSM D-20.3 Require screening for proper storage of vehicles to protect the environment and for sight-obscuring screening of vehicles undergoing repair or restoration.

PSM D-20.4 Develop an abatement or amnesty program for the removal of junk vehicles from residential properties.

PSM D-20.5 Establish and publicize standards for the storage and proper handling of household garbage and other solid waste on residential property.

SIGNS

GOAL PSM D-21 Consistently apply and enforce sign regulations.

PSM D-21.1 Require consolidation of signage within commercial development to reduce visual clutter along streets and the freeway.

PSM D-21.2 Integrate freestanding signs with the placement and design of landscape features.

PSM D-21.3 Prohibit any additional billboard faces or structures in the three communities beyond those existing at initial communities plan adoption, and provide for the elimination of nonconforming billboard signs after a reasonable amortization period.

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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Parkland Area, Spanaway, and
Midland Land Use Advisory Commissions (LUAC), Tacoma-Pierce County Health Department (TPCHD), Public Works & Utilities (PWU), Park & Recreation Services, Economic Development (ED), Pierce County Sheriff, or Pierce County Planning and Land Services (PALS).

**SHORT TERM ACTIONS**

1. **Amend Title 18A-Zoning (PALS, LUAC)**
   - Develop and adopt an incentive program for open space preservation in the UGA that allows innovative measures such as clustering development, zero-lot-line setbacks, and other techniques.
   - Amend the landscaping standards to require vegetative screens between new urban development and adjacent uses and street tree plans.
   - Require urban development standards such as curbs, gutters, and sidewalks for development in the UGA.
   - Establish a Residential Resource zone on residential areas that have been identified as open space in the Comprehensive Plan Open Space/Greenbelt Map.
   - Amend impervious coverage requirements.
   - Establish minimum vegetation retention requirements.
   - Amend standards addressing storage of vehicles as an accessory use.
   - Amend Title 18J-Design Standards and Guidelines (PALS, LUAC)
   - Establish urban design standards and guidelines in the plan area for:
     - Two-family, attached single-family, and multifamily residential development dealing with site planning, building placement, and architectural design and scale of buildings.
     - Commercial, civic, and industrial uses regarding building placement, landscape and buffering, sign placement, height, massing, materials, storefronts, and canopy and awning styles.
   - Establish design standards and guidelines for the Residential Resource zone.
   - Establish design standards and guidelines for natural resource protection, vegetation and tree retention, vegetative screening, and open space corridors.
   - Establish design standards for passive open space areas and on-site recreation.
   - Establish a basic set of concise design principles for all land uses subject to design review.
   - Develop flexible design guidelines that can be utilized for use permits that are subject to administrative review or public hearings.
   - Administer a site plan review process with the appropriate land use advisory commission to utilize design guidelines and to review deviations from design standards.
   - Establish design standards and guidelines for open space corridors that require the use of environmentally sensitive development techniques, such as limiting impervious surfaces and preserving wildlife corridors and native vegetation.
2. Amend Title 18, General Provisions (PALS, LUAC)
   • Develop and adopt provisions for stringent enforcement of screening and buffering standards.

**Mid-Term Actions**

1. Amend the Pierce County Sign Code (PALS)
   • Develop and adopt standards that reduce the number and size of nonconforming signs.
   • Restrict off-site advertising signs and billboards in the plan area.
   • Promote signs that increase public awareness of environmentally sensitive areas.

**Long Term Actions**

1. Implement a monitoring program to evaluate the impacts of community design standards. (PALS)
2. Develop and adopt a tree conservation regulation to be considered for application county-wide in the next substantive amendment to those regulations. (PALS)
   • Work with the WSU Cooperative Extension Master Gardener to develop training programs for Land Use Advisory Commissions on acceptable types of native plantings.
Historic Resources

- Pierce County Historic Resource Inventory
- Pierce County Register of Historic Places
- State of Washington Historical Register
- National Historic Register

Note: All properties included in any of the three Historic Registers are also included in the Pierce County Historic Resource Inventory.
Chapter 4: Natural Environment Element

INTRODUCTION

As in other parts of the Puget Sound region, during the last 50 years, the Parkland-Spanaway-Midland communities have experienced a high level of urban growth. With that growth has also come a slow degradation of the natural environment and the fish and wildlife species that are supported by the native vegetation which constitutes habitat areas. Generally, there has been a decrease in the water quality of the rivers, streams, lakes, and wetlands, the amount of native vegetation, and populations and diversity in fish and wildlife species. However, several pockets of good quality habitat areas remain, many of which have been recently targeted for acquisition and restoration efforts.

DESCRIPTION OF CURRENT CONDITIONS

AIR RESOURCES

The Puget Sound region is currently classified as an “attainment area” for carbon monoxide, sulfur dioxide, nitrogen dioxide, lead, and ozone and is working on gaining attainment status for particulate matter. Air quality within the Parkland-Spanaway-Midland area is generally consistent with greater Puget Sound, however, localized air quality problems tend to occur around the eastern boundary of McChord Air Force Base (AFB) as a result of military jet fueling activities and associated exhaust emissions.

The most common air pollutants within the Puget Sound airshed are referred to as the “dirty six” and include: particulate matter (PM10/PM2.5), carbon monoxide (CO), ozone (O3), sulfur dioxide (SO2), and lead. In addition to the dirty six, there are other toxic air pollutants in our air such as arsenic, asbestos, benzene, vinyl chloride, mercury, and beryllium; however, levels of these pollutants within the Puget Sound region are not currently being monitored and reported.

The Puget Sound Clean Air Agency (PSCAA), in cooperation with the Washington State Department of Ecology (DOE), monitors air quality in a four-county region (Snohomish, King, Pierce, and Kitsap) for compliance with federally established standards. The primary purpose of this monitoring is to ensure the health and welfare of the human, animal, and plant life within the Puget Sound region. Three terms describe an area’s air quality status compared to the federal standards for the primary six pollutants—attainment, exceedance, and violation. Attainment means that the federal standards have been met for a number of consecutive years and that they can be expected to be met in the future. Exceedance occurs when a monitoring station records a higher level than allowed by federal standards during a given timeframe for a specific pollutant. A violation of a federal standard occurs when an individual monitoring site measures more exceedances than allowed during a specific timeframe (e.g., in the case of ozone, the standards allow three exceedances within a three year period).
EARTH RESOURCES

SOILS

The soils found within the plan area range from well draining to poorly draining. Pierce County Surface Water Management classifies soils into hydrologic soil groups A through D which range from low runoff potential with high infiltration capacity (group A) to high runoff potential with low infiltration capacity (group D). These soil types become indicators of which areas are more susceptible to surface water runoff, flooding, and groundwater recharge problems. The former can result in insufficient filtration of runoff pollutants, which results in inadequate protection of groundwater quality. Also, because water moves so freely through these well draining soils, high annual rainfall can result in a higher groundwater table which floods low spots in the topography as the groundwater moves from the outer reaches in the southeast corner of the watershed to the northwest towards Puget Sound. The latter soil type can result in potential for septic failure and quick surface runoff that creates flooding even during smaller storm events.

Parkland and Spanaway are underlain by Spanaway gravelly sand loam. This soil type was formed in glacial outwash and mixed in the upper layer with volcanic ash. The soil is somewhat excessively drained—permeability is moderately rapid and there is minor erosion hazard. This soil type tends to become dry and droughty during the summer and early fall. The primary historic land cover types are prairies and savannahs, though this soil can also support woodlands.

The majority of Midland is comprised of Kapowsin gravelly loam, which begins at the upland bench and runs at a northwesterly angle from Brookdale Road to Yakima Avenue at the northern boundary of the plan area. These soils were formed in glacial till under conifers. The land is nearly level and is moderately well drained with pockets of very poorly drained soils. The water table is perched above the very slowly permeable substratum during the rainy season, which results in surface water runoff problems. Much of this area is in second and third growth conifer woodlands.

Scattered throughout the plan area are Dupont muck, Everett gravelly loam, and tisch silt soils which support wetland vegetation. In addition, the Clover Creek trough is comprised of Spanaway loam type soils, which run the length of the riparian system through the plan area.

LANDSLIDE AND EROSION HAZARD AREAS

The plan area contains few landslide and erosion hazard areas with the one exception being the upland bench. This area occurs over an approximately 200-foot rise and is classified as having between a 15% to a 30% slope. The upland bench area serves as a transition zone between the prairie type vegetation, which occurs in the communities of Parkland and Spanaway, and the conifer woodland vegetation zone found in Midland.
**Vegetation**

The historic plant communities were prairies, savannahs, and conifer woodlands. The prairies (grasslands) and savannahs (grasslands with sporadic tree cover) are supported by the Spanaway gravelly sand loam soil located in the Parkland and Spanaway communities. The tendency for these soils to become dry and droughty during the summer and early fall creates conditions favorable for native vegetation and trees such as Garry (Oregon white) oak trees, bunchgrass, Idaho fescue, western buttercups, shooting stars, violets, camas, balsam root, prairie lupines, and woolly sunflowers. Historically, local Native Americans induced periodic fires that prevented the prairies and savannahs from developing into a dense forest cover. Conifer woodlands and wetland plant communities are supported by Kapowsin gravelly loam soils located in Midland.

Over the last several decades, the combination of agriculture, urban development, and fire suppression in the South Puget Sound region has resulted in a dramatic decrease in the prairie and savannah areas. It has been estimated that within the region over 97% of the prairies have been destroyed and oak savannahs have been virtually extirpated. Several prairie plant species are now rare or threatened with extinction including golden Indian paintbrush (*Castilleja levisecta*), white-topped aster (*Aster curtus*), and small-flowered trillium (*Trillium parviflorum*). Torrey’s peavine (*Lathyrus torreyi*) was thought to be extinct in Washington until it was rediscovered in 1994 on the western edge of the PSM area on McChord AFB. Several other plant species are historically known to inhabit prairies, but have not been identified in the field for years including tall agoseris (*Agoseris elata*), rose checkermallow (*Sidalcea malviflora ssp. virgata*), and common blue-cup (*Githopsis speculariodes*).

The Washington Department of Natural Resources (WDNR), in conjunction with the U.S. Fish and Wildlife Service and Tahoma Audubon, recently completed a Pierce County survey of oak woodland stands greater than one acre in size. All of the identified stands of oak within the plan area are located in the communities of Parkland and Spanaway. In addition, the plan area contains several large stands of mixed woodlands (hardwoods and conifers ranging from early to late seral) as depicted by the WDNR, 1991 Landsat Thematic Mapped Images. (See Map I-5: Oak Presence)

Other significant tree species within the plan area are the Pacific yew (*Taxus brevifolia*), Pacific madrone (*Arbutus menziesii*), and the Ponderosa pine (*Pinus ponderosa*).

Currently, Pierce County regulations that restrict the removal of vegetation are found in Title 18E Development Regulation-Critical Areas under the wetlands, geologically hazardous areas, and fish and wildlife habitat chapters. The fish and wildlife habitat chapter also identifies oak woodlands and prairies as habitats of local importance; however, currently there is no adopted mapping available to identify these special habitats and therefore, in some cases, application of the regulations to these areas may be missed.

**Water Resources**

Parkland-Spanaway-Midland straddle two Water Resource Inventory Areas (WRIAs), Puyallup-White WRIA in the northeast portion of Midland, and the Clover-Chambers Creek WRIA (also
referred to as the Tacoma WRIA) in the remaining plan area. Three watershed basins are located within the Clover-Chambers Creek WRIA including Chambers Bay, Clover Creek/Steilacoom, and American Lake, while the Puyallup-White WRIA is divided by the Commencement Bay and Clear/Clarks Creek basins. It is important to note that a portion of the Midland area drains into the Clear/Clarks Creek basin in the Puyallup-White WRIA. Some residents of the Midland area have expressed concern about the health of Swan Creek, which lies just outside the plan area along the northwestern boundary.

**Surface Water Runoff and Flooding**

As forested and natural vegetative cover are replaced with development, 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, negative impacts to fisheries, and erosion. Stormwater related issues can be correlated to the amount of impervious surface within a watershed or basin. Although total impervious surface area accompanying development is not the only factor in stormwater related issues, it is a readily measurable indicator that can be tracked and correlated to stormwater problems. Another indicator that is more difficult to measure, but can be correlated with more reliability, is effective impervious area. [Note: Effective impervious surfaces occur when impervious surfaces are directly connected to one another and the water flow is not interrupted by any pervious areas.] Recently published research indicates that water quality problems and habitat degradation start occurring when a watershed reaches approximately 10% effective impervious surface. This percentage can be reached with a density of as little as one home per acre because of the network of roads needed to support this type of development.

Historically, for the smaller storm events, runoff would stay on a site trapped in numerous small depressions and saturate the top several feet of soil. Flooding would occur only during larger storm events; when the soil was completely saturated, the water would then be conveyed downstream. As development has occurred, many of the small depressions were graded smooth and the top several feet of soil were removed or compacted. This type of development removed the ability of the land to contain the smaller storm events and subsequently flooding started to become a problem at even the smaller events. Increases in the number and capacity of connected drainage systems, in the form of ditches and pipes meant to drain properties and remove water quickly, also increase stormwater problems downstream.

The increase in rate and volume of water from development has caused chronic surface water flooding problems, especially at the convergence of North Fork Clover Creek and along the main stem of Clover Creek. The main Clover Creek channel has its headwaters located south of 160th St. E. about halfway between Canyon Road and Meridian Avenue. Flows in this portion of Clover Creek are generated from a combination of surface water runoff and groundwater leaching out of slopes into the creek. Downstream of the confluence point, some serious flooding has occurred where Clover Creek and North Fork Clover Creek merge. This flooding occurs about every two years, but sometimes as frequently as yearly. Some flooding events have inundated houses near B Street and 136th Ave. E. and a few of these homes have been purchased in the last several years using Federal Emergency Management Agency (FEMA)
funds. In 1996, Clover Creek flooded portions of Highway 7. Portions of B Street and 136th Ave. E. have also experienced flooding from Clover Creek. During the 1996 and 1997 storm events, flooding occurred where Clover Creek crosses under C Street and a few homes incurred water entry at the first floor level.

The portion of Clover Creek located parallel to and south of Tule Lake Road is a manmade channel that was originally designed by the Corps of Engineers to be the overflow channel for the main Clover Creek channel. The main Clover Creek channel originally traveled to the north through Pacific Lutheran University. In the 1960s, all of Clover Creek’s flow was diverted to the overflow channel and over the years much of the original channel was filled in. Isolated low points on the original channel experience flooding during large storm events from a combination of surface water flows and rising groundwater.

At the intersection of Spanaway Loop Road and Tule Lake Road, Clover Creek deposits into a large marshy area east of Spanaway Loop Road. This wetland provides a large floodplain for the creek to spread out. It becomes quite congested with reed canary grass that tends to inhibit base flow during the summer. There have been no flooding reports of homes or roads.

The tributaries that comprise North Fork Clover Creek drain the plateau area north of Brookdale Road and south of Highway 512. Because of the impermeable soil types found in this area, flows generated in the North Fork system tend to be flashing runoff, which passes through the system quickly. Land use practices in the area tend to fill in low spots in the topography that increase drainage networks, which results in even quicker surges in flow.

Spanaway Creek leaves Spanaway Lake traveling north and splits into two creeks, Maury Creek and Spanaway Creek. Spanaway Creek continues north conveying water to Tule Lake. Maury Creek travels west, eventually converging with Clover Creek before traveling under McChord AFB. The channel of Spanaway Creek, north of the split into Maury Creek, is well-defined and was probably originally manmade to protect farming land. The channel becomes increasingly clogged with vegetation such as cattails, iris, reed canary grass, willow, and alders as it extends north of 138th St. S. and nears Tule Lake. Reports of flooding along this system have been non-structural flooding (e.g., low yards, driveways, and off-channel low spots). Although most flooding is attributed to surface flooding and overtopping of Spanaway Creek, the off-channel flooding is likely due to groundwater surfacing as it moves from southeast to northwest. Maintenance to increase the channel capacity and reduce flooding impacts associated with Spanaway Creek is becoming more difficult due to the negative effects this activity has on fish habitat.

**Groundwater Flooding**

Flooding associated with high groundwater tables is common in Parkland and Spanaway. Because of the porous soils, most of the runoff is infiltrated and charges the shallow groundwater aquifer. Flooding frequency can be associated with the total precipitation in a water year or subsequent water years.

While development activities exacerbate groundwater flooding problems by reducing vegetation and increasing surface water, how much additional flooding is produced is unknown.
However, anecdotal evidence suggests that even before a majority of the development occurred within the plan area, groundwater flooding was documented corresponding with years of large cumulative rainfall. Unfortunately, adequate mapping of areas prone to groundwater flooding is currently not available as these areas are generally not shown on the Flood Hazard Area maps produced by FEMA which primarily focus on flooding associated with creeks or rivers.

Several areas within the plan area are prone to groundwater flooding. The area south of 138th St. E., which is an off-channel of Clover Creek, is susceptible to such flooding. Groundwater has also flooded the cul-de-sac of 139th St. E., inundating roads, driveways, and crawl spaces. The drainage system for this development was installed as an infiltration system that works fine when groundwater is low, but operates in reverse when groundwater is high.

**Drainage Districts**

Drainage districts are empowered under Washington State laws as junior taxing agencies to address specific drainage-related problems within limited areas. There are two drainage districts, 14 and 19, which are located within the communities plan boundary.

Drainage District 19 lies within the Chambers/Clover Creek Watershed, encompassing the North Fork tributary to Clover Creek. The district boundaries extend between 80th Street E. and 128th Street E. and from A Street to Portland Avenue E. Drainage problems within this area include a lack of maintenance of conveyance channels and natural drainage swales.

Drainage District 14 lies within the Puyallup Watershed, with primary conveyance into Swan Creek. The district service area is located between 80th Street E. and 121st Street E. and between Vickery and Portland Avenues. This area experiences the same problems as Drainage District 19, but also has capacity problems and severe erosion and sediment problems on Swan Creek.

**Current Regulations**

In response to Federal Clean Water Act mandates, the County began a major update of the site development/stormwater management regulations in the early 1990s. In 1995, the Washington State Department of Ecology (DOE) issued a National Pollutant Discharge Elimination System (NPDES) Stormwater Permit to Pierce County, which included a mandate that Pierce County adopt a stormwater manual that was equivalent to the DOE manual for the Puget Sound region. The Pierce County Council adopted a revised Stormwater Management and Site Development Regulation and companion manual in November of 1997. The new manual requires increased measures to provide erosion/sediment control and protect water quality, and provisions for sizing of stormwater facilities to protect downstream areas from negative impacts associated with increased flows. The new manual does not, however, address the total increase in the volume of water leaving the site, nor does it discuss stormwater Best Management Practices (BMPs) or techniques for low impact development.

Flood hazard areas are regulated under Pierce County Title 17A which contains regulations that are more restrictive than the Federal Emergency Management Agency (FEMA) guidelines and
most other jurisdictions in Washington State. The flood hazard regulations have requirements to determine areas of deep or fast flowing water and prohibit development within those areas if they meet the flood hazard definition.

**GROUNDWATER**

The entire plan area is underlain by the Clover/Chambers Creek Aquifer system. Over 50% of the area is designated as a Wellhead Protection Area. Because of the highly permeable gravelly soils, it is estimated that approximately 50% to 60% of precipitation has the potential to become groundwater recharge. The depth of groundwater in the area ranges from one to more than 100 feet.

The groundwater aquifers supply drinking water for over 270,000 residents of Pierce County and, for more than 170,000 of these residents, the aquifers serve as the sole source of drinking water. At the end of the 1970s, studies conducted by the Washington State Department of Health (DOH) indicated that water quality within the Clover/Chambers Creek shallow aquifer was deteriorating and the levels of nitrates, chlorides, and bacteriological contamination were increasing. In the early 1980s, a number of significant site-specific groundwater contamination problems, generally involving toxic chemicals, were discovered in wells in the Parkland area.

In response to the deterioration in groundwater quality, the Tacoma-Pierce County Health Department (TPCHD) and the DOE commissioned the preparation of a hydrogeologic study in the Clover/Chambers Creek Watershed. The results of this study, completed in 1985, revealed the extreme vulnerability of the aquifer system to contamination from the overlying land use activities and identified the geographic areas that were subject to the highest risk of groundwater contamination. In 1993, the EPA designated all of the area within the Chambers/Clover Creek Watershed, which includes the entire plan area, as part of a Sole Source Aquifer System which enables limited federal protection to drinking water supplies and federal financially-assisted projects and grant funding.

Two geographical areas also identified for additional protective measures are Wellhead Protection Areas and areas where aquitards are absent. In 1997, the County Council established Wellhead Protection Areas countywide in response to information provided by the TPCHD. Wellhead Protection Areas receive a higher level of protection because they represent the most severe threat to drinking water supplies should an incident of contamination, such as a toxic chemical spill, occur. A large portion of the Parkland community contains a designated area where aquitards are absent. Currently, there are no special provisions that address these aquitard areas.

**CURRENT REGULATIONS**

Title 18E Development Regulations-Critical Areas regulates land use activities within the Clover/Chambers Creek Basin boundary, the two highest DRASIC zone boundaries, and the established Wellhead Protection Areas. In 1997, Chapter 18E.50 Aquifer Recharge Areas was comprehensively updated to establish specific mitigation measures for certain regulated activities, such as subdivisions of land, residential structures, commercial and industrial sites, which do not include hazardous substance processing or handling, and storage tanks.
addition, this chapter requires a hydrogeologic assessment for any activities that process or handle hazardous substances, such as waste treatment facilities, landfills, and animal containment areas, and grants the County the authority to condition or deny an application based upon the TPCHD’s evaluation of potential impacts to the underlying aquifer.

**Water Supply**

At this time, the availability of groundwater within the Spanaway community for future development is a major issue. Spanaway Water Company has currently placed a moratorium on issuance of any new water availability certificates pending approval from the DOE to drill a new well. Parkland Light and Water and SE Mutual Water Company have both indicated that current water availability is adequate to serve projected development within their district boundaries. The TPCHD has initiated a watershed plan, under State legislation ESHB 2514, within the Clover/Chambers Creek watershed to help determine groundwater availability and allocation of groundwater within the Water Resource Inventory Area (WRIA 12). This planning effort will also analyze water quality and habitat issues, which are related to water supply issues. For additional discussion on potable water supply issues, see the Facilities and Services Element.

**Water Quality**

Threats to water quality within the plan area come from everyday sources such as agriculture, forest practices, septic systems, stormwater, construction activities, recreation (boats and marinas), road runoff, and residential activities. These sources are referred to as “nonpoint” sources of pollution. It has been estimated that more than 50% of water quality problems in the area are attributable to nonpoint sources of pollution.

The biological health of creeks and streams in the area ranges from poor to moderate. Most of the streams that have been sampled have had fecal coliform bacteria levels which are in violation of State water quality standards. Clover Creek has had pH levels (a measure of acidity and alkalinity) which are both too high and too low to meet State standards. Spanaway Creek has had pH levels which are too high. The United States Geologic Service (USGS) found problem levels of copper, lead, and zinc in Clover Creek and its tributaries.

Spanaway Lake is spring fed by the wetland complex and stream located at the southeast corner of the lake. DOE and TPCHD monitor water quality in Spanaway Lake. The Lake has experienced numerous blue-green algae blooms in recent history. A toxic algae bloom in 1995 and high levels of fecal coliform in 1998 resulted in a recommendation that people not swim in the lake. These algae blooms may be the result of nutrient loading from tributaries as well as fertilizer runoff from the park, golf course, and adjacent residential lawns. A high population of Canada geese also contributes to the reduction in water quality and clarity in the lake.

Although Spanaway County Park is on the sanitary sewer system, the shoreline residences around Spanaway Lake are still served by on-site septic systems. These systems, if not operated and maintained properly, adversely impact water quality. To address this concern, the TPCHD mailed information on the operation and maintenance of on-site sewage systems to all residences within 300 feet of Spanaway Lake in the summer of 1999.
Groundwater is of concern and has been for many years. While beneficial uses of on-site septic systems are recognized, some systems have shown signs of problems. In May 1971, the DOE required Pierce County to pursue installing sewers in portions of the plan area in an effort to prevent groundwater contamination. However, even with the installation of sewers, some water companies have reported an occasional need to treat groundwater because of coliform bacteria levels that exceed acceptable thresholds.

**Current Regulations**

There are a number of things that can be done to protect water quality. Many are included in the *Chambers-Clover Creek Watershed Action Plan, Lower Puyallup Watershed Action Plan*, and Pierce County’s *Stormwater Pollution Prevention Manual: A Guide to Best Management Practices for Industries, Businesses, and Homeowners*. Pierce County Title 17A contains requirements for stormwater Best Management Practices (BMP). The main purpose of these regulations is to increase the quality of stormwater prior to discharge into surface water bodies and groundwater supplies.

**Shorelines**

The Washington State Shoreline Management Act (SMA) provides for the management of water bodies identified as “shorelines of the state.” In the Parkland-Spanaway-Midland Communities Plan area, these include Spanaway Lake, the main stem of Clover Creek, and Spanaway Creek. Areas under jurisdiction of the SMA include the water bodies, all lands within 200 feet of the ordinary high water mark, and associated wetlands and floodplains.

Spanaway Lake, covering 262 acres, is used primarily for recreation, with the predominant land use bordering the lake being single-family residential. Extensive areas surrounding the lake have been identified as wetlands or 100-year floodplains. Spanaway Creek flows north from Spanaway Lake, through Bresemann Forest and Tule Lake, and into Clover Creek west of Tule Lake Road and Spanaway Loop Road.

Clover Creek enters the PSM area immediately south of Brookdale Road and flows generally west, crossing Pacific Avenue near 132nd Street South. The creek has been diverted west of Pacific Avenue, following an artificial channel south of Tule Lake Road. The Pierce County Shorelines atlas shows the original channel of Clover Creek, through the Pacific Lutheran University campus, to be a channel subject to the SMP. The creek exits the plan area onto McChord AFB, west of Tule Lake Road and Spanaway Loop Road. Several stretches along the creek and a large area west of Spanaway Loop Road have been identified as either wetlands or within the 100-year floodplain.

Other streams within the plan area, including Maury Creek, Coffee Creek, and the North Fork of Clover Creek, have not been identified as shorelines of the state, as they have been determined to have a mean annual flow of less than 20 cubic feet per second. If it is demonstrated that their flows exceed this threshold, they could then be included as shorelines subject to SMA.
CURRENT REGULATIONS

The Pierce County Shoreline Master Program (SMP), adopted by Pierce County under the SMA, currently includes five Shoreline Environments: Natural, Conservancy, Rural, Rural-Residential, and Urban. All shorelines are given a Shoreline Environment designation which reflects current conditions and identifies the type and intensity of allowed development. Shoreline Environment designations in the plan area include Conservancy, Rural-Residential, and Urban. The Conservancy Environment designation is the most restrictive. The Rural-Residential and Urban Environments allow a variety of uses at fairly intensive levels.

Spanaway Lake lies in the Urban Environment, except for the shoreline area within Spanaway Park which is in the Conservancy Environment. Spanaway Creek is in the Urban Environment, and Clover Creek is in the Rural-Residential Environment east of 14th Avenue East, and in the Urban Environment west of that point.

The Department of Ecology has developed SMP guidelines to assist local jurisdictions in preparing updates to their local SMPs. The guidelines are intended to reflect our current understanding of shoreline functions and processes, and problems related to shoreline management that have evolved in the thirty years since the SMA was initially adopted. Vegetation management, design and location provisions for bulkheads, piers, and docks to improve protection of natural shoreline processes and salmon habitat, and development limitations on flood prone areas are examples of issues included in the guidelines.

WETLANDS

Wetlands are protected under the Federal Clean Water Act, the State Growth Management Act, and Pierce County Codes. Wetlands are those areas identified by the presence of water during the growing season, hydric soils, and the presence of a plant community that is able to tolerate prolonged soil saturation. Wetlands provide important environmental functions including reducing the impact or frequency of flooding, providing habitat, recharging aquifers, providing clean water for fish and other aquatic species, and preventing shoreline erosion. Wetlands also provide visual buffers in the built landscape.

It is estimated that 50% to 67% of the total wetland acreage in Washington State has been lost since European settlement, and that 90% to 98% of urban area wetlands have been lost in the Puget Sound region. There are currently no estimates for how much wetland area has disappeared within Parkland-Spanaway-Midland, however, there is evidence that much of the area along Pacific Avenue and Clover and Spanaway Creeks which historically supported wetlands, has been filled.

The plan area currently contains both isolated wetlands and wetlands which are adjacent to creeks and Spanaway Lake. In addition, there is a strong correlation between designated Flood Hazard Areas and wetlands. Many of the scattered wetlands in the plan area are elongated troughs that are the result of underlying Dupont muck soils that formed when the glaciers receded. Some of these wetlands are bogs that formed as pre-historic lakes have filled in over time.
There are several significant wetland complexes within the plan area. One is located at the confluence of Spanaway Creek and Clover Creek, west of Spanaway Loop and Tule Lake Road. Another wetland complex, located to the southwest of Spanaway Lake, is part of a larger wetland system that extends to the south into Fort Lewis. There is still a partial system of wetlands located adjacent to both Clover Creek and Spanaway Creek. Finally, there are still some large category 2 wetland complexes located within the Midland community. (See Map I-6: Wetlands)

Unfortunately, some of the remaining wetlands have incurred significant impacts to their environmental functions as a result of human activities such as construction and development, ditching, draining, filling, and channelized stormwater infiltration. Some examples include: Midland wetlands, Clover/Spanaway Creek complexes, Spanaway Lake complex, and the wetland complex located just south of Pirnie Road and 203rd St. Ct. E.

**CURRENT REGULATIONS**

Pierce County Title 18E regulates development activity within wetlands including: removing, excavating, disturbing soils, or dredging; dumping, discharging, or filling; draining, flooding, or disturbing the water level or table; construction or placing obstructions; altering vegetation; activities which result in changes to water temperature; application of pesticides or other chemicals; and divisions of land. Unfortunately, the provisions within this Title do not apply to development applications filed prior to the adopting ordinance (February 1992), many of which may still be in the application process.

**FISH AND WILDLIFE RESOURCES**

**BENTHIC INVERTEBRATES**

All aquatic organisms, both plants and animals, have preferred environments such as clear or turbid water; warm, cool, or cold water; rock, sand, or silt bottom; high or low oxygen levels; small or large streams with slow or fast flowing water. Each species’ physiology, behavior, morphology, and ecology have independently evolved to adapt to these preferences and co-evolved to depend on other species during the course of their individual life cycles. Furthermore, no species can survive outside the biological context and parameters that sustain it.

Benthic (bottom-dwelling) invertebrates, also referred to as macroinvertebrates, include animals like aquatic insects (mayflies, stoneflies), snails, clams, crayfish, and aquatic worms. They live in a variety of freshwater bodies including rivers, streams, wetlands, ponds, and lakes. Benthic invertebrates that inhabit streams, creeks, and rivers need adequate hydrologic, channel, and vegetation functions to survive and multiply and in turn serve as a food source for resident fish populations.

The health of an aquatic ecosystem depends on all of the biological components that comprise its system, not just on the size of commercially or culturally important populations such as salmon. Most water management in the last two decades has emphasized water quality, with a
particular focus on monitoring chemical pollutants, to determine the health of an aquatic system. However, human actions jeopardize the biological integrity of water resources by altering one or more of five principal factors:

- physical habitat;
- seasonal flow and quantity of water;
- the food base of the system;
- interactions within the stream biota; and
- chemical contamination.

As humans alter their natural environment, changes in the benthic invertebrate population can also be used to help evaluate the condition or health of the water bodies contained within a watershed. Human activities that might have an effect on a freshwater body and its biota include the release of human and livestock waste; toxic chemicals; fertilizers and pesticides from farmlands, residential lawns, recreational fields, and golf courses; and tree and other vegetation removal that cause increased water temperatures.

The biological health of a water body can be determined by conducting benthic invertebrate sampling to evaluate the species richness (undisturbed environments generally have a greater number of species), species diversity, frequency of individuals, and total volume of organisms. A sampling that indicates a fairly healthy stream is comprised of organisms that are intolerant to pollution, such as dobsonfly larva, mayfly nymph, water penny, caddisfly larva, and stonefly larva. As water quality and stream channel conditions deteriorate, many of the above organisms cease to live within the stream and are replaced with organisms that are generally tolerant of pollution and can live in an environment that is high in sediments. Organisms surviving under these deteriorated conditions include black fly larva, leeches, aquatic worms, rat-tailed maggots, and left-handed snails.

In the summer of 1999, two streams within the plan area, Clover Creek and Spanaway Creek, served as test sites for a class on sampling benthic macroinvertebrates. The Clover Creek sampling area was located between Tule Lake Road and 131st Street South just west of 10th Avenue South. Spanaway Creek was sampled just north of Military Road South in the Bresemann Forest. The results of this class were fairly rudimentary, but offered a glimpse at the variation in the health of these two streams. The Clover Creek sampling indicated species that were generally tolerant of pollution and high levels of sediment. Species found in the sampling on Spanaway Creek were those that are typically less tolerant to pollution and prefer stream bottoms that are composed of well-aerated, loose gravel.

**Fish**

Three anadromous fish species, Coho salmon (*Oncorhynchus kisutch*), steelhead trout (*Oncorhynchus mykiss*), and coastal cutthroat (*Oncorhynchus clarki clarki*), are identified on the revised Washington State Department of Fish and Wildlife (WDFW) Stream Net Maps as known or predicted to occur within the plan area. (See Map I-7: Fish and Wildlife Resources) Coho, also referred to as silver salmon, are indicated as a known presence in Spanaway and Clover Creeks. Steelhead, also referred to as sea-run rainbow trout, are indicated as a predicted
presence in Spanaway Creek. Coastal cutthroat, also referred to as sea-run cutthroat, are indicated as a known presence in Clover Creek. The status, origin and type, and spawning information for each known or predicted species within the plan area is depicted in Table I-5.

Table I-5: Anadromous Fish Species

<table>
<thead>
<tr>
<th>Species*</th>
<th>Status</th>
<th>Origin and Type</th>
<th>Spawning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coho Salmon</td>
<td>Healthy</td>
<td>Mixed/Composite</td>
<td>November-January</td>
</tr>
<tr>
<td>Steelhead</td>
<td>Depressed</td>
<td>Mixed/Wild</td>
<td>March-June</td>
</tr>
<tr>
<td>Coastal Cutthroat</td>
<td>Unknown</td>
<td>Native/Wild</td>
<td>December-May</td>
</tr>
</tbody>
</table>

*Information from the 1992 Washington State Salmon & Steelhead Stock Inventory (SASSI), WDFW and from interviews with WDFW staff.

In 1992, WDFW listed the Coho status in the Chambers/Clover Creek system as healthy. These fish were identified as a mixed (hatchery/native) origin with a composite production type (i.e., sustained by both wild and artificial production). The 1999 Coho return in Clover Creek was comprised of 100% unmarked fish (i.e., a product of natural spawning). Therefore, while the status of Coho in Clover Creek is listed as healthy, the actual current status (year 2000) is questionable. This is because of the consistent trend of decline in the south Puget Sound species and the fact that previous numbers were heavily comprised of hatchery fish that are no longer returning. In addition, Coho in the Puget Sound are currently listed or currently being considered for under the federal Endangered Species Act (ESA).

The 1992, WDFW data did not list a Chambers/Clover Creek steelhead stock. It is assumed that the remaining wild steelhead are of mixed origin in this system. The current stock status is assumed depressed within Clover Creek by WDFW staff, as return numbers since 1995 have been a maximum of 64. In 1999, there were only 28 reported returns. As with Coho, steelhead are also under consideration for listing under the federal ESA.

Currently there is no information available on the status of coastal cutthroat within the Chambers/Clover Creek system. No hatchery operations exist on this species so any fish that are returning are considered native/wild. All cutthroat trout populations in Washington have been listed as a candidate species under the federal ESA.

All three species of fish require the same elements within the natural environment to conduct their life cycles, including:

- Cool, clear flowing waters to support returning adults, for eggs to hatch, and for young to survive and grow until they migrate to sea;
- Adequate flow during crucial times to make migration possible, to allow fish to escape predators, and to allow fish to find enough food;
- Well-aerated, loose, clean streambed gravel for spawning;
- A rich diversity of benthic invertebrates to serve as a food source during juvenile rearing;
- Adequate off-channel juvenile rearing areas (adjacent wetlands serve this function) may use lakes and beaver ponds for rearing where available;
Appropriate streamside vegetation to keep the water cool, provide a buffer against soil erosion to maintain water quality, source of food and nutrients for streams, and source of large woody debris (LWD) which plays a key role in the formation of the physical habitat and storage of sediment and organic matter.

Since the majority of the Midland area drains into and thereby impacts Swan Creek, it is relevant to note that this system contains several anadromous fish species including Coho salmon, chum salmon, and winter steelhead. Chum salmon also rely on estuarine environments that support aquatic vegetation and organisms. The juvenile chum utilize these areas (e.g., eel grass beds) during rearing until going out to sea.

**WILDLIFE**

The Parkland-Spanaway-Midland plan area supports a variety of wildlife species. Many of these species are identified as critical. These critical species depend on a variety of habitat types to support their life cycles, including wetlands, riparian areas, prairies, oak woodlands, and coniferous forests. The chipping sparrow and the western gray squirrel are two species that are heavily dependent on the remaining oak woodland/prairie mosaic habitat. The Spanaway Marsh area has a resident bald eagle that ranges from Spanaway Lake to the wetland marsh complex extending south into Fort Lewis. In 1985, Spanaway Marsh also supported an active great blue heron rookery. Several factors could have caused the great blue heron to abandon this location, but given the high quality habitat, this area is likely to support great blue heron in the future. Pileated woodpeckers have been sited by Midland residents in the vicinity of 85th Street E. and 22nd Avenue. (See Map I-7: Fish and Wildlife Resources)

Five potentially critical butterfly species may be found in the plan area including Oregon Silverspot, Zerene Fritillary, Puget Blue, Mardon Skipper, and Whulge Checkerspot. All of these butterflies have been identified on Ft. Lewis where extensive inventories have been done. It may be assumed that all of these butterflies may be found in the southern Puget prairies which include Parkland, Spanaway, McChord AFB, DuPont, Lakewood, etc. The Zerene Fritillary is associated closely with white-topped aster (*Aster curtus*), a rare prairie plant, which is found within Parkland. The Puget Blue associates with lupines; the Mardon Skipper with Idaho fescue and the blue violet; and Whulge Checkerspot with lomatium, camas, plantain, etc., also known to grow within the plan area. Four of these butterflies have been listed by the State as a candidate species.

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Primary Habitat</th>
<th>State Status</th>
<th>Federal Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carnivores</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fisher</td>
<td>Coniferous or deciduous forests-riparian</td>
<td>Candidate</td>
<td>Species of Concern</td>
</tr>
<tr>
<td><strong>Ungulates</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Table I-6: Potential Critical Wildlife Species
### Table I-7: Potential Critical Bird Species

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Primary Habitat</th>
<th>State Status</th>
<th>Federal Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yellow Warbler*</td>
<td>Riparian</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple Martin</td>
<td></td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Western Bluebird</td>
<td>Coniferous forest-riparian &amp; prairies</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Chipping Sparrow*</td>
<td>Prairies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooper’s Hawk*</td>
<td>Coniferous forests within ¼ mile of water</td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Bittern*</td>
<td>Wetlands</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great Blue Heron</td>
<td>Riparian/Wetlands</td>
<td>Monitor</td>
<td></td>
</tr>
<tr>
<td>Pileated Woodpecker*</td>
<td>Snags-mature forest</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Bald Eagle</td>
<td>Forest-snag-riparian</td>
<td>Threatened</td>
<td>Threatened</td>
</tr>
</tbody>
</table>

* Indicated at-risk species through the GAP pilot project.
Management considerations vary greatly depending upon the particular species, but some generalizations can be made, including:

- Avoid human impacts on nesting and breeding sites;
- Maintain habitat types which support the species life cycle;
- Provide connectivity of habitat which supports wildlife movement corridors;
- Assess the potential for habitat restoration actions;
- Establish adequate buffering requirements for important habitat features such as snags, nest sites, caves, spits, wetlands, riparian zones, etc.;
- Implement additional regulations for winter recreational activities;
- Review and mitigate adverse impacts to critical species prior to conducting logging and development activities within a site;
- Require designated habitat areas be protected through adequate staking and signage during the construction and post-construction phases of development.

**Fish and Wildlife Habitat**

**Priority Habitats in the Plan Area**

Even within highly urban areas, pockets of high quality habitat can remain. The WDFW designates priority wildlife habitats and this information was generated for the plan area with the following habitats identified:

The Midland community contains only a few small areas of priority habitat generally located west of Golden Given Road. These habitat areas are primarily elongated troughs, associated with designated wetland areas.

Within the western portion of the Parkland community, three major priority habitat areas exist as follows:

- east of Steele Street just south of 96th Street S.;
- east of Steele Street both to the north and south of 112th Street; and
- west and east of Spanaway Loop Road around Tule Lake Road.
- Again, these Parkland priority habitat areas are associated with designated wetland areas, but also reflect small vestiges of prairie habitat.

There are several large priority habitat areas designated within the Spanaway community including:

- an area surrounding Spanaway Lake which extends north along the south fork of Spanaway Creek and south (referred to as Spanaway Marsh) onto Fort Lewis;
- between 176th Street E. and 186th Street E. at 8th Avenue E.;
- a linear riparian corridor adjacent to the south fork of Clover Creek; and
- the southwest corner of 176th Street E. and 22nd Avenue E.
- These areas provide a range of habitat types including urban natural open space (primarily forested), wetlands, riparian zones, and waterfowl range.
Pierce County Planning and Land Services Department, in conjunction with other County departments, recently completed a wildlife biodiversity plan for Pierce County (see Pierce County GAP Application Pilot Project). The purpose of this study was to identify those areas within Pierce County that provide for the greatest diversity of species, based upon existing land cover (vegetation zones) and the concepts of species richness and representation. These areas were mapped as Biodiversity Management Areas (BMAs). Corridors between the BMAs were also established to facilitate wildlife movement, and in many cases, these corridors were located along riparian areas. The results of this study served to augment the existing WDFW Priority Habitat and Species (PHS) and Heritage Point data and expand the current focus on threatened, endangered, and monitored species to a more holistic view.

One designated BMA was located partially within the boundaries of the plan area (denoted as the Upland BMA), and this area was one of four chosen for further refinement in the phase II portion of the pilot project. The refined plan area BMA (PSM Case Study Area) should be considered a habitat area of high quality. It should be noted that while the PSM plan does not specifically recognize lands outside the planning boundaries, the military lands of McChord Air Force Base and Fort Lewis provide the high quality core of BMA habitat, which supports species that may peripherally use the plan area as edge habitat.

Prairies and oak woodlands are rapidly declining, both within the Puget Sound region and within the plan area. Both the prairies and the oak woodlands provide habitat for several critical species identified within the plan area including the Western gray squirrel, chipping sparrow, and Townsend’s big-eared bat. Species that utilize wetlands during some or all phases of their life cycle have also seen declines as wetlands have been eliminated or functions and values impacted as a result of urban development. Future protection of prairies, oak woodlands, wetlands, mature forests, snags, and priority habitat areas is essential to maintaining the long-term viability of fish and wildlife species in the plan area.

**Habitat Quality**

Extensive land use conversion within the plan area has resulted in fish and wildlife habitat that is extremely fragmented and degraded. This fragmentation of urban habitat leads to extinction of larger predators, overpopulation of smaller predators, excessive predation by domestic animals, decrease in the benthic invertebrate population, decrease in fish population, and an overall reduction in the biological diversity within the area.

**Current Regulations**

The Fish and Wildlife Chapter (18E.60) identifies critical fish and wildlife habitats as either those areas which have a primary association with federally or state-listed endangered, threatened, or sensitive species and habitats and species of local importance. Section 18E.60.020 B.1.b.(2) lists documented habitat areas or outstanding potential habitat areas for endangered, threatened, sensitive, candidate, or monitored species. These areas include specific habitat types which are infrequent in occurrence in Pierce County and may provide specific habitats with which endangered, threatened, sensitive, candidate, or monitored species have a primary association, such as breeding habitat, winter range, and movement corridors. Oak woodlands,
prairies, old growth forests, caves, cliffs, rivers and streams with critical fisheries, and snag-rich areas are listed as habitats of local importance. As discussed earlier in the vegetation section, percentages of oak and prairie habitat/vegetation removal are currently negotiated on a case by case basis during the application review process and thorough identification of these areas is limited by inadequate mapping.

Habitat adjacent to rivers, streams, and rural lakes is protected by the requirement to maintain a buffer of undisturbed vegetation (also discussed under the section on vegetation). At this time, best available science indicates that the 35-foot buffer, currently required for all regulated watercourses within the planning area, is generally inadequate to protect the aquatic ecosystem from the negative impacts associated with traditional development practices.

**Open Space**

**History of Open Space in Pierce County**

Since 1972, the County has offered a Current Use Assessment (CUA) Program. This program provides property owners with a tax reduction incentive to maintain properties in a productive agricultural land, timberland, or open space land condition. At present time, there are approximately 300 properties enrolled under the open space category of the CUA Program. In the summer of 1999, the administrative procedures for the CUA program were revised and a public benefit rating system (PBRS) was adopted as a means of ranking applications for the CUA open space category.

The County Council approved the Conservation Futures Program in 1991. Establishment of this program authorized the County to collect a real estate property tax (6 1/4 cent per $1,000.00 of assessed valuation) for the acquisition of open space properties or conservation easements. To date the County has collected 8.4 million dollars and purchased or preserved 32 properties/conservation easements including open space sites like the Parkland Prairie and Wildlife Preserve and Clover Creek properties.

In 1995, the County’s newly adopted Comprehensive Plan was appealed to the Central Puget Sound Growth Management Hearing Board (GMHB)—one of the issues appealed was the lack of open space/greenbelt policies and map. In response to the GMHB’s decision, the County Council adopted a set of open space policies and an open space/greenbelt map in 1996. These policies included direction to form an Open Space Implementation Committee (OSIC) as a forum to comprehensively address open space issues at the countywide scale. The County Council moved forward in implementation of these policies in 1997 and created the OSIC whose main tasks were to explore and address several open space issues identified in Comprehensive Plan Land Use Element Objective 57A. including:

- Establish countywide open space priorities;
- Develop a Public Benefit Rating System for ranking Current Use Assessment Open Space applications;
- Recommend amendments to existing County codes and regulations that address open space;
- Refine the open space/greenbelt map to reflect open space priorities;
- Conduct a countywide inventory of land parcels with high priority for preservation purposes;
- Complete an inventory of existing publicly owned properties and evaluate them for their value as open space;
- Identify action steps for acquiring the open space areas mapped on the revised open space/greenbelt map; and
- Investigate the feasibility of using or earmarking revenues received from payment of back taxes on current use assessment properties, for acquisition of open space.

Over a two-year period, the County Council took action on several of the Open Space Implementation Committee’s (OSIC) recommendations. In March 1998, the County Council adopted Ordinance 98-2, Chapter 19D.170 Open Space Priorities. These priorities were established for any County program that provides for the preservation of open space. In June 1998, the OSIC submitted a proposed set of code amendments, which revised Chapter 2.114, Current Use Assessment Program Administrative Procedures to include a Public Benefit Rating System that was consistent with the open space priorities, and Chapters 2.96 and 2.97, Conservation Futures to be consistent with the open space priorities. Finally, on October 5, 1999, the County Council adopted the T-9 Comprehensive Plan text amendment which established a revised open space/greenbelt map based upon the high priority open space categories identified in Chapter 19D.170 (critical salmon habitat, fish and wildlife habitat, wetlands, tidal marshes, estuaries, rivers and streams, marine waters, and wooded areas). These areas will receive the highest priority for any Pierce County programs that acquire or otherwise preserve lands for open space. During this map amendment process, the sources to delineate the fish and wildlife habitat category were also expanded to address a biodiversity management network as defined through the Pierce County GAP Application Pilot Project [Note: refer to the Natural Environment Element, Fish and Wildlife Resources Section for more information about the Pierce County GAP Application Pilot Project.]

**Pierce County Comprehensive Plan**

The Pierce County Comprehensive Plan contains several policies that address open space. Section 19A.30.170 establishes general criteria on areas that should be considered for open space. The open space/greenbelt areas within the County are depicted in the map referenced in policy 19A.30.170 I. Section 19A.30.130 Objective 57A states that County programs which provide for preservation of open space shall have established priorities and these priorities will be used to rate open space proposals for Conservation Futures funding, Open Space Current Use Assessment taxation, Development Regulations bonus densities, and other County programs which acquire or preserve open space areas. 19A.30.130 Objective 59B sets forth policies on the management and stewardship of County-owned open space lands. Finally, 19D.170 identifies the County’s open space priorities grouped under high, medium, and low priorities.
Pierce County Comprehensive Park, Recreation, and Open Space Plan

The Pierce County Comprehensive Park, Recreation, and Open Space Plan (referred to as the Parks Plan) provides general direction and guidance for both facilities and programs. The Parks Plan does not contain site-specific plans for each of the County’s properties. These site-specific plans have been prepared, modified, and implemented as needed over the decades. One example of a site-specific open space plan is the newly developed Parkland Prairie Management Plan.

Pierce County Development Regulations

As previously mentioned there are several Pierce County regulations that deal specifically with open space. Chapter 2.114, PCC contains the County’s administrative procedures for implementing a tax reduction program under the Current Use Assessment Program and Chapter 2.96 and 97, PCC sets forth the procedures for County acquisition of open space lands under the Conservation Futures Program. Title 18A Development Regulations-Zoning, Section 18A.35.025 contains standards for minimum residential amenities which include provisions for on-site open space areas. Section 18A.35.050 addresses open space issues such as density incentives, open space location and designation criteria, permitted uses, classification mechanisms, and public access.

Other open space programs lend themselves to protection and restoration of various designated open space areas. Pierce Conservation District “Stream Team” efforts, and those of other local environmental organizations, work to enhance and restore degraded riparian areas.

Existing Publicly Owned Open Space Sites

The Parkland-Spanaway-Midland Communities Plan area contains several designated open space sites, which are shown in Table I-8.

Table I-8: Pierce County Owned/Purchased Open Space Sites

<table>
<thead>
<tr>
<th>Site</th>
<th>Acres</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parkland Prairie &amp; Wildlife Preserve</td>
<td>4.6</td>
<td>Located off Tule Lake Road, next to vacated Yakima Avenue on the east, 132nd Street on the south and 10th Avenue South on the west. The Parkland Prairie site is in the final stages of development of a management plan that calls for short and long-term restoration back to native prairie. The plan is a joint undertaking by the Clover Creek Council, Cascade Land Conservancy, Pierce County Parks and Recreation, and Pierce County Utilities – Water Programs. The final plan would be part of a memorandum of agreement and implemented by all four participants.</td>
</tr>
<tr>
<td>Site</td>
<td>Acres</td>
<td>Description</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Clover Creek Wetland</td>
<td>2.24</td>
<td>Located on both the north and south banks of Clover Creek, southwesterly of the intersection of Golden Givens Road and Johns Road in Spanaway. The site straddles two channels of Clover Creek, approximately 700 feet in length. The channels over-bank often and the area is heavily vegetated. Trees on the site provide roosts for hawks, kingfishers, and herons as well as habitat for a number of fish and wildlife. The site is managed by the Cascade Land Conservancy, as part of the Clover Creek wildlife management area.</td>
</tr>
<tr>
<td>Clover Creek Dietrich</td>
<td>10.7</td>
<td>Located off 4th Avenue East, north of Cherry Street. The site is comprised of two parcels bisected by Clover Creek that contain 1,500 feet of non-contoured creek frontage. Several oak trees are found along the southern boundary of the site with open grassland between the creek and trees. The site provides roosts for hawks, kingfishers, and herons as well as habitat for a number of fish and wildlife. The site is managed by the Cascade Land Conservancy, as part of the Clover Creek wildlife management area.</td>
</tr>
<tr>
<td>Schibig-Lakeview</td>
<td>10.2</td>
<td>Located off Spanaway Loop Road at 12504 Spanaway Loop Road. The site is a historic inactive farm and offers habitat associated with the numerous oak trees found on the property. In addition, Clover Creek runs through the property and is home to several anadromous fish species including salmon and steelhead. Hawks, killdeer, and blackcapped chickadees have frequently been seen at this site.</td>
</tr>
<tr>
<td>Breseman Forest</td>
<td>65</td>
<td>Located on the north side of Old Military Road just west of Sprinker Recreation Center. The forest provides habitat associated with the old-growth fir stand found on the site. Spanaway Creek flows through a portion of the forest and additional riparian habitat is found in this area. The forest is criss-crossed with numerous walking trails and has been fenced to control access.</td>
</tr>
</tbody>
</table>

**Description of Desired Conditions**

Most people recognize the need to protect the ecosystems that support fish, wildlife, and humankind. Preserving the remaining fish and wildlife species and the native vegetation that provides the habitat for these species is of the utmost importance to the residents of the Parkland-Spanaway-Midland Communities Plan. Accommodating new growth while still maintaining the functions of the natural environment is a high priority. The following text describes the desired condition for each resource type in more detail.

**Air Resources**

Air quality within the Parkland-Spanaway-Midland Communities Plan boundaries is generally good; however, occasional jet fueling activities and emissions from McChord AFB pose localized air quality problems. A study of the air quality conditions associated with the military aircraft operations at McChord AFB should be conducted to establish a baseline inventory.
**Earth Resources**

**Landslide and Erosion Hazard Areas**

The Parkland-Spanaway-Midland Communities Plan area does not contain a significant amount of designated landslide and erosion hazards. However, there is a concern that the natural vegetation within a landslide hazard area needs to be retained to provide long term stabilization.

**Vegetation**

The communities place a high cultural value on the remaining prairies and oak trees and recognize that they provide important habitat for several resident critical or at-risk wildlife species. Preserving any remaining fragments of prairies and oak tree stands left within the plan area is a high priority.

Maintaining native vegetation, forested areas, and snags is also important for wildlife habitat and protecting water quality, especially near water courses and wetland areas. Better protection of native vegetation and its associated organic duff layer should occur. Restrictions on land clearing and tree removal (including snags) within the plan area should be implemented. Inventories should be conducted and special requirements developed for rare vegetation or slow growing trees. Replanting requirements should place a heavy emphasis on the use of native vegetation. Increased protection of designated native vegetation retention areas should be provided through the application of conservation easements, signage, and homeowners covenant maintenance agreements.

Urban stream buffer widths should be evaluated and increased as appropriate with the next substantive revision to the County’s Critical Area Regulations; however, during the interim, additional protection measures should be given to those streams which contain critical or at-risk salmonid species. Furthermore, restoration activities that involve vegetation removal, filling, or grading occurring within the riparian (hyporheic) zone, should be strictly regulated to ensure that no additional environmental system function degradation occurs.

**Water Resources**

**Surface Water Runoff and Flooding**

Surface water runoff should not negatively impact properties located downstream. As new development occurs in the future, the County should strive for near zero change in hydrologic function on the property through the application of low impact development techniques. The County should explore future revisions to the existing Site Development and Stormwater Management Regulations, which further reduce or eliminate the negative impacts of current development practices on the aquatic environment.
Those portions of the plan area that have historically flooded, such as B Street, 136th, and Tule Lake Road, should be analyzed to determine which areas should be preserved to provide adequate floodplain storage capacity and maintain hydrologic functions.

Areas within the plan boundaries where existing zoning densities will have the most detrimental impacts should be identified and either down-zoned, required to have low impact development strategies, or have CIP projects identified to mitigate impacts, to reduce the amount of impervious surface area and site disturbance. Current regulations should be amended to facilitate low impact development techniques within the County.

**Groundwater and Water Supply**

Groundwater supplies within the plan area should be protected and conserved. The groundwater studies done in the mid-1980s provided adequate information to identify the vulnerability of the Chambers-Clover Creek aquifer. Broad protection measures were enacted as a response to these studies. However, more detailed analysis and monitoring are necessary to determine if these regulations are achieving the goals of protecting groundwater quality and also to help identify more precise point locations for future increased regulatory efforts.

Water conservation measures should be implemented on a countywide basis in order to reduce the amount of waste that occurs with groundwater and surface water resources.

**Water Quality**

Aquatic ecosystems are supported in part by the level of water quality. Pollution and sedimentation caused from human actions and land development activities decreases water quality, thereby reducing the overall function of the aquatic environment. Inappropriate activities also have the potential to contaminate groundwater supplies, which provide potable water supply to the majority of the plan area. In particular, Clover and Spanaway Creeks and Spanaway Lake have been in violation of State water quality standards for fecal coliform bacteria, pH, copper, lead, and zinc levels.

Many pollutants and sediments are carried to surface water bodies by stormwater runoff. Instituting changes such as reducing the amount of impervious surface, disconnecting stormwater conveyance systems from direct discharge into water courses and bodies, and retrofitting stormwater Best Management Practices (BMPs) would serve to increase the level of water quality within the plan area.

Improving the way agricultural and forest practice activities are conducted can also help bring surface waters into compliance with State water quality standards. On-site sewage system requirements and practices that could potentially allow fecal coliform bacteria contamination into surface water and groundwater should be evaluated and, as necessary, amended. More emphasis should be placed on public education and outreach efforts that are geared towards reducing the impacts to water quality associated with typical household activities.

Other types of actions that could help increase water quality within the plan area include a lake management plan for Spanaway Lake, community stream/wetland restoration and monitoring, and establishment of a Chambers-Clover Creek Basin Advisory Committee.
**SHORELINES**

The Pierce County Shoreline Master Program (SMP) was adopted in two phases in 1974 and 1975. Since that time, conditions in shoreline areas in the Parkland-Spanaway-Midland communities have changed considerably as each community has grown, and the scientific understanding of natural systems and processes has evolved.

Shoreline Environment designations in the PSM area should reflect a balance between existing conditions and the current scientific information on shoreline habitats and processes. Developments in shoreline areas should be designed to recognize and protect wildlife habitat and native vegetation, water quality, and natural processes. Opportunities for providing public use and access to shorelines in the PSM area should be encouraged.

**WETLANDS**

Preserving the wetland areas that remain within the communities is a priority. Future development activities should be conducted in such a manner as to maintain the quality and function of the existing wetland complexes. Wetland restoration activities should be undertaken to increase the healthy functioning of wetland systems (both natural and artificially created) which may have been degraded as a result of development actions.

While the County’s new Wetland Management Regulations do offer a significantly higher level of protection, enforcement of these regulations continues to be a problem. Illegal wetland filling is still occurring at an alarming rate, and may be the result of either a lack of knowledge by the general public on wetland regulations or penalty and enforcement provisions which are not stiff enough to deter illegal actions. A comprehensive review of wetland penalty and enforcement provisions should occur to determine if these provisions are adequate to serve as a deterrent to illegal wetland activities.

Existing County wetland maps provide a fairly good indication of where wetlands may be located, however, the communities could benefit from a detailed inventory to more precisely identify and delineate existing wetland complexes. This type of an inventory could be used by the County in its upcoming buildable lands analysis and also in any public education/outreach efforts.

Property owners who have parcels of land that contain wetlands should continue to receive some assurance that a reasonable use of the property will be allowed in the future.

**FISH AND WILDLIFE RESOURCES**

Retention and preservation of existing fish and wildlife species and the habitats that support these species is a priority. Current riparian area buffer widths should be reviewed against the best available science and increased where existing standards do not adequately protect the functioning of the aquatic ecosystem. Acquisition of remaining high quality priority habitats within the plan area should be pursued and habitat management plans should be prepared for those sites that are acquired.
Implementation of low impact development techniques should be explored as a vehicle to stop continued degradation of remaining fish and wildlife habitat areas. In addition, partnerships for conducting public education and outreach efforts, which serve to increase the public’s awareness on the impacts of household activities on the healthy functioning of the natural environment (e.g., inappropriate fertilizer/pesticide application), should be pursued.

Inventories of remaining prairies and fish passage blockages should be conducted and the results of these inventories should be adopted as new critical area maps in the County’s Critical Area Regulations.

**OPEN SPACE**

Open space areas that serve as good fish and wildlife habitat should be protected through the designation of native growth protection areas that require the retention, and in some cases, the replanting of native vegetation. Enhancement, restoration, and maintenance of designated open space properties can be achieved by increasing public education and outreach efforts within the plan area. Opportunities to promote the creation and maintenance of fish and wildlife habitat should be explored.

The County's existing open space/greenbelt map should be refined to incorporate updated fish and wildlife habitat, critical area, and wooded area data and reflect changes in vacant status as a result of recent development.

Public open space acquisition efforts should focus on those open spaces targeted by the community as high priority acquisition areas. The County's Conservation Future Program should be utilized to help acquire these high priority acquisition areas. Stewardship and management plans that address long-term protection and maintenance should also be developed for these sites. In addition to public acquisition efforts, a variety of other open space acquisition and conservation strategies should be employed to implement open space within the community whenever possible.

**ENVIRONMENT POLICIES**

**GOAL PSM ENV-1** Identify remaining fragments of prairies and oak woodlands located within the plan area.

**PSM ENV-1.1** Conduct an inventory of existing prairies that are greater than one acre in size.

**PSM ENV-1.2** Encourage the retention of slow growing heritage or specimen trees.

**GOAL PSM ENV-2** Increase critical area standards for natural vegetation buffers within riparian and hyporheic zones to protect water quality and the health of the aquatic ecosystem.

**PSM ENV-2.1** Buffer widths shall be calculated and increased, as necessary, based upon the presence of critical fish species, cumulative impacts of stormwater discharge and in-stream flow reductions, pollutant levels, and water temperatures.
The establishment of natural vegetation buffer widths along streams should include existing floodplain meanders, adjacent steep slopes, wetlands, and the area necessary to support the healthy functioning of the hyporheic zone and aquatic species.

Prohibit tree cutting and removal of any native vegetation within the hyporheic zone or riparian buffer zone except as provided through a fish and wildlife habitat buffer variance.

Where disruption of the natural condition within vegetative buffers is permitted, require revegetation that duplicates the historic, indigenous plant community type to restore the buffers’ protective value.

Require a minimum percentage of natural/native vegetation as a component of all new development within the plan area.

Identify and retain a minimum of 15% native vegetation consisting of trees, understory shrubs, and herbaceous groundcover on a portion of each site for development.

If the development has been previously cleared, then a minimum of 15% native vegetation shall be replanted to achieve this requirement.

Retaining areas of mature native vegetation on a site is a higher priority than providing supplemental landscaping.

Encourage that setback areas be retained in native vegetation and enhanced with additional native plant species selected from the historical, indigenous plant community type where native vegetation is sparse or nonexistent.

Require follow-up horticultural care of these supplemented plants that ensures 80-90% success.

Preserve a minimum percentage of existing mature stands of trees on each site proposed for development.

The percentage of trees to be retained shall be based upon the historic, indigenous plant community type for that site.

Retain and re-use existing topsoil/organic duff layer on each development site.

Remove non-native plants at Parkland Prairie Preserve.

Conduct the removal activities in such a manner so as not to damage existing native plants.
GOAL PSM ENV-5  Existing natural drainage courses should be retained and kept free and open to pass storm runoff through any development or use activity instead of encasing the surface water runoff into a piped stormwater conveyance system.

PSM ENV-5.1  However, in cases where a drainage course must be modified, the drainage system entrance and exit points to and from the development must be retained.

PSM ENV-5.2  Natural drainage courses should be protected post-development through an appropriate mechanism, such as developer agreements, maintenance agreements, homeowners’ covenants, or conservation easements.

GOAL PSM ENV-6  Preserve those portions of the plan area (both public and private), such as B Street, 136th, and Tule Lake Road, which serve as storage areas for surface water runoff.

PSM ENV-6.1  Consider purchase of sites that serve as an expansion of the natural drainage/retention system.

PSM ENV-6.2  Utilize floodplain buy-out monies to purchase priority flood storage areas.

GOAL PSM ENV-7  Regulate the filling or modification of surface waters and natural water retention areas.

PSM ENV-7.1  Filling or modifications that decrease or detrimentally affect the existing water levels and water storage capacity within perennial and intermittent streams, ponds, wetlands, or high groundwater areas shall not be permitted.

PSM ENV-7.2  Filling of pothole(s) located on an individual parcel or contiguous with several separate parcels shall address the cumulative impacts of the decrease in natural water retention areas.

PSM ENV-7.2.1  An analysis shall be provided which identifies how this water will be retained elsewhere on site and how affected adjacent property owners shall be notified.

GOAL PSM ENV-7  Regulate the filling or modification of surface waters and natural water retention areas.

PSM ENV-7.3  Work with the Pierce County Emergency Management Department to identify appropriate methods for handling spill response in high-risk areas.

PSM ENV-7.4  Install signage around the perimeter of wellhead protection areas or the most sensitive aquifer recharge areas.

PSM ENV-7.5  Pursue funding opportunities to map spill locations on state routes for areas that have a potential to enter the one-year time of travel zone or storm drainage systems.

GOAL PSM ENV-7  Regulate the filling or modification of surface waters and natural water retention areas.

PSM ENV-7.3  Work with the Pierce County Emergency Management Department to identify appropriate methods for handling spill response in high-risk areas.

PSM ENV-7.4  Install signage around the perimeter of wellhead protection areas or the most sensitive aquifer recharge areas.

PSM ENV-7.5  Pursue funding opportunities to map spill locations on state routes for areas that have a potential to enter the one-year time of travel zone or storm drainage systems.
GOAL PSM ENV-8 Reduces the amount of irrigation that occurs on grass/vegetation that has been installed over soils that have been disturbed and degraded.

PSM ENV-8.1 Apply 6-12 inches of woodchip mulch on sites in forested areas to replace duff, control weeds, and retain moisture.

PSM ENV-8.2 Require the installation of irrigation meters on all new systems and establish limits on the amount of water that can be used for irrigation purposes.

GOAL PSM ENV-9 Require re-use of native topsoil or appropriate soil amendments prior to installation of grass seed, sod, or other vegetation in new developments.

PSM ENV-9.1 All of the site's native topsoil must be retained on site and used for installation of grass, shrubs, and trees.

GOAL PSM ENV-10 Develop cost-sharing programs to help people purchase low-flow fixtures (e.g., faucets and toilets) for their existing homes.

GOAL PSM ENV-11 Discourage extensive, irrigated landscape areas in new developments.

PSM ENV-11.1 Encourage drip irrigation systems and promote water conservation methods for lawn watering (e.g., even-numbered houses would water on even-numbered days, promote conservation pricing measures, re-use of rainwater through collection in cisterns, etc.).

GOAL PSM ENV-12 Condition Forest Practice approvals to eliminate transport of erosion and sedimentation into rivers, streams, and wetlands; provide adequate riparian buffers of natural vegetation; and redirect stockpiling of debris away from water bodies and courses.

GOAL PSM ENV-13 Provide additional protection to improve the quality of surface water bodies in the area (e.g., Spanaway Lake, Clover Creek, and Spanaway Creek).

PSM ENV-13.1 Develop a lake management plan for Spanaway Lake that contains elements addressing water quantity and water quality.

PSM ENV-13.2 Pierce County Parks and Recreation Department should limit the use of and guide the application of chemicals (such as pesticides, herbicides, fertilizers, etc.) within the entire park system, including Spanaway Park, the golf course, and Sprinker Recreation Center, in a manner which does not adversely impact the biological functioning of surface waters.

PSM ENV-13.3 Encourage the replanting of historic, indigenous plant community types within the buffers of any stream, creek, or lake within the plan area.

PSM ENV-13.4 Require a no spray zone for any chemicals within the buffers of any stream, creek, or lake within the plan area or ditches that drain into these waters.

GOAL PSM ENV-14 Identify areas where restoration activities could potentially have a positive effect on water quality and encourage restoration projects within these areas.
PSM ENV-14.1 Identify potential restoration areas through Clover Creek Basin planning and Puyallup River Watershed Council efforts.

PSM ENV-14.2 Work with existing volunteer groups, such as the Pierce Conservation District stream team, to provide restoration actions on identified sites.

GOAL PSM ENV-15 Establish the Chambers-Clover Creek Basin Advisory Committee to serve as a long-term forum for addressing water quality issues within a portion of the plan area.

GOAL PSM ENV-16 Work with the Puyallup River Watershed Council to address water quality issues in that portion of the Midland community located within the Water Resource Inventory Area 10 Puyallup Watershed boundaries.

WETLANDS

GOAL PSM ENV-17 Encourage wetland restoration activities that increase the wetland functions and values.

PSM ENV-17.1 Utilize native species, appropriate to the historic, indigenous plant community type, for vegetation replanting; maintain planting for 3-5 years to ensure success.

PSM ENV-17.2 Require the preparation of habitat management plans prior to authorization of restoration activities.

PSM ENV-17.3 Encourage restoration of wetlands and their buffers that have been degraded as a result of previous development actions within the plan area.

PSM ENV-17.3.1 Pursue grants and other funding sources that could be used to restore important wetland systems that have been degraded.

PSM ENV-17.3.2 Promote programs that involve volunteer efforts to clean up and repair the function and value of damaged wetlands.

GOAL PSM ENV-18 Pursue development and promotion of incentive programs for property owners whose parcels contain wetlands.

PSM ENV-18.1 Conduct public workshops on the County’s Current Use Assessment program, Public Benefit Rating System (tax reduction) to encourage property owners to place wetlands into open space designations.

PSM ENV-18.2 Develop a Transfer of Development Rights and Purchase of Development Rights program for wetland area density transfers.

GOAL PSM ENV-19 Provide greater protection for those wetlands that are inhabited or utilized by federal or state-listed endangered or threatened plant, fish, or animal species.

PSM ENV-19.1 Changes to water quality and quantity that could negatively affect a listed species shall be prohibited.
**Fish and Wildlife Resources**

**GOAL PSM ENV-20** Retain and protect biodiversity management areas and corridors located within and adjacent to the plan area.

**PSM ENV-20.1** Consider implementing urban sensitive resource zones within biodiversity management areas and corridors.

**GOAL PSM ENV-21** Protect priority habitats for resident wildlife such as trees that provide snags, nesting sites, and roosting areas for bird populations and prairies for butterflies.

**PSM ENV-21.1** Establish buffers that are sized according to the best available science.

**PSM ENV-21.1.1** Buffers should be located around important features, such as heron rookeries.

**PSM ENV-21.2** Consider restricting construction activities (e.g., loud noises) that could disturb native birds during nesting periods.

**GOAL PSM ENV-22** Regulate development activities in naturally occurring ponds that are less than 20 acres.

**PSM ENV-22.1** Eliminate the exemption currently granted to ponds.

**GOAL PSM ENV-23** Require that native vegetation buffers of an adequate width be maintained between proposed development and riparian areas/aquatic systems to protect the functional values of such areas and systems.

**PSM ENV-23.1** Allow limited activities within riparian area buffers only when such activities are compatible with the overall functions of the buffer and when such activities do not diminish the functional value of the buffer.

**PSM ENV-23.2** Buffers should include any flood hazard areas, floodplain migration zones, and adjacent wetlands and steep slopes.

**PSM ENV-23.3** Maintain buffers between new roads and utility corridors and riparian areas and aquatic systems, wherever feasible.

**GOAL PSM ENV-24** Mining, dredging, or the removal of gravel, fill, or similar materials from streams or other surface water areas shall be regulated to prevent adverse alterations to flow characteristics, siltation, and the pollution or disruption of spawning bed and rearing pool areas.

**PSM ENV-24.1** Development of ponds for farm uses, fish propagation, residential amenities, and wildlife or waterfowl habitat that are contiguous to wetlands, lakes, ponds, or streams shall require a permit.

**PSM ENV-24.1.1** Such uses may be permitted only if the natural drainage pattern is not adversely altered or water from fish pond does not degrade the stream.

**PSM ENV-24.2** Channelizing, riprapping, diking, or other stream bank stabilization methods which detrimentally increase stream flow or adversely impact the stream’s existing characteristics in any other way shall not be permitted.
PSM ENV-24.3 Eliminate the illegal removal of surface water which decreases the quantity or flow rate of the creek/stream system and regulate the legal removal of surface water.

GOAL PSM ENV-25 Reconstruct infrastructure that acts as a barrier to fish passage as part of any public road or utility projects associated with the blockage.

PSM ENV-25.1 Reduce culverts and encourage bridges, when needed, when constructing or reconstructing water passages under roads.

GOAL PSM ENV-26 Incorporate landscaped greenbelt areas into the open space network.

PSM ENV-26.1 Utilize greenbelts for pathways and integrate this system into the nonmotorized transportation network.

PSM ENV-26.2 Encourage the planting of native vegetation within greenbelt areas, but recognize that other non-native species, such as turf, may be appropriate for the intended use.

PSM ENV-26.3 Integrate man-made structures such as children’s play equipment, climbing rocks, water features, benches, trails, and picnic tables into greenbelt systems.

PSM ENV-26.3.1 Trails shall be made of permeable pavement or materials.

PSM ENV-26.4 Greenbelt areas should integrate or bridge critical areas, such as wetlands and fish and wildlife habitat areas, or designated open space areas when possible.

OPEN SPACE

GOAL PSM ENV-27 Encourage preservation of large tracts of open space corridors through site design mechanisms, such as mandatory clustering requirements, and set aside in separate tracts.

PSM ENV-27.1 Develop best construction methods for activities within or nearby designated open space areas and to protect native growth protection areas.

GOAL PSM ENV-28 Establish design standards and location criteria for open space/greenbelt areas.

PSM ENV-28.1 Utilize open space sites as part of a nonmotorized trail system.

PSM ENV-28.2 Open space corridors should be used to connect wetlands.

PSM ENV-28.3 Structures in designated open space areas should be designed and situated such that they are harmonious with their surroundings, constructed with natural materials, and well screened.

PSM ENV-28.3.1 Utilize materials made of wood and stone for benches, steps, railings, and fences.

PSM ENV-28.4 Environmentally sensitive design standards should be utilized in new developments or redevelopment located within designated open space areas.

PSM ENV-28.4.1 All critical areas shall be set aside as a separate open space tract.
PSM ENV-28.4.2  Depending on the zone classification, the total amount of impervious surfaces on a site should be limited.

PSM ENV-28.4.3  Clustering of lots, dwelling units, or building structures should be considered during the conceptual site development stage.

PSM ENV-28.4.4  Depending on the zone classification, a range of 25% to 50% of each site shall be retained in natural vegetation.

PSM ENV-28.4.4.1  Restoration of vegetated areas to native vegetation, based on the sites soils, hydrology, and topography should occur on each site as necessary to enhance the function of the open space corridor.

PSM ENV-28.4.5  Vehicle parking facilities shall be integrated into open space sites in such a manner that critical areas are not impacted and stormwater impacts are mitigated.

PSM ENV-28.4.6  Other low impact development tools should be considered such as minimizing soil disturbance and erosion, disconnecting constructed drainage courses, utilizing micro-detention facilities on each lot where feasible rather than one facility at the end of a conveyance system, and reducing/sharing parking facilities or using permeable pavement/pavers.

PSM ENV-28.5  Vegetation within native growth protection areas shall be left undisturbed except for carefully planned and maintained pathways.

PSM ENV-28.5.1  Access into native growth protection areas shall be limited to nonmotorized transportation systems.

PSM ENV-28.5.2  Access through native growth protection areas shall be designed to avoid sensitive critical areas such as wetlands and fish and wildlife habitat areas.

PSM ENV-28.5.3  Nonmotorized transportation paths shall follow the natural land contours and be constructed of permeable materials that blend into the natural surroundings.

PSM ENV-28.5.4  Institute an exception for removal of non-native, invasive, or noxious plant species.

PSM ENV-28.6  Encourage developers to utilize green building techniques to soften the urban environment within the open space network.

PSM ENV-28.6.1  Reduce impervious surfaces by providing a layer of plants on hard surfaces to create a new network of vegetation linking roofs, walls, courtyards, streets, and open spaces.

PSM ENV-28.6.2  Design buildings to complement the open space network.

PSM ENV-28.6.3  Utilize courtyards to provide green spaces for work or relaxation, be cultivated as wildlife habitats, or organized as attractive green areas to offer pleasing views from the home or office window.
PSM ENV-28.6.4 Design the outside space during the design of the building structure to integrate vegetation into the design of the building.

PSM ENV-28.6.5 Promote the use of balconies and small terraces in multifamily developments.

PSM ENV-28.6.6 Encourage the use of vegetated rooftops in greenbelt areas or in designated open space areas.

PSM ENV-28.6.7 Integrate public stormwater detention/retention facilities into the open space network.

**IMPLEMENTATION 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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Parkland Area, Spanaway, and Midland Land Use Advisory Commissions (LUAC), Tacoma-Pierce County Health Department (TPCHD), Public Works & Utilities (PWU), Department of Emergency Management (DEM), Park & Recreation Services, Economic Development (ED), Pierce County Sheriff, or Pierce County Planning and Land Services (PALS).

**ACTIONS TO BE CONSIDERED FOR IMPLEMENTATION IN THE NEXT APPLICABLE COUNTY-WIDE AMENDMENT CYCLE FOR THE INDICATED STANDARDS/REGULATIONS OR PLANS**

1. Amend the Pierce County Critical Area Regulations and include the following revisions:
   - Adopt oak woodland and prairie maps into the Critical Areas Atlas.
   - Increase the buffer and vegetation removal standards for wetlands, riparian, and hyporheic zones.
   - Establish a streamlined permit process for vegetation restoration projects.
   - Provide additional standards for retention of existing vegetation that is considered a habitat of local importance (i.e., oak woodlands and prairies).
   - Extend stream buffer requirements to include any adjacent meander course of flood hazard areas, wetlands, and steep slopes.
   - Require revegetation with native species appropriate to the soil, hydrology, and historic, native plant community type as mitigation for buffers that have been disturbed or where existing vegetation has been removed. The replanting location should be approved on a landscaping plan, site plan, or clearing and grading plan.
   - Review the penalties and enforcement language to determine if the provisions are adequate to deter illegal activities.
   - Require property disclosure requirements to notify prospective purchasers that a wetland or fish and wildlife habitat area exists on the parcel.
• Include biodiversity management areas and corridors as a habitat of local importance.
• Minimize the amount of clearing and grading that is allowed within designated fish and wildlife habitat areas.
• Restrict or limit the number and type of fences that are allowed in wildlife movement corridors.
• Require all designated vegetation retention areas be reserved as open space and identified as native growth protection areas on the face of the plat, site plan, construction plans, and as a deed restriction on the property. The allowable uses within these areas should be clearly set forth.
• Establish and record native growth protection area easements for buffers and vegetation retention areas as part of the development approval process.
• Require the location of all designated riparian area buffers or vegetation retention areas be clearly and permanently marked as a native growth protection area on any project site prior to initiation of site work.
• Establish a process for reviewing requests for riparian buffer width reductions.
• Develop regulations that address the negative impacts associated with development and resource management activities that can potentially damage stream and river systems.
• Establish regulations prohibiting spraying of chemicals within the buffers of any wetlands, creeks, streams, or lakes.
• Provide criteria for road development in known wildlife movement corridors.
• Require the removal of illegal wetland fill and restoration to original functions and values.
• Review the existing wetland buffer standards and amend as necessary to be consistent with the standards set forth in best available science. Consider wetland banking programs.
• Establish the requirement for developers/builders to provide homeowner education on open space/critical area maintenance.
• Develop regulatory standards for ponds and eliminate current exemptions.
• Add standards for habitat management plans. (PALS)

2. Complete an update to the Pierce County Shoreline Master Program. Actions included in the SMP specific to the Parkland-Spanaway-Midland Communities Plan area are to:
   • Correct errors to the Pierce County Shorelines Atlas.
   • Create new Shoreline Environment designations in several locations.
   • Establish design standards to ensure habitat and vegetation preservation, protect water quality, and protect natural processes.
   • Develop more restrictive standards for the installation of new bulkheads and hard armoring techniques. (PALS)

3. Adopt a native tree/vegetation preservation and restoration ordinance that contains requirements for a minimum percentage of the trees/vegetation to be retained on a site or a minimum amount of trees be replanted. (PALS)
4. Amend the Pierce County Site Development and Stormwater Management Regulations and include the following revisions:

- Adopt low impact development (LID) guidelines and amend existing codes to allow LID techniques to be utilized.
- Revise the flood hazard regulations to limit the use of hard armoring techniques, restrict the installation of septic systems within flood hazard areas, and require failing septic systems within flood hazard areas to connect to the sewer system if a sewer line is available at the site.
- Preserve natural drainage courses within a site.
- Require an analysis of the water holding capacity of potholes, and if proposed to be filled, how this water will be retained elsewhere on site.
- Reduce culverts and encourage bridges when needed.
- Retain and re-use existing topsoil/organic duff layer on each development site.

(PWU)

**SHORT TERM ACTIONS**

1. Provide additional County staffing resources to conduct enforcement of the County’s wetland and fish and wildlife regulations. (PALS)
2. Commence expiration of applications that have been inactive for over a one-year time period. (PALS)
3. Amend the County Parks Department protocols on applying pesticides, herbicides, and fertilizers within Spanaway Park, the golf course, and Sprinker Recreation Center to implement procedures which do not adversely impact the biological functioning of Spanaway Lake and Spanaway Creek. (Parks)
4. Amend the County Public Works and Utilities protocols to require the reconstruction of infrastructure that acts as a barrier to fish or any wildlife passage when any public road or utility project would affect or be affected by the blockage. (PWU)
5. Amend the County Comprehensive Plan Open Space/Greenbelt Map to:
   - Adopt the changes set forth in the proposed open space/greenbelt refinements map.
   - Amend the open space policies to clarify that the proceeds from any sale of a publicly owned open space site be used to purchase an equivalent or greater amount of land or land which provides an equivalent or greater ecological function and value. (PALS, Parks)
6. Amend Section 2.110.130 PCC to clarify that the proceeds from any sale of a publicly owned open space site be used to purchase an equivalent or greater amount of land or land which provides an equivalent or greater ecological function and value. (PALS, Parks)
7. Develop a schedule for developing stewardship and management plans for publicly owned open space properties. (Parks)
8. Work with the land trusts, Clover Creek Council, Tahoma Audubon, and Pierce County WSU Cooperative Extension Office to conduct workshops within the plan area and Clover Creek watershed sub-basin on the Current Use Assessment Public Benefit Rating System. (PALS, Parks)

9. Enter into negotiations with a local land trust to initiate a transfer of the Parkland Prairie and Wildlife Habitat open space site. (Parks, Land Trusts)

10. Conduct a meeting or series of meetings with the local land trusts to discuss the adopted Open Space/Greenbelt Map and open space acquisition priorities and opportunities. (PALS, Parks, Land Trusts)

11. Conduct an analysis to determine the feasibility of placing an open space tax initiative (RCW 82.46.070) on the ballot. (Parks)

12. Work with local land trusts and environmental organizations to sponsor properties within the plan area for acquisition through the Conservation Futures Program. (PALS, Parks)

13. Utilize the open space network map when delineating proposed major and minor trail systems. (PALS, Parks)

14. Adopt design standards for construction that is located within designated open space/greenbelt areas. Integrate green building techniques into these design standards. (PALS)

**Mid-Term Actions**

1. Amend the County Comprehensive Plan Open Space/Greenbelt Map to update with any new fish and wildlife habitat information on prairies and oak woodlands. (PALS)

2. Implement water conservation measures on a countywide basis. (PALS)

3. Develop a set of protocols for handling spill response in high risk aquifer recharge areas. (TPCHD, DEM, WDOT)

4. Amend the Pierce County Zoning Code to:
   - Reduce the allowable amount of effective impervious surface created in commercial/multifamily developments by parking stalls, lots, and internal roads.
   - Remove the requirement to provide an irrigation system for commercial development and establish minimum requirements for native plant species appropriate to soil, hydrology, and historic, indigenous plant community types. (PALS)
   - Reduce the levels of density and intensity of allowable uses within those portions of the natural environment that contain critical areas and open space corridors by implementation of Urban Sensitive Resource Zones. Adopt design criteria (such as mandatory clustering and building construction) and site development standards (such as low impact development, maximum impervious surface coverage, minimum vegetation retention, and open space dedication) within these zones.
   - Require conditional use permits for any proposed expansion of a nonconforming use within a designated fish and wildlife area.
- Define and increase vegetation requirements to reduce the allowable amount of impervious surface area.
- Require a conservation easement be recorded on any open space dedication that was provided in exchange for a density bonus. (PALS)

5. Amend the County's subdivision and platting regulations to establish a requirement for developers/builders to provide homeowner educational material on open space and critical area tract maintenance. (PALS)

6. Conduct a detailed inventory and delineation of wetland complexes within the plan area. (PALS)

7. Complete basin plans which will include the following:
   - Potential flood hazard/prone areas.
   - Establish water quality baselines and monitoring data for the streams, lakes, and wetlands within the plan area and also those systems that serve as stormwater receiving areas outside the plan area.
   - Identify sites for potential acquisition and where restoration activities would have the most benefit. (PWU)

8. Coordinate ditch maintenance activities, streamside restoration projects, and the additional release of surface water runoff into existing ditches with the applicable drainage districts. (PWU, PALS, Drainage District 14 and 19)

9. Develop partnerships with the Washington State University Pierce County Cooperative Extension Office, the Pierce Conservation District, and other environmental groups such as the Tahoma Audubon to conduct additional workshops and training on preserving wetlands, restoring riparian areas, conducting fish passage surveys, instituting better farm management practices, placing properties in open space, and increasing water quality. (PALS, PWU)

10. Establish the Chambers-Clover Creek Basin Advisory Committee. (PWU)

11. Establish a monitoring program to determine compliance with vegetation requirements. Penalties for non-compliance should include a fine. (PALS, PWU)

12. Conduct an inventory of publicly owned properties located within the adopted open space network to determine suitability for long-term stewardship and management as permanent open space and:
   - Place conservation easements on those parcels designated for permanent open space.
   - Prepare long-term management plans for any parcels identified for permanent open space.
   - Initiate transfer of these properties to a local land trust for long-term management and stewardship. (PALS, Parks, Land Trusts)

13. Update the Bresemann Forest Management Plan with an emphasis placed on the forest's ecological function and value. (Parks)

14. Amend the Subdivision and Platting Regulations to require homeowners’ maintenance agreements for open space areas. These amendments should include a requirement for
developers/builders to prepare and distribute informational brochures regarding the maintenance of designated open space areas. (PALS)

15. Facilitate a meeting with the WSU Cooperative Extension Office and Pierce Conservation District to identify specific open space areas for concentrated public education and outreach efforts. (PALS, Parks)

16. Provide educational materials on green building techniques at the Pierce County PALS Development Center. (Parks, WSU Cooperative Extension Office)

**LONG TERM ACTIONS**

1. Adopt detailed inventories of flood hazard areas within Pierce County to augment the FEMA Flood Insurance Rate Maps and Flood Boundary Hazard Maps. (PWU)

2. Institute changes to the County’s stormwater management practices for reducing the allowable amount of effective impervious surface, disconnecting stormwater conveyance systems from direct discharge into water courses and bodies, and retrofitting best management practices to meet current water quality standards. (PWU)

3. Develop a lake management plan for Spanaway Lake. (PWU)

4. Develop a Transfer of Development Rights and Purchase of Development Rights Program. (PALS)

5. Implement an annual on-site septic performance test program to determine whether these systems are functioning properly. (TPCHD)

6. Develop and implement a long-term water quality monitoring program. (TPCHD, PWU, PALS, DOE, WSU-Cooperative Ext.)

7. Inventory and map existing wildlife within the plan area. (PALS, WDFW, UW)

8. Continue County funding for the WSU Cooperative Extension Office - Water Quality Program, Master Gardeners Program, Pierce Conservation District - Stream Team Program, and Farm Management Program. (County Council)

9. Expand the open space program to conduct more detailed fish, wildlife, and plant inventories within the designated open space network. Work with State agencies and universities to help conduct inventories. (PALS, Parks)

10. Remove non-native plants at the Parkland Prairie Preserve.
Pierce County Comprehensive Plan
Parkland-Spanaway-Midland Communities Plan

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.
Open Space Corridors

Adopted October 10, 2006 - Ord. #2006-53a
Effective March 1, 2007

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations incurred by actual survey. ALL DATA IS EXPRESSLY PROVIDED "AS IS" AND "WITH ALL FAULTS". The County makes no warranty of fitness for a particular purpose.
Chapter 5: Economic Element

Introduction

Economic development refers to actions of the public and private sectors that encourage the creation or continued existence of a stable employment and tax base. A strong local employment base provides an opportunity for Parkland, Spanaway, and Midland residents to earn a living in their communities, which in turn supports local businesses that generate additional tax revenues that support community needs. Having a strong local employment base also reduces the pressure on our regional transportation system.

Economic actions can either be broad or targeted toward specific types of businesses, specific wage levels, or active recruitment of businesses that offer goods and services missing in the community. Targeting areas for commercial and industrial development, redevelopment, and revitalization are economic development strategies that can be employed as a means of generating economic growth in specific areas of Parkland, Spanaway, and Midland.

Communities plan objectives, principles, and standards use broader County-Wide Planning Policies and Pierce County Comprehensive Plan as the framework for discussing economic issues. The Parkland-Spanaway-Midland Communities Plan is designed to target specific areas and actions to generate economic vitality and growth.

Description of Current Conditions

The work force in the Parkland-Spanaway-Midland area is spread among several categories of occupations, with at least 15% of the work force employed in each of five categories. The largest percentage (31%) is employed in technical, sales, and administrative support occupations. The 1990 census indicates that the majority of the area work force works outside the plan area with approximately 59% travelling 20 minutes or more to their employment site. The 1990 census also shows that approximately 81% of those residents 18 years or older have graduated from high school and 22% percent have continued their education and earned an Associate, Bachelor, or Graduate degree.

Table I-9: Occupations of Parkland-Spanaway-Midland Work Force

<table>
<thead>
<tr>
<th>Occupation</th>
<th>% of Total Employed Work Force</th>
</tr>
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<tbody>
<tr>
<td>Technical, Sales, Administrative Support</td>
<td>31%</td>
</tr>
<tr>
<td>Managerial, Professional Specialty</td>
<td>19%</td>
</tr>
<tr>
<td>Service</td>
<td>17%</td>
</tr>
<tr>
<td>Operators, Fabricators, Labors</td>
<td>17%</td>
</tr>
<tr>
<td>Precision, Production, Craft, Repair</td>
<td>15%</td>
</tr>
<tr>
<td>Farming, Forestry, Fishing</td>
<td>1%</td>
</tr>
</tbody>
</table>

Source: U.S. Census, 1990
Employment located in the Parkland-Spanaway-Midland area is heavily concentrated in retail trade and service sectors. Nearly 61 percent of all employment is found in retail trade and services. Unfortunately these two sectors tend to have the lowest average annual wage compared to other employment sectors. Conversely, wholesale trade and manufacturing have the lowest percent employees and highest average annual wage in the plan area.

Businesses in the plan area, on average, are small-scale and employ a low number of individuals. The average number of employees per firm is 7.15, considerably less than the State average of 10.3 employees. This may be attributed to the manufacturing and service sectors. Although manufacturing represents the sector with the highest employees per firm in the plan area, it is roughly half of the State average at 15.6 employees. Similarly, the service sector in the plan area is slightly higher than half the State average at 4.3 employees per firm. (See Table I-10)

**Table I-10: 1999 Employment and Wages**

<table>
<thead>
<tr>
<th>Industry</th>
<th>Total Firms</th>
<th>Avg Monthly Employed</th>
<th>% of Total Employment</th>
<th>Avg Employees per Firm</th>
<th>Avg Annual Wage</th>
<th>Total Wages Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Parkland-Spanaway-Midland Area</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ag.-Forest-Fish</td>
<td>43</td>
<td>285</td>
<td>2.22%</td>
<td>6.6</td>
<td>$19,589</td>
<td>$5,582,816</td>
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<tr>
<td>Construction</td>
<td>300</td>
<td>1,726</td>
<td>13.47%</td>
<td>5.7</td>
<td>$30,530</td>
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<td>Fin.-Ins.-Real Est.</td>
<td>82</td>
<td>520</td>
<td>4.06%</td>
<td>6.3</td>
<td>$23,129</td>
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<td>50</td>
<td>780</td>
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<td>15.6</td>
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<td>13.7</td>
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<td>876</td>
<td>3,801</td>
<td>29.66%</td>
<td>4.3</td>
<td>$14,941</td>
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<tr>
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<td>52</td>
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<td>8.19</td>
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<td><strong>Total</strong></td>
<td>1,792</td>
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<td>7.15</td>
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<td>Edu. Services*</td>
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<tr>
<td>Ag.-Forest-Fish</td>
<td>10,857</td>
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<td>7.1</td>
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<td>9.5</td>
<td>$40,897</td>
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<td>Industry</td>
<td>Total Firms</td>
<td>Avg Monthly Employed</td>
<td>% of Total Employment</td>
<td>Avg Employees per Firm</td>
<td>Avg Annual Wage</td>
<td>Total Wages Paid</td>
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<tr>
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<td>10.3</td>
<td>$35,955</td>
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*Private education employment is encompassed within the Services industry above. Public education is a component of local government which is not provided in the table.

**DESCRIPTION OF DESIRED CONDITIONS**

**COMMERCIAL/INDUSTRIAL GROWTH**

The Parkland-Spanaway-Midland planning area should provide an adequate amount of land dedicated for commercial and industrial uses within the overall parameters of the Pierce County Comprehensive Plan and the identified needs and desires of the local communities. Commercial and industrial uses provide jobs for the local population, which in turn support a healthy tax base. Designation of an adequate supply of commercial and industrial land to meet the needs of the current population and projected population growth within the communities plan area will help assure that space will be available for future economic growth. Commercial and industrial uses that are developed in a manner that is functional and aesthetically pleasing serve to attract new investment, redevelopment, and revitalization of existing businesses as well as enticing customers to shop and work in the area. The level of new development should be monitored to determine if the growth objectives are being met.

**COMMERCIAL REVITALIZATION**

Vital, attractive, commercial areas create a positive image for the surrounding residential neighborhood and stimulate investment, which in turn provide economic growth for the area and its residents and an increased tax base for local government. This plan should provide guidance on revitalizing existing commercial neighborhoods within the communities plan area which may be experiencing a decline or high turnover of businesses. Commercial revitalization is best accomplished when the local government (public) and merchants or merchants associations (private) work together as partners to induce the overall improvement of a defined commercial center or corridor, referred to as target area.

When identifying commercial neighborhoods as candidates for revitalization efforts and in ranking neighborhoods as to priority for receiving revitalization efforts, the following criteria should be utilized:

1. Areas targeted for revitalization should demonstrate economic viability by providing information that a core of financially stable businesses exists;
2. Areas targeted for revitalization should be limited to a well-defined area;
3. Areas targeted for revitalization should be composed of a density and quality of building stock that lend themselves to a cohesive sense of place; and
4. Areas targeted for revitalization should be mostly developed, devoid of excessive vacant parcels.
Operating a successful small business is a challenging endeavor. Local businesses struggle with a variety of issues such as marketing and promoting strategies, managing employees, capital for operations, upgrades, and expansions, and long-term business goals. This plan is intended to illustrate methods or strategies for helping local businesses within the communities plan area stay in business while still enhancing community values.

**Public/Private Partnerships**

The community desire of a balanced economic environment often requires commitment by both the public and private sectors. Public involvement can include providing the necessary infrastructure, facilities, services, and financial incentives that promote commercial and industrial development. Private investment can construct and maintain existing commercial and industrial uses in a way that enhances the area's viability. The community also desires to highlight creative methods of public and private interaction that serve to increase the potential for commercial and industrial development within the plan area.

**Employment Opportunities**

The economic prosperity of the local citizenry is an important goal of both the Growth Management Act and the local planning documents which are adopted to address economic development. This element should foster strategies which address the need to assure that unemployed, underemployed, and disadvantaged persons within the communities plan area have access to the local job market.

**Education Resources**

The community recognizes that economic prosperity of the local citizenry is directly linked to successful educational programs. This element should foster strategies which address the need to assure that school districts continue to work with the local citizenry to develop goals and strategies that result in higher test scores, higher graduation rates, work study programs, and higher placement into institutions of higher education.

**Economic Development Policies**

**Goals**

The following statements comprise the goal for economic development in the Parkland-Spanaway-Midland Communities Plan:

- Encourage economic investments in the communities which will result in a variety of family wage job opportunities;
• Encourage development of a well balanced economic base for the communities;
• Economic activities are encouraged within the communities, but not to the detriment of either the natural environment or residential neighborhoods;
• The type and scale of economic development proposed for specific locations in the communities shall be compatible with nearby residential neighborhoods and other land uses;
• New economic development in and redevelopment of existing business areas shall focus on meeting present and future needs of the residents of individual communities and the region as a whole; and
• Economic activities with similar infrastructure needs, operational needs, and customer bases shall be located in proximity to one another and permitted only in areas where needed public facilities and services can be efficiently provided prior to or concurrent with commencement of the economic activity.

COMMERCIAL/INDUSTRIAL GROWTH

GOAL PSM EC-1 Designate an adequate amount of land to support commercial and industrial needs within the Parkland-Spanaway-Midland Communities Plan area over the next 20 years.

PSM EC-1.1 Develop an inventory of locations within the communities plan area where commercial and industrial development opportunities are encouraged to occur in the future.

PSM EC-1.2 Pierce County shall work with other public agencies and private interests to identify and promote sites which can be suitably developed for a variety of local employment opportunities.

PSM EC-1.3 Pierce County shall work with property owners to determine the development potential of sites having commercial and industrial employment possibilities.

GOAL PSM EC-2 Utilize existing commercial and industrial areas within the communities plan area to the maximum development potential.

PSM EC-2.1 Allow new residential development within designated commercial areas where it supports the primary commercial functions and can maximize the economic development potential within these areas.

PSM EC-2.2 Prohibit new residential development within designated industrial areas to maximize the economic development potential within these areas.

PSM EC-2.3 Ensure that compatible economic activities are located in proximity to each other and their functioning is not adversely impacted by other uses.

PSM EC-2.4 Encourage redevelopment of underutilized commercial and industrial areas within the communities plan area.
GOAL PSM EC-3  Target new areas for commercial and industrial growth which are or are planned to be serviced with the infrastructure for development.

GOAL PSM EC-4  Designate additional land for industrial uses and incubator space for start-up industrial businesses.

PSM EC-4.1  Encourage the development of industrial areas which provide incubator space for small-scale, start-up industrial and high tech businesses.

PSM EC-4.2  Efforts shall be made to focus industrial, office park, and research development into the following areas:

- PSM EC-4.2.1 South Portland Avenue Community Employment Center (CE);
- PSM EC-4.2.2 A Street/SR 512 CE;
- PSM EC-4.2.3 North Steele Street CE;
- PSM EC-4.2.4 South Steele Street CE;
- PSM EC-4.2.5 South Pacific Avenue CE;
- PSM EC-4.2.6 Mountain Highway CE; and
- PSM EC-4.2.7 Selected portions of the Mixed Use Districts and Community Centers.

GOAL PSM EC-5  Work with authorities at Joint Base Lewis-McChord to identify and promote development of commercial businesses.

PSM EC-5.1  Work with military authorities to identify the commercial retail and service needs and wants of single and married personnel who live both on base and off, and encourage the development of such uses where compatible with residential and commercial neighborhoods and community values.

PSM EC-5.2  Work with military authorities to identify employment needs of military families and work to encourage location of businesses that can accommodate employment needs.

PSM EC-5.3  Work with military authorities to identify the types of military supplies that could be obtained locally and encourage the development of such businesses.

PSM EC-5.4  Work with and encourage military authorities to allow regular access through the Joint Base Lewis-McChord east gates for persons working on base to more easily obtain goods and services in Parkland and Spanaway.

COMMERCIAL REVITALIZATION

GOAL PSM EC-6  Develop strategies to enhance commercial centers and corridors within the communities plan area.

PSM EC-6.1  The following commercial centers and districts meet the criteria for commercial revitalization efforts, and efforts shall be focused into the neighborhoods according to the following community rankings.
PSM EC-6.1.1 Revitalization efforts shall not be focused into second or subsequent priority neighborhoods prior to the top priority of each community having received appropriate revitalization attention.

Midland:
- 99th Street Neighborhood Center (NC); and
- 72nd Street Mixed Use District (MUD).

Parkland:
- Garfield Street Activity Center (AC);
- South Parkland/Pacific Avenue MUD;
- North Parkland/Pacific Avenue MUD;
- 112th Street MUD (west of D Street); and
- Park Avenue/112th Street/C Street NC.

Spanaway:
- Central Spanaway/Pacific Avenue MUD;
- Spanaway Park AC; and
- 176th Street Community Center.

PSM EC-6.2 The following commercial centers and districts do not meet the criteria for commercial revitalization efforts, but efforts shall be focused toward developing these neighborhoods for commercial purposes:

- North Portland Avenue Mixed Use District (MUD);
- 112th Street MUD (east of D Street);
- Central Parkland/Pacific Avenue MUD;
- 8th Avenue MUD; and
- 8th Avenue Community Center.

PSM EC-6.3 Pierce County, in cooperation with the business organizations and associations, shall work with business groups to institute business improvement programs within selected commercial areas targeted for commercial revitalization and in areas requiring substantial initial development and in new and existing industrial areas.

PSM EC-6.4 Pierce County shall work with the local business community within selected commercial target areas to develop the framework for a business improvement program, including structuring local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.

PSM EC-6.4.1 Business improvement programs shall focus on improving the tenant base through retention and recruitment efforts, facade renovations which utilize common design elements, installation of supporting public improvements, active enforcement of local zoning, weed and refuse control ordinances, and collective promotion and maintenance of the commercial target area.
Funding for a business improvement program shall be provided through public financial incentives including revolving loan funds (RLF), Small Business Administration (SBA) loans, microenterprise loans, efforts of private financial institutions, and a commitment from local businesses to complete identified site and facade renovations.

Work with the private sector to create a Pacific Avenue redevelopment strategy that can mobilize local and regional resources to build an enhanced tax base.

The County, Chamber of Commerce, and business and community leaders should form a task force to make recommendations on the formation of a Parkland-Spanaway-Midland business district along SR 7 from SR 512 to 176th.

Pierce County shall work with the community to reprioritize planned public projects within the commercial revitalization target areas.

Such projects will contribute to a revitalization effort by upgrading the appearance, setting it apart from its surroundings, and enhancing the attractiveness of the business environment.

Projects which enhance a commercial target area’s appearance may include: installation or repair of common public spaces such as sidewalks, plazas, and bus stops; installation of planting areas, landscaping, and specialized street furniture or lighting; and design and installation of quality graphics, directional signs, planters and plantings, or banners that bring color to the street.

Seek the support of business organizations and associations to provide marketing and promotion assistance to businesses within the communities plan areas targeted for commercial revitalization.

Request that the Tacoma-Pierce County Chamber of Commerce prepare a market assessment to help determine the viability of potential target areas.

Market assessments shall provide an update of the commercial market through analyzing the area’s past and recent performance in the various sectors; documenting existing conditions, emerging trends, opportunities, and constraints (i.e., the depth of the market); and identifying a portfolio of key properties and development opportunities.

The market assessment shall help rank and prioritize the potential target areas for the receipt of public improvements.

Utilize existing or form new local business associations to help develop common promotion (advertising, joint merchandising, and special events) and future business development (leasing, business recruitment, and market research) within selected commercial target areas.
**GOAL PSM EC-9** Pierce County shall participate in special public/private ventures within the communities plan area when such ventures provide public benefits, support commercial or industrial development or commercial revitalization policies, and are appropriate to the long-range goals of the County.

**PSM EC-9.1** Pierce County shall act in partnership with the private sector to fund infrastructure as part of the communities plan to encourage redevelopment to convert outdated and underutilized land and buildings to high-valued or appropriate land uses.

**PSM EC-9.2** Pierce County shall budget for public infrastructure to encourage infill, land assembly, redevelopment, and land conversion for commercial and industrial development, with the priority toward those areas with substantial private development.

**GOAL PSM EC-10** Centers and districts in each community shall be targeted for a planned action according to the following priorities:

**Midland:**
- 99th Street Neighborhood Center (NC);
- South Portland Avenue Community Employment Center (CE);
- A Street/SR 512 CE;
- North Portland Avenue Mixed Use District (MUD); and
- 72nd Street MUD.

**Parkland:**
- Garfield Street Activity Center (AC);
- South Steele Street CE;
- North Steele Street CE;
- South Parkland/Pacific Avenue MUD;
- North Parkland/Pacific Avenue MUD;
- 112th Street MUD;
- Park Avenue/112th Street/C Street NC; and
- Central Parkland/Pacific Avenue MUD.

**Spanaway:**
- Central Spanaway/Pacific Avenue MUD;
- Spanaway Park AC;
- Mountain Highway CEC/8th Avenue MUD/8th Avenue Community Center (CC); and
- 176th Street CC.
EMPLOYMENT OPPORTUNITIES

GOAL PSM EC-11  Encourage Washington State to develop a Washington State Economic Security Department co-location site within the communities plan area.

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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Parkland Area, Spanaway, and Midland Land Use Advisory Commissions (LUAC), Tacoma-Pierce County Health Department (TPCHD), Public Works & Utilities (PWU), Park & Recreation Services, Economic Development (ED), Pierce County Sheriff, or Pierce County Planning and Land Services (PALS).

SHORT TERM ACTIONS

1. Amend the Pierce County Development Regulations-Zoning to:
   - Prohibit new residential development within designated industrial areas in order to maximize the economic development potential within these areas.
   - Revise the Landscaping and Buffering Chapter, where needed, to maintain adequate buffers between commercial/industrial areas and residential areas and environmentally sensitive areas. These revisions should focus on preserving existing vegetation, when feasible. (PALS)

2. Amend Title 18J, Development Regulations-Design Standards to adopt design standards and guidelines for commercial and industrial areas within the plan area. At a minimum, the design standards should:
   - Mitigate any negative impacts between commercial/industrial areas and residential neighborhoods and sensitive features in the natural environment.
   - Address the transition between commercial/industrial uses and residential uses.
   - Minimize any negative impacts between commercial/industrial areas and residential neighborhoods and sensitive features in the natural environment.
   - Provide acceptable visual and physical transition in bulk, setbacks, landscaping, and architectural style between the existing commercial/industrial uses and any adjoining residential uses. (PALS)

3. Work with Pierce Transit to review bus service between and through residential neighborhoods, commercial centers and districts, and community employment centers within the plan boundaries. (PALS, LUAC)
Mid-Term Actions

1. Amend the Pierce County Development Regulations-Environmental to adopt a regulatory framework to support planned actions within Pierce County. (PALS)
2. Amend Title 4A of the Pierce County Code (Impact Fees) to create a mechanism for predetermined impact fees to support community-wide transportation related improvements. (PALS, PWU)
3. Develop planned action ordinances for pre-selected commercial/industrial areas within the communities plan boundaries. (PALS, ED)
4. Amend the Pierce County Six-Year Capital Facilities Plan and supporting plans as necessary to:
   - Identify and prioritize infrastructure, services, and facilities necessary to support commercial and industrial growth within selected centers and corridors.
   - Include identified improvements necessary to support a planned action.
   - Construct public works projects that improve stormwater drainage within the communities plan area. (PALS, B&F)
5. Develop an inventory of locations within the communities plan area where commercial and industrial uses are now occurring and where redevelopment opportunities could occur in the future such as the potential to consolidate smaller parcels of commercial/industrial land to facilitate their use in a more efficient manner. (PALS, LUAC)
6. Track annual development of commercial and industrial uses within the communities plan area to determine if the actual level of development provides an adequate amount of land for economic growth within the communities plan area. (ED)
7. Prepare a report related to annual economic indicators every 5 years or in conjunction with a communities plan update, whichever comes first. (ED)
8. Work with the owners of the Harold LeMay Car Collection, the Tacoma-Pierce County Chamber of Commerce, Tacoma-Pierce County Convention and Visitors Bureau and others, to assist in the siting, funding, development and marketing of a facility for the display of part, or all, of the Harold LeMay Car Collection in the Parkland-Spanaway-Midland community, preferably on the site of the Marymount Academy in Spanaway.

Long Term Actions

1. Work with the local business community to:
   - Target commercial areas for revitalization efforts.
   - Identify financial incentives for facade or building improvements related to commercial revitalization efforts.
   - Help develop common promotion (advertising, joint merchandising, and special events) and business development (leasing, business recruitment, and market research) within selected commercial target areas.
• Provide Small Business Administration (SBA) information to local businesses regarding the availability of funding for improvements, expansions, relocations, etc.
• Educate employers on rideshare and public transportation subsidies for employees who utilize public transportation.
• Develop the framework for a business improvement program including but not limited to structuring local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.
• Develop an inventory of available business assistance programs and publish in a form useful to businesses of all sizes. (LUAC, PALS)

2. Work with the Tacoma-Pierce County Chamber of Commerce to provide services within the plan area such as business promotion (common advertising, joint merchandising, and special events), business development (leasing information, business recruitment, market research), and labor recruitment and training. (LUAC)

3. Conduct a study to determine the amount of land needed to provide an adequate amount of commercial and industrial uses to meet the employment needs of the current population and projected population growth. (LUAC)

4. Maintain current commercial and industrial site survey information such as available and projected public services, surrounding land uses, transportation capabilities, critical areas, and other relevant economic information. (ED)

5. Provide education to the local citizenry on job training services and employment opportunities which are available within the communities plan area.

6. Promote job search and skills training opportunities provided by local community and technical colleges. (ED)

7. Actively recruit the following commercial and industrial uses to locate within the communities plan area:

• Recreational/youth-oriented commercial activities such as movie theaters, bowling alleys, etc. in the commercial centers;
• Health care industry facilities in commercial centers;
• Lodging opportunities in the Activity and Community Centers, particularly in the vicinity of the Pacific Lutheran University campus;
• Office space for professional services, computer industries, or corporate headquarters in commercial centers and selected portions of the Community Employment Centers;
• Pedestrian-oriented retail uses such as arts and crafts, specialized gift shops, delis, restaurants, boutiques, etc. in commercial centers;
• Destination attractions and supporting uses, including but not limited to the Harold LeMay Car Collection or portion thereof, which could draw Mount Rainier bound tourists and cause them to linger in the communities;
• Businesses which could benefit from proximity to the staff and students of Pacific Lutheran University;
• Commercial businesses needed by military personnel or businesses which can be supportive of military operations. (ED)

8. Work with the Washington State Department of Employment Securities to develop a Employment Securities Department co-location site within the communities plan area.

COMMERCIAL AND INDUSTRIAL REDEVELOPMENT STRATEGY

This Section, which will provide detailed implementation strategies for enhancing the economic viability of the Parkland-Spanaway-Midland Community Plan area, is under development. This Section will be amended into the Economic Element of the PSM Plan as a Plan Amendment in the 2003 Plan Amendment cycle.
Chapter 6: Facilities and Services Element

INTRODUCTION

The Facilities and Services Element articulates needs for facilities and services to implement the visions and goals of the communities plan. Facilities and services are collectively considered infrastructure and may include public or privately funded projects. Policy statements regarding infrastructure provide direction to investors and decision-makers about investments desired and needed by the community. The element also prioritizes the projects and suggests potential funding sources to complete the projects.

DESCRIPTION OF CURRENT CONDITIONS

SEWER AND WASTEWATER TREATMENT

In the mid-1970s, Utility Local Improvement District (ULID) 73-1 began constructing sewer collection facilities to connect a large part of Parkland and Spanaway to sanitary sewer. Although on-site sewage disposal systems were primarily concentrated in rural areas of the County where lots are large enough for drainfields, on-site sewage systems were also used in urban and suburban areas such as Parkland that were beyond the service area of the Tacoma Sewer Utility. The Lakewood/Parkland area was the largest urban area in the country served by on-site sewage systems until 1984 when the Chambers Creek Regional Wastewater Treatment Plant (WWTP) opened and began sanitary sewer service to the community. (See Map I-9: Sewer Service/Stormwater Facilities)

The life span of an on-site sewage system is typically 20 to 30 years, depending on the maintenance of the system and the type of soils. Since most of the on-site sewage disposal systems in the Parkland-Spanaway-Midland communities were built that long ago, many of these systems are reaching maturity. Despite the older systems, the failure rate is not higher than the one-half percent countywide average. Once an on-site sewage system is reported for repairs, the County can track the operation and maintenance of on-site systems. The main goal of the County is to have on-site sewage disposal systems maintained and monitored on a regular basis.

All of the planning area falls within the Chambers Creek Regional WWTP service area. The Chambers Creek treatment plant is currently rated at 19 million gallons per day (MGD) at average dry weather flow and in 2000 operated at 14.41 MGD. Equipment at the plant is periodically upgraded or fine-tuned to keep pace with performance requirements established by the State of Washington through the NPDES (National Pollution Discharge Elimination System) permit. Each year’s capital improvement program includes equipment upgrades. Treatment plant operators are constantly refining processes to achieve the maximum reduction of suspended solids, biological oxygen demand, chlorine, and nutrients in treated wastewater being discharged to South Puget Sound.
Level of service for sanitary sewers is established in the Capital Facilities Element of the Comprehensive Plan. LOS was set at 220 gallons per residential equivalent (RE). (i.e., In planning for collection system and treatment capacity, one single-family residence is expected to contribute 220 gallons of wastewater per day.) A multifamily residence is 0.83 RE. Commercial and industrial land uses are expected to contribute 1,000 gallons of wastewater per day per acre.

There are several sewerage plans that apply to the community planning area. The most significant are the Comprehensive Sewerage Plan for Pierce County, Washington, 1969; the Chambers Creek Basin Water Quality Management Plan, 1974; the Pierce County Sewerage General Plan Update, Chambers Creek Clover Creek Basin Sewerage System, February 1986; and the General Sewerage Plan Update, November 1991.

Development regulations pertaining to sanitary sewers are provided by the Pierce County Wastewater Utility in the Pierce County Code. One of the major issues for the plan area is inflow of stormwater into the sewage systems during storm events. People lift sewer manhole lids to drain standing water. Huge quantities of extraneous water deluge the wastewater conveyance system and treatment plant potentially overloading pump stations and pipelines and throwing off the biological treatment process. For this reason the federal Clean Water Act prohibits combined stormwater and sewage systems.

DOMESTIC WATER SYSTEMS

Overview of Water Rights and Water Allocation

The Department of Ecology (DOE) issues water rights in Washington State. A water right is a legal authorization to use a certain amount of public water for specific beneficial purposes. State law requires every user of streams, lakes, springs, and other surface waters to obtain a water right permit. The use of groundwater requires a water right unless they use 5,000 gallons or fewer each day or are irrigating less than 1/2 acre. A water right will be issued only if the proposed use of water meets the following requirements:

- Water will be put to beneficial use;
- No impairment to existing or senior water rights occurs;
- Water is available for appropriation; and
- The requested water right will not be detrimental to the public’s welfare.

Domestic water within the plan area is provided by a combination of individual on-site wells, small Group B Systems and 35 Group A Water Systems. The plan area is almost entirely serviced by Class A Water Systems, with the exception of three small areas (see Map I-10: Water Systems). The major water purveyors providing domestic water service within the plan area include Parkland Light and Water, Spanaway Water Company, Summit Water Company, Tacoma Water Division, and Rainier View Water Company-Southwood/Sound System. As potable water is a necessary component of development, a more detailed overview of each major water purveyor serving the plan area is warranted, as well as the issues that impact the ability of these purveyors to supply domestic water for new growth.
**Parkland Light and Water Company**

Parkland Light & Water Company (PL&W Co) water sources appear adequate for the 20-year planning period, 2000-2020. The water sources provide both yearly and peak hour amounts in sufficient quantities to provide for the growth projections. With storage capability for equalizing the source demands on peak days, no additional sources are required. However, PL&W Co’s reliance on long term future groundwater sources is dependent upon the issuance of additional water rights from Ecology. DOE is presently not issuing new water rights in the Clover/Chambers Creek basin. As the groundwaters of Pierce County are a limited resource and are projected to not meet future Pierce County population growth projections, other alternatives need to be considered.

**Spanaway Water Company**

As with most water systems, the Spanaway Water Company’s distribution system has developed over several decades. This evolution has created areas of older, undersized mains and newer lines sized for urban development. Facilities are regularly maintained and improved as set out in the Comprehensive Water System Plan and as pipelines are relocated during road improvements or other construction projects.

Spanaway Water Company has approximately 7,000 connections with 10,900 approved ERUs. Water sources include 10 active wells and an intertie with the Parkland Light and Water Company. Spanaway Water Company produces 6,445 gallons per minute with storage. Two water reservoirs have a combined capacity of 3.04 million gallons. Consumption is approximately 300 gallons per day per residential equivalent.

Spanaway Water delivers water to over 19,000 people. This population is projected to grow by 38 percent from year 2000 to 2020. Spanaway has its own groundwater source. Average annual water rights are reported to be 3.63 mgd, while instantaneous water rights are 14.41 mgd. Spanaway reported a total well capacity of 9.28 mgd. Based on demand projections provided by the utility, Spanaway’s average day demand will exceed annual water rights in year 2007. Peak day demand will exceed well capacity in year 2013. If they can be fully utilized, instantaneous water rights will be adequate to meet peak day needs beyond year 2020.

Spanaway Water is pursuing new water rights and transfers in its existing rights to meet its future demands. It has made one application to DOE for additional points of groundwater withdrawal, so that it may fully utilize its production capacity of 9.71 mgd. It also plans to redrill Well Number 5 to increase production. Full utilization of the capacity of Well Number 5 would require a transfer of part of its existing rights from Well 7 to Well 5.

The Spanaway Water Company Comprehensive Water System Plan, 1994 calls for a leak detection program to reclaim water that is lost from the system due to leaks, etc., the addition of pumping capacity to one well, and construction of a new well source. Construction of new Well #4 would allow for further system expansion. Potential exists for supply from other interties also. Two existing wells draw from Aquifer E, six from Aquifer C, and four from Aquifer A.
Tacoma Water Division

Tacoma Water was established in 1893 when it purchased the water system owned by Charles B. Wright, known as the "Father of Tacoma." Since that time, Tacoma Water has expanded its system considerably. Today, Tacoma Water’s service area includes the area within the corporate boundaries of the city, areas immediately adjacent to the corporate boundaries, and areas to the south and east of the city. Approximately 93 percent of the service area is in Pierce County, with 7 percent in King County. The service area is roughly bounded on the south by military bases; on the north by 272nd Street in southern King County; on the west by Puget Sound; and on the east by the Cascade foothills.

Tacoma Water’s current average day demand is approximately 70 mgd. Tacoma Water relies on the conjunctive use of surface and groundwater supplies to meet its current demand. A diversion on the Green River currently supplies approximately 85 percent of Tacoma Water’s annual demand, and groundwater sources supply the remaining 15 percent. Anticipated growth is expected to increase demand beyond the currently developed supplies. To determine the best approach to increase water use efficiency and to select an optimal mix of water supply and conservation options to meet future system needs, an integrated resource plan was developed. The benefits and costs of the various options available to Tacoma Water were weighted and an integrated resource planning strategy was produced that gives Tacoma Water the flexibility to develop any or all of a number of potential supply sources in response to changing future demands and policy directions.

Tacoma Water’s planning activities center on the need to meet increasing demands in an expanding service area, to address local, state and federal governments’ planning policies and regulations, and to satisfy Washington State Department of Health planning guidelines.

Since adoption of its 1980 Water System Plan, Tacoma Water has evaluated the need to provide regional water service, through retail, wholesale, and contractual service. In the current Comprehensive Water Plan Update, December 1998, Tacoma Water’s intent to provide regional water service has been confirmed.

Approximately 80 percent of Tacoma Water’s service area is within an urban land use designation, with the remaining 20 percent within a rural designation. A high level of water service is available in urban areas, consistent with service levels expected within cities. In nearly all areas, water service is nearby and available flow capacity is more than adequate for meeting customer needs. Fire protection is provided from fire hydrants or special fire line connections and water mains are close for all water service connections.

An evaluation conducted by the Washington Surveying and Rating Bureau in May 1997 found the condition of Tacoma Water’s facilities and firefighting capabilities to be very good. It was determined that the pipeline system delivers adequate supply for municipal use and fire protection throughout the service area.

Summit Water and Supply Company

Summit Water and Supply Company (Summit) currently serves approximately 5,175 customer accounts in north central Pierce County. Summit operates a gravity supply system with
approximately 3,850 gpm of source capacity an additional 500 gpm of booster capacity. Total storage volume is approximately 3 million gallons.

The water supply comes entirely from groundwater, originating from a total of nine wells at seven sites. One additional well is pending completion of construction. All water sources are treated with chlorine for disinfecting the distribution system. No other treatment has been issued, however, pilot testing and design of corrosion control is currently underway.

Summit has water rights for a total of 3,800 gallons per minute, and 2,130 acre feet per year. The Department of Ecology has also issued to Summit a water right permit for 1,500 gpm additional, and construction of this well is pending. Summit has interties with Tacoma, Fruitland Mutual, and SE Tacoma Mutual water systems.

The current water rights certificates appear to provide adequate instantaneous allocation to meet peak day requirements for the foreseeable future. However, the annual allocation appears to be sufficient for annual needs only until about 2010. The projected water requirements for the year 2020 is 2,252 acre feet. This exceeds the current annual allocation by 122 acre feet, or about 6%. This appears to be a reasonable amount to be recovered by improvement of water use efficiency. Therefore, it is possible that Summit does not presently have a priority need for new annual water rights.

On April 5, 2000, DOH approved Summit’s water system plan. The water system plan does not contain any major capital improvements. The water system plan indicates that the majority of the area is Rural Separator and its growth projections reflect mostly rural level development densities. Any changes to the rural land use designation within the Summit service area may create future water availability issues since Summit is nearing its annual water right threshold.

RAINIER WATER SYSTEM - SOUTHWOOD/ SOUND SYSTEM

The Southwood/Sound Water System is part of Rainier View Water Company, an investor-owned water company that runs several water systems in the South Hill, Frederickson, and Graham areas. The two systems were combined when Rainier View Water Company purchased the Sound Water System in approximately 1997.

All system water comes from groundwater sources. Twenty-six wells draw from various aquifers. Average daily production in the Southwood/Sound Water System in 1999 was 2.89 million gallons per day (mgd). Average daily water consumption was 349 gallons per day (gpd) per connection. The lost and unaccounted for water use approaches 45%.

Currently, the Southwood/Sound Water System is approved for 9,211 equivalent residential units (ERUs) by the Washington State Department of Health. As of year-end 1999, the system had 8,289 connections or 8,970 ERUs. According to the June 2000, Draft Water System Plan, the system has adequate water rights to provide domestic water supplies for approximately 11,602 ERUs on an annual basis and will meet peak demands for about 19,320 ERUs. This means that the system has enough water to add 3,313 ERU's beyond its 1999 year-end customer base, or 2,391 ERU's beyond the number of which Rainier View already has obtained DOH approval. At the system’s projected growth rate of 700 new residential connections per year for years 2000 to 2010, the Southwood/Sound Water System is capable of providing water...
to new customers through the year 2004. At this point in time, the Draft Water System Plan
does not address this potential shortfall nor does it provide a plan to obtain needed supplies.

The Draft Water System Plan contains several major capital projects including: Silvercreek
storage tank, Silvercreek well development, and Lost Creek main extension or booster pump
station. In addition, a leak detection survey and a main repair and replacement program are
proposed to address the high level of lost and unaccounted for water use.

**ISSUES FACEING WATER PURVEYORS**

Pierce County’s GMA plan has greatly increased densities in the communities of Parkland,
Spanaway, and Midland compared to pre-GMA times. While water purveyors are required to
plan for water system infrastructure needs based on the County’s Comprehensive Plan (or
city/town plan within incorporated areas), limited coordination between the County and
purveyors occurred during the preparation of the Comprehensive Plan.

A lack of water is different from a lack of infrastructure (i.e. sewer lines, roads) in that
infrastructure can be phased in, planned for or improved upon within a specified time period. If
a water system is at capacity, in terms of water rights, it may be impossible to obtain additional
water through new water rights. If possible, the timeline under which new water rights can be
obtained is impossible to predict. This is due, in part, to a large backlog of water rights
applications that may take the Washington State Department of Ecology (DOE) years to sort
through. Additionally, the Chambers/Clover Creek basin is closed to additional surface water
withdrawals.

The ability to use existing developed water rights outside of the area specified in the water right
through the use of transfers and interties is currently in question. While some utilities have
adequate existing water rights and production capabilities, others do not and are near, or in,
growth moratoriums. The above provision prevents utilities which do have excess capacity
from transferring water to those that do not.

Another issue that may have an impact on water supply is the effect of the Endangered Species
Act listing of Chinook salmon as threatened. One of the key elements of maintaining quality
salmon habitat is the availability of adequate stream base flows and clean, clear water within
those streams. Drawdown of the aquifers for human consumption of water is currently being
reviewed for its impact to stream base flows and will play into the DOE decision making process
when considering pending water right applications.

Another issue facing the ability of water purveyors to provide water is the potential impacts of
the installation of sewer systems on groundwater withdrawals due to shallow aquifer
dewatering. This can occur when groundwater flows along gravel pipe bedding rather than
recharging naturally or high water tables during sewer construction result in the need for
pumping actions that redirect groundwater resources outside its point of origin.

Water purveyors may use and promote water conservation methods as a means of ensuring
sufficient water supplies for growth. Conserved water is water that does not have to be
purchased or conveyed so it is cost-effective. Water conservation can be frustrated by
development regulations and homeowner covenants that require extensive irrigated
landscaping and similar features. Water conservation can be enhanced by requiring plumbing fixtures that conserve water, instituting leak detection and correction programs, and by developing strict irrigation and landscaping standards. Care in requiring landscaping that does not demand extensive irrigation for its survival will help as will emphasis in landscaping requirements on the use of indigenous plant materials and in land clearing regulations on the extent of vegetation removal. The following issues pertain to water conservation:

- Current Pierce County requirements at both the commercial and residential levels encourage water use rather than conservation.
- Pierce County has no mandatory landscape conservation requirements, instead the Zoning Code encourages conservation with the establishment of guidelines.
- Pierce County’s Zoning Code requires landscaping of commercial construction, including irrigation systems, that often leads to the use of non-native high water demand plants.
- No County regulations, such as a requirement for soil supplements or mulching material, exist to address land preparation for residential sites.
- Water conservation measures are often perceived as a quality of life issue given the perception that conservation measures require making due with less water.
- During the adoption of the County’s landscape ordinance, the County received comments from the local building industry which lead to the adoption of conservation guidelines rather than conservation requirements.

**Transportation**

**History of Transportation Planning in Pierce County**

The transportation policies and project list for the Parkland-Spanaway-Midland Communities Plan originated with citizen participation. In 1977, a dedicated group of residents, property owners and interested groups from Parkland-Spanaway worked with the Pierce County Planning Department to develop the Comprehensive Plan for Parkland-Spanaway that was adopted by the County Commissioners in 1980. The 1980 plan contained a Circulation Element with seven objectives that continue to influence the theme in today’s plan for the area.

In 1992, two plans were adopted that gave further guidance to the developing transportation system for Parkland, Spanaway, and Midland: The Joint Land Use Study (JLUS) and the Pierce County Transportation Plan (PCTP). The JLUS was a land use study undertaken by local jurisdictions and the military installations of McChord AFB, Ft. Lewis and Camp Murray. The JLUS provided policy guidance regarding land use issues and transportation issues surrounding the federal military installations. The four circulation recommendations contained in the JLUS were analyzed and their intent is included in the current plan for the PSM communities. The PCTP, also adopted in 1992, was the result of a four-year intensive public effort to develop Pierce County's first all-encompassing transportation plan setting policies and prioritizing transportation improvements for the following 20 years and beyond. The PCTP was organized into five main topic areas and each of those areas was evaluated for the appropriate policies and projects to be included in the PSM Communities Plan.
In 1994, the Pierce County Comprehensive Plan was adopted in response to the Washington Growth Management Act. The Comprehensive Plan relied upon the work done on the PCTP to set transportation policy and recommended transportation improvements. The Comprehensive Plan summarized a newly developed system for coordinating the planning, funding, programming, and construction of transportation improvements with future land development. This concept, known as transportation concurrency, continues to play a significant role in completing transportation improvements throughout Pierce County.

In 1997, the County adopted its first Nonmotorized Transportation Plan (NMTP). An extensive public involvement campaign was used to identify and prioritize pedestrian and bicycle policies and projects for the entire County. Since 1997, both the PCTP and the NMTP have been updated and combined into one Transportation Element contained in the Pierce County Comprehensive Plan. This chapter of the Pierce County Comprehensive Plan (Chapter 19A.80) was used extensively to develop the Parkland-Spanaway-Midland Communities Plan.

**CURRENT PLANS AND POLICIES**

The Parkland-Spanaway-Midland Communities Plan’s transportation policies and project list work in conjunction with the Transportation Element of the Pierce County Comprehensive Plan. The transportation guidance found in the PSM plan supplements the guidance provided in Chapter 19A.80. Transportation improvements that are financially programmed can be found in the County's most recent copy of the Transportation Improvement Program (TIP). The TIP is updated annually and provides a snapshot of the transportation improvements programmed for the following six years. The PSM Communities Plan and Chapter 19A.80 play a major role in determining which transportation improvements will be included in the TIP. The timing of projects and the phasing of various parts of projects are largely based on the anticipated funds available for each type of project. Unfortunately, the factors determining funding and priority can and do change from year to year.

The Pierce County Transportation Plan (Chapter 19A.80.100) includes policies detailing the process used to prioritize transportation improvement projects. The policies list criteria such as safety/accidents; congestion/level of service; incomplete transit, roadway, bicycle, pedestrian, and ferry systems; traffic impacting neighborhoods; and other criteria. The intent of the policies is to use a standardized, well-documented process to establish clear priorities for transportation expenditures in the County. The Pierce County Transportation Plan also states that the first priority is to maintain or upgrade existing facilities to serve existing residents and business at acceptable levels of service; second is to upgrade or build new transportation facilities to encourage and support growth and economic development in the more urban areas of the County; and third to upgrade or build new transportation facilities in the more rural areas of the County.

The GMA requires that the Comprehensive Plan contain level of service standards for all arterials and that it offer specific actions and requirements for bringing "any facilities and services, including transit services that are below an established level of service standard." The Capital Facilities (CFP) Element of the Comprehensive Plan describes the method by which Pierce County has established level of service standards for its transportation system. This
methodology employs screenlines that cross one or more roadways and monitor specific service standards. The service standards and applicable screenlines are detailed in the Capital Facilities Element.

ROADS AND HIGHWAYS

An evaluation of the roads in the PSM area was completed for the year 2020 using the County's traffic-forecasting model. Assuming all of the projects in the plan are built, the model showed that most of the roads will function adequately except for State Highways 7 and 512 during the PM peak hour. Spanaway Loop Road, Golden Given Road, Brookdale Road, and 8th Avenue E. will also experience some congestion during the PM peak hour in the year 2020. Therefore, according to the County's traffic-forecasting model, most of the roads in the PSM area will function adequately if all of the planned projects are built by the year 2020.

Other issues evaluated during the planning process include safety, maintenance, neighborhood, environmental, mobility, and funding. The transportation system being proposed is intended to reduce the number of collisions, especially those involving pedestrians, reduce high speeds, and improve visibility at curves and hills. There are policies emphasizing the importance of maintaining existing roads and building new roads to serve planned growth rather than as stimulators to unplanned growth. Following that line of reasoning, committee members also emphasized the importance of existing neighborhoods and environmental values. These include preserving the white oak trees and keeping neighborhoods intact by routing new arterials around rather than through neighborhoods. The community would like to see the nonmotorized and transit systems improved in their area to reduce the number of cars traveling through their communities. The committee recognized the importance of the nonmotorized and transit systems in providing mobility for people of all physical abilities and socioeconomic standing. Committee members all had personal experiences with people who were not able to own or drive a car due to age, disability, or income, yet still required some means of access to conduct their lives. Included in the plan is a set of nonmotorized and transit policies meant to complement the policies found in Chapter 19A.80.

Representatives of Pierce Transit, WSDOT, and Pierce County explained the funding situation for transportation improvements. Pierce County staff explained that 40% of the County's transportation revenues come from the road levy on property taxes. Another 20% is usually generated from federal and state grants, while fuel taxes and vehicle license fees generate another 20%. The remaining 20% is provided from other government agencies, ferry receipts, forest taxes, and miscellaneous sources. Ninety percent of these revenue sources are expended on construction, maintenance, and their related administrative costs. The remaining 10% supports engineering and planning, equipment purchases, ferry operations, and commute trip reduction programs.

Countywide, it is estimated that the planned transportation improvements will cost a little over one billion dollars over the next 20 years, but only 369 million dollars in revenues is expected. The state highway needs within Pierce County over the next 20 years are estimated to cost just over 2 billion dollars while revenues are estimated to equal 1.79 billion dollars. Therefore,
either additional revenues need to be raised or planned improvements need to be reduced in size or number.

**Rail Services**

The Tacoma Rail Mountain Division owns the railroad lines traveling through the Midland and South Spanaway areas. The section of rail line running through the Midland Community Plan area is approximately 2.4 miles. The section of line running through the Spanaway Community Plan area is approximately .4 miles long. Growth in freight volumes and customers has increased since Tacoma took over the rail lines two years ago. Currently freight is carried between Frederickson, a Thurston County customer, and the Port of Tacoma. Freight is carried on the rail lines seven days a week and improvements are being made to run freight from the Elbe area before the end of 2001.

Passengers may be carried on the rail lines in the future. One possibility is to run a passenger train from Frederickson to connect to the Sound Transit regional rail in downtown Tacoma. Another possibility is a passenger train between downtown Tacoma and the proposed Mt. Rainier Resort near Ashford. The "Train to the Mountain" is in the planning stages right now, but would require an, as yet, unidentified partner to make the "Train to the Mountain" a reality.

**Public Transportation**

**Pierce Transit Service**

Pierce Transit provides several bus routes in the PSM Communities Plan area. Most of these routes originate and terminate at the Parkland Transit Center and travel west to Lakewood, north to Tacoma, or east to Puyallup. One route travels south to the Roy Y and Graham. The 72nd Street Transit Center is located on the border of the Midland area at Portland Avenue. The bus routes originating at the 72nd Street Transit Center also travel to Tacoma, Lakewood, and Puyallup. A park and ride lot exists at the Roy Y which is served by a bus route traveling between Graham and downtown Tacoma on SR 7 and 224th Street E.

The current funding situation for Pierce Transit is unsure as costs outweigh revenues with the loss of the vehicle license fee support. Pierce Transit is looking for revenue support at the State level or by increasing the allowable local sales tax levy within the Pierce Transit service area. The following proposed service additions are top priorities for Pierce Transit within the PSM Communities Plan area. These service improvements will happen eventually, but no funding support is currently identified.

- An extended route for bus #41 from the 72nd Street Transit Center to the Parkland Transit Center on Portland Avenue.
- A route from the 72nd Street Transit Center to the Tacoma Mall Transit Center on 84th Street.
- Increasing the frequency of route #46 on SR 7 and coordinating this service with the proposed Sound Transit Express Bus (see below).
Sound Transit is considering a new express bus on SR 7 between Tacoma, the Roy Y, and the Frederickson Boeing Plant. This potential new service to begin in 2001 or 2002 is being considered along with two other options in Pierce County. As the regional Sound Transit system expands, it should free up Pierce Transit buses to provide additional local service.

Another alternative that has been raised is new bus service on the proposed Cross-Base Highway linking Lakewood and Spanaway across the military installations. This service is dependent on construction of the new highway, future transit funding availability, and the customers available to support the new transit service.

As noted above, the Tacoma Rail Mountain Division is also considering the operation of a passenger train between Frederickson and the Commuter Rail Station at the Tacoma Dome. This proposed service is also dependent upon funding and community support for its implementation.

The Spanaway Air Strip is located east of and parallel to SR 7 between 176th Street and 192nd Street. The privately owned air strip provides a 2,700 foot long runway open to public use, fuel, and storage facilities for approximately 60 privately owned aircraft. In 1998, there were approximately 19,000 operations (take-offs and landings). The Spanaway Air Strip is the only airport in the PSM plan area.

There are many projects within the Parkland-Spanaway-Midland Communities Plan area included in the current 2001-2006 Pierce County Transportation Improvement Program (TIP). Large improvements include preliminary engineering for the proposed Cross-Base Highway that is currently in the environmental review process. The Cross-Base Highway is proposed to link Lakewood to Spanaway at 176th Street by crossing McChord Air Force Base and Fort Lewis Army Base. The PSM Transportation Committee listened to a presentation on the Cross-Base Highway and discussed the project's pros and cons. By a majority vote, the committee decided to keep the project on its recommended project list as a premier priority project. However, there are suggestions for improving the project including:

- Accommodating transit, HOV, and nonmotorized modes,
- Finding solutions to the wildlife impacts,
- Providing adequate facilities to handle the traffic at SR 7 and 176th Street,
- Implementing land use controls to prevent sprawl,
- Mitigating traffic impacts to existing neighborhoods,
- Minimizing impacts to military operations,
- Protecting existing plants, animals, hydrology, sensitive areas; and minimizing additional noise and light pollution,
• Implementing controls to minimize the potential for fire from the roadway.

A second large project programmed for the PSM area is the completion of the Spanaway Loop Road improvements from 14th Avenue to the intersection of 176th Street and Pacific Avenue. Spanaway Loop Road improvements will be coordinated with future Cross-Base Highway improvements to provide improved north-south connections and an additional east-west connection. The TIP contains many other projects programmed to begin or finish construction over the next six years. Some of these improvements will take place on 112th Street, 128th Street, 168th Street, and 176th Street. For the most recent information, one should review the Pierce County Transportation Improvement Program.

**TRANSPORTATION IMPACT FEES**

Pierce County is in the process of developing a transportation impact fee program to provide for the equitable financing of growth related transportation improvements. This action will provide Pierce County with a systematic way to equitably distribute the “fair share” contribution for transportation improvements from developers of new projects.

**LAW ENFORCEMENT AND FIRE PROTECTION**

**PIERCE COUNTY SHERIFF**

The Pierce County Sheriff’s Department (PCSD) is the primary law enforcement agency for the plan area. Central Pierce County (extending as far south as 224th Street) is served by a full service precinct (on South Hill) as well as other facilities providing specialized services.

The PSM plan area is served by the PCSD South Hill Precinct located at 271 John Bananola Way East. Additional facilities serving the area are located at the Sprinker Station (14824 S. C Street), Brookdale Station (1410 Brookdale Road East) and the County-City Building in downtown Tacoma. All of these facilities provide continual, but not exclusive service to the PSM plan area as follows:

• The South Hill Precinct provides patrol deputies and support, along with property crime detectives, clerical support, the Youth Emergency Services, unit and the Crime Analysis Unit.

• Sprinker Station is a storefront operation for walk-in service for the residents of the Spanaway area and is the home of the Community Support Team and School Resource Officers.

• Brookdale Station is the home of the PCSD Traffic Unit.

The County-City building is the location of most of the rest of the PCSD services, including Administration, Civil, Major Crimes Detectives, Forensics, Special Investigations Unit, and the Recruiting and Training sections.

The Central Pierce County patrol is divided into ten districts, serving approximately 180,000 people. Deputies are assigned patrol responsibilities for one or more districts (depending on
the number of deputies working a particular shift) for the period of eight or ten hours. Two patrol districts fall completely within the plan area.

As of March 2001, 45 patrol deputies and 6 sergeants were assigned to the South Hill Precinct. They are responsible for providing basic police services to the interior of Central Pierce County including the PSM plan area. These numbers can change over the course of the year and are subject to internal transfers.

In addition, 22 deputies and two sergeants are assigned to the traffic unit. This unit provides traffic accident investigation and traffic enforcement capabilities for districts 9-18, as well as occasional coverage in the two eastside resident detachments.

As noted above, the Community Support Team (CST) operates out of the Springer Station. This group consists of one sergeant and 7 deputies. This team's mission is to provide non-traditional and non-call driven police service to neighborhoods experiencing chronic public safety issues. The tools used by this group are as varied as the problems they confront and range from networking with the Washington State Department of Corrections to identifying and arresting felons creating community problems to assisting with grant applications to securing funding for street lighting in high crime areas.

In addition to the CST, school resource officers also work from this facility. School resource officers are assigned by school district and work directly in secondary schools to insure that these buildings remain safe and secure during school hours. Currently two deputies are assigned to Bethel schools and one is assigned to Franklin Pierce schools.

Six detectives are housed at the South Hill Precinct to investigate property crimes, primarily in Districts 9-18. In addition, 22 detectives and deputies work from the County-City Building in the Criminal Investigations Division. Those people are assigned to a variety of tasks from investigating major crimes (homicide, special assault, arson, etc.) to investigating domestic violence related incidents to crimes involving juvenile suspects to executing felony arrest warrants. The area of responsibility for these resources is the entire unincorporated County (including the PSM plan area), as well as providing contracted services to various cities in Pierce County. A growing group of undercover investigators is dedicated to the various drug enforcement issues in Pierce County.

In addition to the above-described services, the plan area benefits from the ability of the PCSD to provide additional special services to its citizens. These special services are made possible by training personnel to perform more than their primary (patrol, investigations) function. These personnel respond to situations on an as-needed basis. These functions include: Air Operations, Clandestine Lab Team, Dive Team, Hazardous Devices Squad, Marine Services Unit, Bicycle Unit, Search and Rescue, SWAT, and Swiftwater Rescue.

**WASHINGTON STATE PATROL**

The Washington State Patrol's office is located at 2502 112th Street. This office dispatches four detachments to eastern Pierce County covering SR 7 (Pacific Avenue South) and SR 512 in the plan area. They respond to a variety of calls for service ranging from standard traffic stops to
vehicular accident investigation. The number of troopers in the plan area varies from two to three depending on the calls for service in other areas of Pierce County.

**FIRE PROTECTION**

Fire District No. 6 serves a population of 150,000 over an area of 72 square miles including South Hill, Summit, Elk Plain, and the PSM plan area. District No. 6 headquarters is at 17520 22nd Avenue East and the training facility is at 100 South 114th Street. There are a total of nine fire stations in the district with five located within the plan area boundary (#6-0, 6-1, 6-3, 6-4, 6-5).

The district offers a variety of services other than fire protection such as CPR and first aid classes and burn regulation information. Table I-11 and Table I-12 describe the facilities and equipment for each of the nine fire stations in the district.

**Table I-11: Fire District No. 6 Facilities**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Location</th>
<th>Meeting Facility</th>
<th>Living Quarters</th>
<th>Min. # of Staff</th>
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<td>#6-0</td>
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<td>#6-1</td>
<td>100 S 114th St, Tacoma, 98444</td>
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<td>3421 224th St, E, Tacoma, 98387</td>
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*These facilities are cross-staffed meaning two firefighters manage all equipment.

**Table I-12: Fire District No. 6 Equipment**

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<th>Facility</th>
<th>Engine &amp; Co.</th>
<th>Ladder Truck &amp; Co.</th>
<th>Water Tender</th>
<th>Medic Unit</th>
<th>Reserve Equipment</th>
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<td></td>
<td></td>
<td></td>
<td>1 Engine</td>
</tr>
<tr>
<td>#6-8</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td>1 Engine Medic Unit</td>
</tr>
<tr>
<td>#6-9</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
PUBLIC SCHOOLS

The plan area is served by Bethel School District No. 403 and Franklin Pierce School District No. 402. The Bethel School District includes fifteen elementary schools, four middle schools, and three high schools, with a total building capacity of 13,031 students. The average full time enrollment for this school year is 15,739 students. The Franklin Pierce School District includes seven elementary schools, two middle schools, and three high schools, with a total capacity of 6,798 students. The average full time enrollment from September 2000 through January 2001 was 7,179.22 students. (See Map I-11: Public Education)

CAPITAL IMPROVEMENTS FOR ACHIEVING LOS

In February 2001, Bethel School District passed a Facility Improvement General Obligation Bond that will afford the re-construction of Kapowsin Elementary and the new construction of a junior and a senior high school. The Individual Capacity Project provides for an additional 750 students in the new junior high and 1,250 students in the high school for a total capacity increase of 2,000 by the year 2005. The school district’s current construction timeline plans for the elementary school reconstruction and the junior high construction to be completed in September 2003. The senior high plans to be completed in 2005.

PARKS AND RECREATION

HISTORY OF PIERCE COUNTY PARKS AND RECREATION

Prior to 1958, the Metropolitan Park District of Tacoma provided most of the park facilities and recreation programs throughout Pierce County. In 1958, the Board of Pierce County Commissioners created the Department of Parks and Recreation for Pierce County. At this time, several park sites outside of Tacoma were conveyed to Pierce County by Metro including Spanaway Park and Gonyea Playfield.

Subsequently, County Parks acquired and constructed additional parks and recreation centers including Lake Spanaway Golf Course and Sprinker Recreation Center (SRC.) SRC ice arena opened in the late 1970s and soon became the only public ice skating rink in Pierce County. The Pierce County Parks Department continued to grow in the 1980s and 1990s and established many recreational programs such as the All Abilities Camp, Sound to Narrows Race, mobile recreation, ski school, martial arts, aerobics, Tour de Pierce, Carless Commute, Cooperative Playshops, and sports leagues. Fantasy Lights at Spanaway Park provides a holiday light display which served approximately 107,000 in 1999. Today, it is estimated that over 3 million people utilize Pierce County Parks and Recreation facilities and programs annually.

OVERVIEW OF CURRENT COUNTY PARK & RECREATION POLICIES AND REGULATIONS

PIERCE COUNTY COMPREHENSIVE PLAN

The Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of park and recreation facilities in the County. These policies cover a range of
issues including responsibility for provision of parks, technical assistance, and location criteria for new parks.

Section 19A.20.090 states that the primary reliance is upon cities and towns and special purpose districts as providers of local facilities and services appropriate to serve those local needs. The location of park and recreation areas is discussed in Section 19A.30.160 which states that new parks must be located on public roads. If a park is located in an urban area, then urban services need to be available. Open space passive recreation parks should be located on land offering significant environmental features. Also addressed in this section are multi-purpose trails, joint venturing, and partnership with others in regional facilities.

Section 19A.30.160 B contains policies on the responsibilities of the County including: limiting taxpayer investment to acquisition; development and maintenance of regional facilities; providing assistance in helping communities identify local park and recreation needs and funding opportunities; and implementing the Capital Facilities Plan element as a level of service (LOS) for parks and recreation. Technical assistance for the development, operation, and maintenance of local parks and facilities may include technical planning, help in the formation of local recreation service areas, service districts, city/county service area agreements (joint ventures), and self-help agreements with user organizations. The community planning efforts currently underway serve as a mechanism to address community values and needs for local parks and recreation activities.

PIERCE COUNTY COMPREHENSIVE PARK, RECREATION, AND OPEN SPACE PLAN

The Pierce County Comprehensive Park, Recreation, and Open Space Plan (referred to as the Parks Plan) provides general direction and guidance for both facilities and programs. The Parks Plan does not contain site specific plans for each of the County’s properties. These site-specific plans have been prepared, modified, and implemented as needed over the decades. One example of a site specific plan is the newly created Sprinker Recreation Center Master Site Plan.

PIERCE COUNTY DEVELOPMENT REGULATIONS

Title 18A, Development Regulations-Zoning, Section 18A.35.025 contains standards for minimum residential amenities, which includes provisions for on-site recreational areas. These standards require the dedication of land for recreational purposes.

SRC MASTER SITE PLAN PROCESS

SRC is operated in accordance with the Comprehensive Park and Recreation Plan (Parks Plan). The original 1975 site plan for SRC has continued to govern development of the site with only a few modifications, such as spire rock and the imminent reconfiguration of the outdoor track area.

In 1999 the County Executive and County Council decided to initiate a formal process to develop an updated Master Site Plan in response to a variety of proposals, concepts, and ideas that have arisen over the last few years regarding future activities involving SRC and adjacent grounds. The planning process was initiated in two phases. Phase I included a background analysis, public involvement process, and visioning process for SRC. This information was then
forwarded to the County Council with a set of recommendations from the County Executive. A future phase II will involve preparation of a long-term plan on strategies to make the facility more economically self-sufficient and implementation of phased improvements and potential expansion of the facilities, uses, and services provided at SRC.

**Description of Parks and Recreation in the Plan Area**

Table I-13 provides a list of park sites located within the plan area.

<table>
<thead>
<tr>
<th>Site</th>
<th>Classification</th>
<th>Acres</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sprinker Recreation Center</td>
<td>Resource Activity</td>
<td>35</td>
<td>Located north of Military Road and west of C Street in Spanaway. Regional level complex comprised of a multi-use facility that contains meeting/craft rooms, ice rink, indoor tennis courts, and handball/racquetball courts; 35 acres of multi-purpose competition fields; children’s play equipment; hard surface play areas; basketball courts; climbing rock.</td>
</tr>
<tr>
<td>Spanaway Park</td>
<td>Resource Activity</td>
<td>70</td>
<td>Located south of Military Road between Bresemann Blvd. South and Spanaway Lake in Spanaway. Regional level, multi-purpose park that provides fresh water access to Spanaway Lake, a boathouse/launch, restrooms, play equipment, hard surface play areas, covered picnic areas and open picnic areas, walking trails, and department maintenance shops.</td>
</tr>
<tr>
<td>Lake Spanaway Golf Course</td>
<td>Special Use</td>
<td>160</td>
<td>Located south of Military Road between Pacific Avenue (State Route 7) and Bresemann Blvd. South in Spanaway. Regional level, 18 hole par 72 competition golf course with restrooms, a driving range, pro-shop, and restaurant.</td>
</tr>
<tr>
<td>Hope Park</td>
<td>Resource Activity</td>
<td>4.86</td>
<td>Located across the street from Gonyea Playfield between 8th Avenue S. and 10th Avenue S. and 132nd Ct. and 135th St. The site was previously used as a gravel mining pit and is currently undeveloped as a neighborhood park facility.</td>
</tr>
<tr>
<td>Dawson Playfield</td>
<td>Resource Activity</td>
<td>5</td>
<td>Located east of Portland Avenue E. between 88th and 90th Streets E. in Midland. Neighborhood level park that contains one multi-purpose ballfield, a children’s wading pool, and associated parking.</td>
</tr>
<tr>
<td>Mayfair Playfield</td>
<td>Resource Activity</td>
<td>4</td>
<td>Located south of Brookdale Road E. between Golden Given Road E. and 14th Avenue E. in Parkland. Neighborhood level park that contains one softball diamond/soccer field.</td>
</tr>
<tr>
<td>Trail Systems</td>
<td>Trail</td>
<td>1.9</td>
<td>Located within Spanaway Park.</td>
</tr>
</tbody>
</table>
FUNDING STRATEGIES FOR COMMUNITY AND NEIGHBORHOOD LEVEL PARKS

As discussed previously, the County is a provider of regional parks and facilities. Local parks, also referred to as neighborhood and community parks, are no longer provided by the County. Existing local parks are currently maintained by the County and available for public use, however the County is exploring the options for other public agencies to assume stewardship of local parks.

PIERCe COUNTY LIBRARY SYSTEM

The plan area is served by the Pierce County Library System. The Parkland-Spanaway branch library has a total floor space of 15,576 square feet, 4 full-time and 17 part-time library staff, and is open 54 hours per week. There are approximately 90,038 cataloged books with a total collection size of 126,215. It serves as a Regional Reference Center for the surrounding PSM community.

ELECTRICITY

The Parkland, Spanaway, and Midland communities are serviced by five electric service providers and one natural gas system.

ELMHURST MUTUAL POWER AND LIGHT COMPANY

Elmhurst Mutual Power and Light Company (Elmhurst) serves the southern portion of the PSM plan area. Elmhurst is a non-profit member owned utility established in 1922 and serves an area of 28 square miles. The approximate service boundaries are McChord Air Force Base to the west, 86th Avenue East to the east, 128th Street East to the north, and 170th Street east to the south. The service area includes Sprinker Recreation Center and Spanaway Golf Course. Elmhurst Mutual serves 13,000 customers with a ratio of 80% residential and 20% commercial. Four power substations with a capacity of 100-megawatts provide the power source for the electrical customers served. The electrical system is a 12,470-volt system with a system of ties between each substation. Bonneville Power Administration provides the high voltage tie to Elmhurst’s power needs.

PUGET SOUND ENERGY

Puget Sound Energy (PSE) provides both natural gas and electric services to portions of the Parkland-Spanaway-Midland communities.

PSE provides natural gas service to a total of 6,741 customers, including 6,095 residential, 634 commercial light industrial, and 12 large industrial customers. PSE experiences greatest natural gas usage during the winter heating season. On an average winter day (28 degrees F), peak usage for this area is approximately 6.7 million cubic feet/day. Primary sources of natural gas are from the Frederickson Gate Station and the South Tacoma Town Border Station, which receive natural gas from the inter-state pipeline operated by Williams, Inc.
The natural gas is then distributed via high-pressure and intermediate pressure gas mains into individual service lines at the customer’s property. Two primary high-pressure mains are located within the plan area. One high pressure main is located on South 112th Street. The other main traverses the region from the southeast at Brookdale Road to the northwest at Steele Street.

PSE provides electric service to a total of 1,441 customers, including 1,339 residential, 29 commercial, and 73 other (primarily farm and water well) customers. These customers are served from two separate substations, the Fern Hill Substation and the Spanaway Substation. Both of these substations are outside of the communities plan boundary. Primary electrical feeders for the PSM Communities Plan area are along Park Avenue, South 168th Street East, and B Street. The existing electrical distribution system can accommodate an approximate 40% growth based on current customer load requirements.

**Lakeview Light and Power**

Lakeview Light & Power (LL&P) was established in 1922 as a mutual, non-profit cooperative owned by its members. The size of the service area is approximately eight square miles and serves approximately 9,100 customers in the Lakewood and Parkland areas. Of these services, 7,000 are residential, 1,300 are commercial, 350 are industrial, 150 are public (city, state, churches, schools, etc.). Lakeview serves 1,200 customers in the plan area.

Electric service is provided by four substations with a total capacity of 42.75 megawatts. Each substation capacity has a transformer capacity of 26.6 megawatts in the winter in order to manage the system during its peak load. The system voltage is 12,470 where Tacoma Power delivers 115,000 volts to each substation. The historic peak load in 1994 was approximately 58.9 megawatts.

**Parkland Light and Water Company**

Parkland Light and Water Company (PL&WCo) was established in 1914 as a non-profit member owned electric and water utility. PL&WCo currently serves approximately 4,000 electric meters. The electric service area is four square miles centered along Pacific Avenue, between 104th Street and 131st Street South.

Electric service is provided from two substations with a combined capacity of 50 megawatts. PL&WCo’s historic peak load has not exceeded 30 megawatts. Underground distribution feeders extend throughout the service area. The last remaining customers receiving service from the old overhead lines will be converted to the underground electric service system by 2002. The underground facilities are all relatively new and have the capacity to serve maximum load projected in the current growth management plan.

**Tacoma Public Utilities**

Tacoma Public Utilities (TPU) provides electrical services, a 12,500-volt distribution system, to the Midland area and a small section of Parkland and Spanaway areas. Midland is served by TPU’s Polk substation located at 2317 97th St. E. The substation capacity is 23.75 megawatts.
with approximately 37% available capacity. Part of Parkland is served by TPU's Croft substation located at 9609 Barnes Lane South. The substation has two transformer banks with a total capacity 32.59 megawatts, with approximately 42% capacity available. Part of Spanaway is served by TPUs’ Crescent Substation located at 19114 22nd Ave. E. The substation capacity is 23.75 megawatts with approximately 36% capacity available.

**SOLID WASTE AND RECYCLING**

Curbside pickup of refuse, recyclables, and yard waste is available to all single-family residences by Pierce County Refuse, the hauling company franchised to serve the area under the authority of the Washington Utilities and Transportation Commission. The company, a subsidiary of Harold LeMay Enterprises, also provides collection of refuse and recyclables from multifamily residences, condominiums, mobile home parks, and from commercial customers. Recyclables collected at the curb include all colors of glass, newspaper, cardboard, mixed waste paper (including magazines), and all tin, steel, or aluminum cans.

Those who choose to self-haul can take refuse, yard waste, and recyclables to the Hidden Valley Transfer Station south of Puyallup. Yard waste is accepted at a reduced rate and is composted and turned into a valuable soil amendment or mulch. Yard waste, land clearing debris, and other recyclables can also be taken to the many private recycling facilities existing in the plan area. Yard waste cannot be burned since the plan area is within the permanent burn ban area established by the Puget Sound Clean Air Agency. It is also against the law to burn refuse.

Household hazardous waste, such as oil-based paints, pesticides, anti-freeze, or used motor oil, can be taken free of charge to the City of Tacoma’s Household Hazardous Waste facility located at the Tacoma Landfill. The Tacoma-Pierce County Health Department maintains a hazardous waste hotline to answer questions about proper disposal of hazardous waste. Questions about where to take other items for disposal or recycling can be directed to the Pierce County Public Works and Utilities Department, Solid Waste Division which maintains a current list of private and public facilities handling waste and recyclables. The Solid Waste Division has a full range of public outreach and education programs about all waste and recycling issues, including environmental education for school districts, adult workshops, and many publications.

**STORMWATER FACILITIES**

Stormwater flowing from impervious surfaces is typically associated with higher density residential developments, commercial sites, and in industrial areas, however, any road, roof, or compacted turf can add to the level of impervious cover in an area. Any impervious surface can contribute a variety of pollutants to the surface water, but typically commercial areas have higher concentrations of the metals, oil, petroleum, and other compounds than runoff from other surfaces. Many of the fluids and metals that are produced by cars have a higher toxicity than pollutants from other sources. In addition, paved surfaces can increase the speed and amount of water leaving a site. This increases the size of the drainage collection and conveyance systems needed to accommodate the additional flow and can impact natural systems such as creeks.
In July 1995, Pierce County was issued a National Pollutant Discharge Elimination System permit from the Washington State Department of Ecology. This permit regulates both the quality and quantity of stormwater in new development as well as existing structures. To implement this permit, Pierce County adopted the following local regulations:

- Stormwater Management & Site Development Manual – Provides guidance on reducing stormwater flows and erosion from new construction.
- Best Management Practices Manual – Provides guidance on ways in which existing businesses and residences can reduce or prevent pollution.
- Illicit Discharge Ordinance – Makes it illegal for any business or individual to cause Pierce County to violate its permit. It includes an inspection program.

### DESCRIPTION OF PROJECTS

Several large capital improvement projects (CIP) have already been built within the plan area to help manage stormwater. Existing projects include:

- **North Fork Clover Creek (E-1)** – 100-acre-foot detention pond located at 128th St. & Waller Road to reduce stormflows on Clover Creek. This pond will help reduce both flooding and channel erosion problems downstream. Although located outside of the PSM planning area, this project will significantly impact portions of the plan area.
- **Paradise Bowl** – Infiltration pond located at 124th & A St E. to eliminate downstream flooding on C Street.
- **North Fork Clover Creek #1 & #2** – Channel excavation and culvert replacement to increase flood conveyance capacity.
- **Pacific Ave. & 106th St. E.** – Pipe system to relieve flooding along A Street.

Construction of the following facilities will further help to mitigate the cumulative impacts of past development and growth within the plan area. Following is a brief overview of each of these projects:

- **128th St. E. & 14th Ave. (W-1)** – 80-acre-foot detention pond located at 128th St. & Aqueduct Road to reduce stormflows on Clover Creek. This pond will help reduce both flooding and channel erosions problems downstream. Although located outside of the PSM planning area, this project will significantly impact portions of the plan area.
- **136th St. E - "A" St. E. to "B" St. E.** - Instream and shoreline habitat improvements to mitigate impacts of culvert installation and road elevation in 2001.
- **Clover Creek Channel Modification** - Install clay liner in sections of creek where summertime flows disappear. Habitat improvements. Locations not determined at this time.
- **Spanaway Airport** – Pipe and ditch conveyance system to address groundwater flooding near SR 7. The intent is to allow the water to reach Coffee Creek.
- **Clover Creek & Spanaway/Maury Creek Habitat Acquisitions** – Begin process of acquiring and enhancing flood prone property that also has significant fish habitat value.
- **Glen Oaks** – Infiltration pond to address local flooding.
- **North Fork Clover Creek.** – One more detention pond on Clover Creek to further reduce the chance of flooding downstream. The site for this pond has not been selected.
Surface Water Management levels of service (LOS) are established in the Pierce County Capital Facilities Plan (CFP). In general, sizing of all major ponds and conveyance systems is for the 100-year storm, given future build-out based on current zoning. Ponds are sized using both 24-hour events and 7-day events, whichever is larger. All infiltration facilities have water quality features to protect groundwater quality. Detention ponds usually include designed water quality features, typically to reduce maintenance costs or to protect in-pond wetland features. An important caveat is that sometimes because of land availability restrictions or other factors, SWM may not be able to fully meet this LOS, but will still build the project to the best ability. This stems from the philosophy that “doing something to reduce the frequency and severity of flooding is better than doing nothing at all.” In addition to flooding, the Water Programs CIP addresses water quality concerns and areas of habitat degradation.

In general, the solutions for flooding problems are, in order of preference, infiltration, detention, floodplain acquisitions, or conveyance improvements, or floodplain acquisition. Improving conveyance has the potential to simply move the flooding problem downstream and is only done after significant downstream analysis. Since most projects are installed to address existing drainage problems, the UGA line is not a significant factor in prioritizing needed projects. Water Programs is currently conducting watershed basin plans for the Clover Creek and Clear/Clarks Creek Basins. Once complete, data from these studies should help determine future capital improvement projects within these basins, as well as prioritizing capital expenditures for such improvements.

**DESCRIPTION OF DESIRED CONDITIONS**

**SEWER AND WASTEWATER TREATMENT**

Best construction methods and practices and conservation measures should be applied to reduce impacts to the natural environment and surrounding neighborhoods, associated with construction of sewer utilities. Sanitary sewer facilities should be located within existing rights-of-way, whenever possible and construction activities should avoid critical areas and sensitive time periods in the lifecycle of fish and wildlife, such as spawning, nesting and migration. Coordination of sewer facility construction with other utilities and agencies also minimizes ongoing disruption of transportation systems and disturbance to fish and wildlife. Contamination protocols should be utilized during construction of sewer utility projects to reduce the risk of pollution infiltration into the sole source aquifer. Implement conservation measures that minimize the volume of water that has to be conveyed and treated by sewer utilities.

**DOMESTIC WATER SYSTEMS**

The plan area is served by several different domestic water systems. Pierce County and water purveyors should coordinate their activities to ensure that an adequate and reliable domestic water supply is available to support projected population growth. The availability of an adequate potable water supply should be verified prior to the approval of new land divisions. If
water purveyors are incurring problems supplying water for new land divisions, then they should explore connections (interties) with other water systems that have adequate water supplies. In addition, Pierce County should continue to develop the Pierce County Water Utility as a source of wholesale water for purveyors operating within Pierce County.

**TRANSPORTATION**

The transportation component of the Facilities and Services Element of the Parkland-Spanaway-Midland (PSM) Communities Plan provides a foundation for the improvement of transportation facilities in the PSM area.

A comprehensive transportation system within the plan area should include a viable set of transportation alternatives. A mass transit network that offers area-wide coverage, rider convenience, and low cost fares to all community residents should be a major consideration of any complete transportation system. A program should be undertaken to improve traffic flow, safety, and access. The program should include continual maintenance, proper siting of new facilities, and meeting annual needs for new signs, signals, and control systems.

Future roadways should be sited to maintain existing neighborhoods and protect vital environmental features. By following the land’s natural contours and developing a keen awareness of citizen needs, roads can be located such that they have a positive effect on community form.

The intent of this element is to reduce the environmental impacts of roads and automobiles while enhancing the communities' livability. Through sign controls, the utilization of natural vegetation along roadways, parking areas, and other measures, the negative aesthetic and pollution impacts can be minimized. Careful consideration should be given to preserve the scenic character and natural beauty along existing and future roads.

Future transportation improvements should be completed based upon a prioritization of projects considering existing safety issues, community needs and desires, and costs. Some of these improvements are already identified in the Pierce County Comprehensive Plan and Pierce County Nonmotorized Transportation Plan, however, several new projects have been listed to address community concerns.

**LAW ENFORCEMENT AND FIRE PROTECTION**

**LAW ENFORCEMENT**

The two separate entities providing law enforcement within the community plan area should provide support outside of their primary jurisdictional territory when necessary.

The level of service standard for Sheriff Department buildings is calculated in the Pierce County Comprehensive Plan at .31 square feet of office space per capita. This method for evaluating the LOS for Sheriff services may not be the most accurate or best approach. The County should evaluate the number of on-duty commissioned officers within the plan area to determine if a more accurate LOS is appropriate. Requiring an LOS based on the number of on-duty
commissioned officers in the community would more accurately reflect the true LOS in the community.

**FIRE PROTECTION**

Cost-effective fire protection services should be maintained in the community. Response times should not exceed the current average of 4-½ to 6 minutes throughout the communities plan area. Pierce County and the County’s Fire Prevention Bureau should continue to support the efforts of Fire District #6 in responding to the increasing population and demand for services in the plan area. Enforcement of fire and life safety codes should continue to be part of the review process for all building permits issued by Pierce County.

**PUBLIC SCHOOLS**

Bethel School District Number 403 and Franklin Pierce School District Number 402 provide public education facilities in the communities plan area. Pierce County should coordinate future capital facilities planning with these school districts. School district facility needs and requirements should be considered when making land use decisions that could impact district facilities. New schools should be sited in the UGA near the student population that would be served by the proposed school facility.

The student enrollment should not exceed classroom capacity. School impact fees should be paid to the district to adequately mitigate the impacts to school facilities that are generated by new residential growth within the communities plan area.

**PARKS AND RECREATION**

**PARKS**

While it appears that the Parkland-Spanaway-Midland Communities Plan area contains a high number of parks, many of these facilities are large, regional-level facilities that are concentrated in one location within the community of Spanaway, and thus there is a perceived lack of equity in distribution. There is a strong desire to have more neighborhood and community level parks (that contain picnic areas, walking trails, and small playgrounds) spread evenly throughout the communities. An adequate level of these parks should be provided based upon the population density within the plan area.

Park areas should be located, designed, and maintained to meet the needs of a growing population. It is important that neighborhood and community parks be located within walking distance from large concentrations of residential development and connected, when possible by nonmotorized transportation paths or trails, which serve pedestrians or bicycles. These park areas should create a balance between active recreation uses and natural open space areas and when possible, incorporate historical or educational components. Maintenance of existing facilities and enforcement of park rules should be increased.
Finally, in these times of lean government expenditures, finding funding sources for acquisition and maintenance of new park facilities is a challenge. However, when properties suitable for neighborhood and community parks become available, they should be purchased and put in trust for future development. Existing County-owned land should be reviewed to determine if any portion of these parcels is suitable/usable for parks. Public and private partnerships for development of parks should be encouraged, and where feasible, incorporated into publicly funded community development or block grant housing projects. Specific funding mechanisms for acquisition, development, and maintenance of neighborhood and community parks, such as instituting development impact fees or establishing a park district that has the ability to issue general obligation bonds or collect excess levies, should be provided. As a means to provide a more even distribution of parks, levels of service (LOS) for neighborhood and community parks should be based upon the population density within each community and such levels established in policy. Existing parks and any new park sites that are acquired should be adequately protected, through a conservation easement or covenant, so that they will remain in such capacity in perpetuity.

**RECREATION**

Within the three communities, there is a strong desire for more facilities and programs for young children and teenagers. Both Midland and Spanaway residents expressed a need for a community center, which should be designed to meet the objectives of a variety of ages. Additional recreational programs/activities should be established throughout the three communities and include: garden clubs; neighborhood level tennis and basketball courts and baseball fields; a swimming pool; and trail systems for bike riding and walking. Private recreation facilities should be encouraged throughout the community as well. Opportunities to increase the number of recreational programs, through joint use agreements with the local school districts, should be explored. Recreational programs and facilities should be designed to be flexible in accommodating new recreational opportunities that may arise in the future (e.g., skateboarding and rollerblading.) Whenever feasible, partnerships should be encouraged and funding priority be given to cooperative operational arrangements, shared facilities, and community needs (e.g., school districts).

**SPECIFIC COMMUNITY ISSUES**

**MIDLAND**

Dawson Playfield should be preserved and upgraded. The County could explore the opportunities to place a conservation easement on this site. A community level park should be developed in Midland in the vicinity of Golden Given and 105th Street E. This site should be targeted for the development of a community center, unless another existing facility, suitable for a community center, can be found. Smaller neighborhood scale parks should be acquired and developed at various locations within the Midland community.
**Parkland**

Gonyea Park should be further developed and expanded to include the wooded lot across from the park. The wooded area should then be developed with trails and paths for people to explore and enjoy a natural setting. Additional trees should be planted in Gonyea Park to help define the different activity areas. Neighborhood park sites should be acquired and developed, especially east of Pacific Avenue (Eastern Parkland). A linear trail and park system should be developed along both banks of Clover Creek with interpretive and educational materials that provide information about the resident fish and wildlife populations and their particular life cycle needs. Where possible, this linear corridor should be connected to designated open space sites. Opportunities to create partnerships with local land trusts, environmental organizations, and universities to acquire or develop these areas should be explored.

**Spanaway**

While Spanaway is rich in regional level parks, there are no existing community or neighborhood parks within the community. A community park should be acquired and developed in south Spanaway. Several neighborhood level parks should be acquired and developed throughout the community. Sprinker Recreation Center (SRC) should be expanded and improved in accordance with the recently developed SRC Master Plan and consistent with community expectations and needs. SRC should be modified to include accommodations for youth and teens, perhaps with the addition of a Boys and Girls Club.

**Pierce County Library System**

The plan area is served by the Pierce County Library System. The 15,576 square foot Parkland-Spanaway library is classified as a regional branch library. This library service should continue to be provided in the community and the LOS should keep up with population growth. Any additional library facilities should be located within the UGA in a location that is convenient to people using them.

**Electricity**

Reliable utility service should be provided in the communities plan area to accommodate growth in a way that balances public concerns over the impacts of utility infrastructure with the consumer's interest in paying a fair and reasonable price for utility products. Utility providers should consider the community's natural environment and the impacts that utility infrastructure may have on it together with the community’s desire that utility projects be aesthetically compatible with surrounding land uses when planning for and constructing utility facilities.

Regional electrical and natural gas facilities should be permitted in the plan area. Pierce County should support expansion of electric utility facilities to meet future load requirements and support conservation measures to aid in meeting future growth needs.
SOLID WASTE

The plan area should be provided with an environmentally sound, economically responsible means of solid waste management that balances the need for this service with the costs of waste disposal. Pierce County should encourage recycling and promote programs that reduce the volume of solid waste. Private industry should be encouraged to provide sufficient disposal capacity for waste collection and processing capacity for recyclables produced in the plan area. All residents of the plan area should have access to refuse disposal and recycling collection services.

STORMWATER FACILITIES

Stormwater runoff and flooding control are major issues within the plan area. While the new Site Development and Stormwater Drainage regulations do a much better job of controlling stormwater impacts of new development, development that has occurred over the last several decades has left cumulative impacts that will need to be addressed through the construction of new regional stormwater facilities or acquisition of land for flood storage. Completion of basin plans, coordinated with community plans, will identify future capital improvement needs and priorities.

PARKS AND RECREATION POLICIES

PARK SITE ACQUISITION

GOAL PSM PR-1  Focus on park site acquisitions that serve to expand existing facilities.

   PSM PR-1.1  Expand Gonyea Playfield with an extension to the Hope property through walking trails and road-crossing striping.

   PSM PR-1.2  Expand Dawson Playfield by adding any vacant adjacent parcels to provide more park/open space area.

   PSM PR-1.3  Priority should be given to expanding a system of community and neighborhood level parks that are within walking distance of residential neighborhoods.

GOAL PSM PR-2  Purchase additional land throughout the plan area for future development of park facilities.

   PSM PR-2.1  High priority areas for future park acquisition include:

      PSM PR-2.1.1  Areas around Ford Middle School and Harvard and Midland Elementary schools;

      PSM PR-2.1.2  169th and 170th and SR 7;

      PSM PR-2.1.3  Around the Spanaway Speedway (22nd and Military Road);
PSM PR-2.1.4  176th past B Street by the Prairie House Museum (Spanaway Historical Society) located at 824 E. 176th Street;
PSM PR-2.1.5  South Spanaway area;
PSM PR-2.1.6  South of Tule Lake Road and Clover Creek and along the edges of Clover Creek and North Fork Clover Creek;
PSM PR-2.1.7  Larger park or several smaller parks south of 152nd and east of SR 7;
PSM PR-2.1.8  Golden Given and 105th Street E.;
PSM PR-2.1.9  C Street on the south side of Clover Creek;
PSM PR-2.1.10 A Street and B Street and along 132nd, 133rd, 134th, etc.; and
PSM PR-2.1.11 Other designated locations along Clover Creek.
PSM PR-2.2  New level of service standards for recreational facilities on existing park sites should be achieved in conjunction with acquisition of raw land.

**Park and Recreation Facility Development and Level of Service (LOS) Standards**

**GOAL PSM PR-3**  Explore alternative methods of funding regional park and recreation facilities.

**PSM PR-3.1**  Pierce County should continue to operate Sprinker Recreation Center (SRC) as a regional park facility and pursue additional private vendors (such as soccer clubs) as a means to enhance programs and activities.

**PSM PR-3.2**  Explore sponsorship opportunities to support recreational programs at SRC.

**PSM PR-3.3**  Continue to improve the financial performance of SRC, including regular increases in fees to help pay for actual costs of operating and maintaining league play, and savings from operational efficiencies.

**GOAL PSM PR-4**  The County should assist the community to develop a funding mechanism for the acquisition and development of local park and recreation facilities. The standards below provide recommended policies to guide this effort:

**PSM PR-4.1**  Support the creation of a park service area to help fund and develop community and neighborhood level parks throughout the plan area.

**PSM PR-4.2**  Require an impact fee, land dedication, or fee in lieu of dedication for community and neighborhood parks based upon the adopted LOS standards set forth in the technical appendix.

**PSM PR-4.2.1**  Amend existing development regulations to ensure consistency with the neighborhood level of service standards set forth in the technical appendix.

**PSM PR-4.2.2**  At such time as a park service area is formed, an impact fee or fee in lieu of dedication program for community parks should be developed and administered by Pierce County. Collected fees should be transferred to the park service area for park acquisition and development within the plan area.
PSM PR-4.2.3  New Master Planned Communities should be required to dedicate land for the development of community parks that are available to the general public.

PSM PR-4.2.4  Require all new residential lots or new residential units on lots of record to pay an impact fee, dedicate land, or pay a fee in lieu of land dedication for the development of local parks. The structure of each of these options shall be correlated to the LOS standards set forth in the technical appendix.

PSM PR-4.2.5  In no case shall a required dedication of land within a residential development be less than 5,000 contiguous square feet.

PSM PR-4.3  Where appropriate, develop park facilities that generate funds. Incorporate revenue collection into the design of new community and neighborhood parks.

PSM PR-4.3.1  Consider charging user fees at sites that provide recreational opportunities at a rate that will support the facilities maintenance and operating costs.

PSM PR-4.3.2  Consider a sliding fee structure to allow fee discounts for low income and elderly individuals.

GOAL PSM PR-5  Maintain the countywide LOS for regional parks within the plan area.

PSM PR-5.1  Encourage the County to establish LOS standards for community and neighborhood level park and recreation facilities.

GOAL PSM PR-6  Ensure that publicly-owned park sites are protected and maintained in perpetuity.

PSM PR-6.1  Place conservation easements or covenants on existing and acquired publicly-owned park sites that restrict future uses to park and recreation activities.

PSM PR-6.2  Require any proceeds from sales of publicly-owned park sites located within the plan area be used to purchase an equivalent or greater amount of land within the plan area for park and recreation use.

PSM PR-6.3  The quality of the land needs to be the same or greater than that of any piece sold.

GOAL PSM PR-7  New parks within the plan area should be designed and located to serve the needs of all segments of the community.

PSM PR-7.1  The size of a regional park is typically 40 acres; however, these parks may be developed on larger or smaller parcels.

PSM PR-7.2  The size of a community park is typically 15 to 25 acres.

PSM PR-7.2.1  Access to a community park should be from an arterial street if traffic volumes are anticipated to be high, and parking shall be dependent upon the facilities provided. Restroom facilities should be provided at a community park.

PSM PR-7.3  The size of a neighborhood park is typically 5 to 10 acres.

PSM PR-7.3.1  Neighborhood parks should be separated from one another in a relatively even manner throughout the plan area.

PSM PR-7.3.2  Typically a one to two-mile separation is desirable.
PSM PR-7.3.3 Neighborhood parks should be reasonably central to the neighborhood they are intended to serve.

PSM PR-7.3.4 Access to a neighborhood park should be via a local residential street.

PSM PR-7.3.5 Walking and bicycle access routes should avoid physical barriers such as major arterial roads or stream crossings whenever possible.

PSM PR-7.3.6 Parking or restroom facilities are typically not provided at a neighborhood park.

PSM PR-7.4 Neighborhood parks should be developed adjacent to school sites whenever possible to promote facility sharing.

PSM PR-7.4.1 Facilities on the neighborhood park site should supplement uses that the school does not provide such as trails, open space, picnic areas, playground equipment, and multi-purpose paved courts.

PSM PR-7.5 Mini-parks shall be provided in all new residential subdivisions, multifamily complexes, mobile home parks, and senior housing developments.

PSM PR-7.5.1 Each mini-park should be improved with a variety of recreational amenities such as a playground, sports court, tot lot, picnic facility, gazebo, on-site water line, and associated landscaping.

PSM PR-7.5.2 When possible, open space tracts, screening buffers, and stormwater facilities should be connected with any mini-park to create the opportunity for a system of integrated walking trails.

PSM PR-7.5.3 At a minimum, there should be a mini-park every four or five blocks.

PSM PR-7.5.4 Require walking paths or trails that connect new residential developments to any dedicated mini-park area. Such paths or trails should not cross any major roadways.

PSM PR-7.6 Areas designated for parks should be located contiguous to other designated park or open space areas.

TRAILS

GOAL PSM PR-8 Utilize a classification system to distinguish the level of service (LOS) for each type of trail.

PSM PR-8.1 Major trails link destinations, provide for all user groups, and serve a regional scale.

PSM PR-8.2 Minor trails should provide access to local points of interest or unique environmental features, serve smaller user groups, and are typically at the community or neighborhood scale.

PSM PR-8.3 Maintain the countywide level of service for regional linear trails (major trails) within the plan area.
GOAL PSM PR-9  
Purchase additional land throughout the plan area for future development of trail facilities. High priority areas for future trail acquisition and development include:

PSM PR-9.1  
Along Clover Creek and North Fork Clover Creek;

PSM PR-9.2  
Parkland east and west - Tule Lake Road to accommodate five schools going to Parkland Prairie, Schibig farm, and Gonyea Park; and

PSM PR-9.3  
Parkland north and south - C Street to Park Avenue to Yakima Avenue to SRC.

GOAL PSM PR-10  
Require the dedication of major and minor trails during the site development process.

PSM PR-10.1  
Designated trails should be considered for each subdivision and site plan approval.

PSM PR-10.2  
When a site is located along a proposed trail route, then a linear section of land shall be dedicated and developed as a condition of approval.

PSM PR-10.2.1  
Such portion of land shall be credited toward any required park land dedication.

PSM PR-10.3  
When a site is not located along a proposed trail route, then a fee in lieu of land dedication shall be required to contribute toward the regional trail system.

PSM PR-10.4  
Required land dedications or fee in lieu of land dedications for minor (local) trails shall be based on the LOS standard described in the technical appendix and for major (regional) trails based on the LOS standard described in the Comprehensive Plan.

PSM PR-10.5  
Consider dedicating unopened rights-of-way and other public lands for trail purposes.

EXISTING PARKS AND RECREATION AREAS

GOAL PSM PR-11  
Conduct maintenance and renovations that serve to enhance existing regional park and recreation facilities and programs.

PSM PR-11.1  
Pierce County should continue the ownership and management of SRC and Bresemann Forest site for parks and recreation purposes and should complete the SRC Master Site Plan process (phase II and implementation strategy), and implement the recommendations contained in the phase I report including:

PSM PR-11.1.1  
Initiate discussions with Fire Protection District No. 6 regarding the status of the satellite fire station and the potential reacquisition of the district’s .60-acre parcel;

PSM PR-11.1.2  
Evaluate whether ice rink facilities can be expanded at SRC by adding a second sheet of ice to accommodate increased user volumes and activities;

PSM PR-11.1.3  
Enclose/cover the existing outdoor tennis courts at SRC to meet increasing demands for indoor tennis facilities. At a minimum, improve the outdoor tennis facilities for safety and attractiveness;
PSM PR-11.1.4  Expand SRC to include indoor soccer programs and a full conditioning, weight training, and gymnasium complex;

PSM PR-11.1.5  Retain Spire Rock and pickleball, handball, racquetball, and basketball courts within the SRC complex;

PSM PR-11.1.6  Improve and expand support areas within SRC such as restrooms, hallways, locker rooms, and training rooms;

PSM PR-11.1.7  Improve the access to SRC by providing better connections to the surrounding neighborhoods and to Spanaway Park through sidewalks, pathways, and crossings;

PSM PR-11.1.8  Improve the parking lot landscaping, lighting, stormwater control, and signage at SRC; and

PSM PR-11.1.9  Conduct immediate actions for SRC facility, as outlined in the SRC Master Plan, to improve access and life safety.

PSM PR-11.2  Evaluate establishing a start-up location for a Boys and Girls Club at SRC.

PSM PR-11.2.1  The Boys and Girls Club should include a computer lab and programs.

PSM PR-11.3  Install a skateboard park at SRC.

PSM PR-11.4  Install outdoor covered basketball courts at SRC.

PSM PR-11.5  Update the Bresemann Forest management plan.

PSM PR-11.5.1  Address the trail system and the need for amenities.

PSM PR-11.5.2  Consider invasive plant removal.

PSM PR-11.5.3  Explore environmental education opportunities.

PSM PR-11.6  Develop an environmental education trail along Spanaway Park/Spanaway Creek regarding wetlands/riparian areas.

PSM PR-11.7  Provide a portable restroom facility near Bresemann Forest/Spire Rock.

PSM PR-11.8  Address the goose overpopulation problem in Spanaway Park.

PSM PR-11.9  Provide upgrades to existing community and neighborhood parks within the plan area.

PSM PR-11.9.1  Commence development of the Hope site as a future expansion of Gonyea Playfield.

PSM PR-11.9.2  Clean up the garbage at the Hope site and maintain site until development occurs.

PSM PR-11.9.3  Update the site plan for Dawson Playfield that at a minimum addresses drainage and the ball fields.

PSM PR-11.9.4  Re-establish and maintain the wading pool and resurface the existing tennis courts at Dawson Playfield.
PSM PR-11.10  Increase enforcement and safety within park and recreation facilities.

PSM PR-11.10.1  Continue bike and horseback patrols of the parks by the Pierce County Sheriff’s Department. Provide foot patrols in Bresemann Forest to deter people from lighting fires/camping and perpetrating vandalism around Spire Rock.

PSM PR-11.10.2  Increase enforcement of scoop/leash laws.

PSM PR-11.10.3  Provide plastic sacks in park areas for dog scoops.

PSM PR-11.11  Reclassify Gonyea Playfield to a neighborhood park.

PSM PR-11.12  Develop regional swimming pools within the plan area.

PSM PR-11.12.1  Consider putting a regional level swimming pool at one of the local high schools or at SRC.

PSM PR-11.12.2  Expand the public swimming opportunities at Pacific Lutheran University pool.

AGENCY COORDINATION

GOAL PSM PR-12  School fields should not be over-used by the community to the extent that they become damaged.

PSM PR-12.1  Community groups and recreation organizations should pay user fees to the school district that compensate for the costs associated with maintenance of school district facilities.

TRANSPORTATION POLICIES

NONMOTORIZED TRANSPORTATION

GOAL PSM T-1  Meet the needs of bicyclists, pedestrians, and equestrians traveling on roads in the County and encourage the provision of nonmotorized facilities, including sidewalks, where it is appropriate to provide safe and convenient access between properties and facilities.

PSM T-1.1  Separate nonmotorized facilities should be provided for incompatible modes in areas of intensive demand.

PSM T-1.2  Nonmotorized routes should be planned to avoid major arterial highways by following adjacent parallel rights-of-way where possible.

PSM T-1.3  Nonmotorized facilities that serve or provide access to recreation areas should not interfere with other recreation activities in the area.

PSM T-1.4  Freeway overpasses and underpasses should include safe and accessible sidewalks and paved shoulders for pedestrian and bicycle traffic.
Maps, signs, and directional markers should be incorporated in the nonmotorized transportation system.

**PUBLIC TRANSPORTATION AND COMMUTER TRIP REDUCTION**

**GOAL PSM T-2** Explore opportunities to increase transit service in the Parkland-Spanaway-Midland (PSM) communities such as:

- **PSM T-2.1** New east-west routes and higher frequency for all routes;
- **PSM T-2.2** Increase time range of service to continue running in the late evening;
- **PSM T-2.3** Provide and maintain transit restroom facilities;
- **PSM T-2.4** Utilize transit vans where cost efficient;
- **PSM T-2.5** Integrate school transit and public transit; and
- **PSM T-2.6** Extend rail service to the PSM communities and ensure that the commercial centers are connected to the regional rail service.

**SUSTAINABLE TRANSPORTATION**

**GOAL PSM T-3** Access on and off SR 512 should be limited to Steele Street, Pacific Avenue, Portland Avenue, and Canyon Road.

- **PSM T-3.1** State Route 7, Canyon Road, Portland Avenue, and Spanaway Loop Road should remain the only major north-south arterials.

**GOAL PSM T-4** Work with the Washington State Department of Transportation to achieve a balanced flow of traffic volume on SR 7.

**UTILITIES POLICIES**

**SEWER AND WASTEWATER TREATMENT**

**GOAL PSM U-1** Schedule construction activities to avoid sensitive time periods in the life cycle of fish and wildlife, such as spawning, nesting, and migration.

**GOAL PSM U-2** Design landscaping around sewerage facilities to reflect the area surrounding the facility or as otherwise provided in community plan design standards.

**GOAL PSM U-3** Implement or administer contamination protocols during construction of sewer utilities.

- **PSM U-3.1** Enforce spill containment practices.
- **PSM U-3.2** Service and fuel construction equipment outside of construction areas when practical.
- **PSM U-3.3** Remove and dispose of contaminated materials in appropriate locations.
PSM U-3.4 Adjust facility locations and alignments in the event that contaminated soils, groundwater, or buried wastes are identified during construction.

GOAL PSM U-4 Remove exotic invasive species such as Scot’s broom and Himalayan blackberry in conjunction with revegetation of disturbed areas.

GOAL PSM U-5 Design treatment/collection systems to minimize impacts on the natural environment and surrounding development.

PSM U-5.1 Consider the noise sensitivity of neighboring uses during the design of sewage facilities.

PSM U-5.2 Design housing for above ground pump stations to be harmonious with surrounding structures.

GOAL PSM U-6 Establish conservation measures that minimize the impacts of water usage associated with sewer utilities.

PSM U-6.1 Urge retention of plumbing code requirements for low-flow fixtures.

PSM U-6.2 Support cost-effective incentive programs for plumbing fixture and appliance replacement in service areas.

PSM U-6.3 Participate in public information and education programs on water conservation in service areas.

PSM U-6.4 Continue an aggressive infiltration and inflow control program.

PSM U-6.5 Continue an aggressive pretreatment program.

DOMESTIC WATER SYSTEMS

GOAL PSM U-7 Pierce County should pursue the needed changes in state legislation either to ensure that water rights needed to accommodate future growth can be obtained or that the Growth Management Act be amended to limit growth in the County so that additional water rights are not necessary.

GOAL PSM U-8 Pierce County should continue to develop the Pierce County Water Utility as a source of wholesale water for purveyors operating within Pierce County.

STORMWATER FACILITIES

GOAL PSM U-9 Enhance drainage facilities within the plan area.

PSM U-9.1 Adequately size stormwater pipe/culvert and retention/detention systems in new development to handle conveyance and storage/slowdown of surface water runoff and install in such a manner as not to impede or alter substantially the flow of existing water bodies.

PSM U-9.2 Acquire flood-prone properties (both public and private) within the plan area, such as B Street, 136th, and Tule Lake Road, for future stormwater detention areas.
PSM U-9.3 Identify all culvert and stormwater inlets that discharge directly into or that are tight-lined directly to wetlands, lakes, and riparian areas.

PSM U-9.3.1 Develop a program and timeline to retrofit any points of direct discharge and redirect this discharge into appropriate stormwater detention/retention or water quality facilities.

PSM U-9.3.2 In any new development, prohibit stormwater from being directly piped into surface water bodies (i.e., wetlands, streams, creeks, lakes).

PSM U-9.4 Explore the merger of the local drainage districts with Pierce County Surface Water Management.

PSM U-9.4.1 At a minimum, coordinate ditch maintenance and additional release of surface water runoff into existing ditches with applicable drainage districts.

PSM U-9.5 Create a new program to adopt a stormwater pond.

PSM U-9.5.1 Explore opportunities to utilize these ponds for educational activities.

PSM U-9.5.2 Encourage groups to provide enhancements to the natural environment in accordance with the plan.

PSM U-9.5.3 Establish volunteer monitoring of the ponds.

PSM U-9.5.4 Allow selected groups to place a sign on the site that indicates they are working in conformance with the adopted plan.

**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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-10 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Parkland Area, Spanaway, and Midland Land Use Advisory Commissions (LUAC), Tacoma-Pierce County Health Department (TPCHD), Public Works & Utilities (PWU), Park & Recreation Services, Economic Development (ED), Pierce County Sheriff, or Pierce County Planning and Land Services (PALS).

**Short Term Actions**

**Domestic Water Systems**

1. Amend Title 16, Subdivisions and Platting to require that a certificate of water availability be provided prior to preliminary plat approval. (PALS)
2. Establish the Pierce County Water Utility to provide wholesale water to water purveyors operating within Pierce County. (PWU)
Stormwater Facilities

3. Provide additional County staffing resources to inventory, enforce the preservation of, and maintain private storm drainage systems. (PALS)

4. Coordinate watershed planning processes with basin and community planning processes. (PWU, PALS, TPCHD)

5. Amend the County Public Works and Utilities protocols to require the reconstruction of infrastructure that acts as a barrier to fish or any wildlife passage when any public road or utility project would affect or be affected by the blockage. (PWU)

Parks

6. Amend the Capital Facilities Element to address the current plan area deficits in regional parks and regional linear (major) trails. (Parks, PALS)

7. Amend Title 18A, Development Regulations-Zoning to: (PALS, Parks)
   - Establish a regulatory structure for mitigating local park and recreation impacts for new residential lots created or new residential structures on existing lots of record. This structure should be a multi-faceted approach comprised of park impact fees, land dedication, and fee-in-lieu-of land dedication.
   - Require a land dedication or fee-in-lieu-of land dedication for major and minor trails.
   - Require the installation of nonmotorized transportation trails that connect new developments to schools, parks, or adjacent development.
   - Require that pedestrian paths be installed to connect new residential development to dedicated mini-park facilities.
   - Require new Master Planned Communities to dedicate land for the development of community parks that are available to the general public.

8. Amend Title 18J, Development Regulations-Zoning to incorporate park and recreation design and location criteria. (PALS, Parks)

9. Amend the Pierce County Nonmotorized Transportation Plan to update with Proposed Trail System Map recommendations. (PWU)

10. Place conservation easements on all existing park sites that restrict future uses to park and recreation activities. (Parks)

11. Amend the Pierce County Code to require the proceeds from the sales of publicly owned park sites be used to purchase an equivalent or greater amount of land for park and recreation purposes. (Parks)

12. Conduct immediate actions for the SRC facility, as outlined in the SRC Master Plan, to improve access and life safety. (Parks)

13. Enter into negotiations with Fire Protection District No. 6 regarding the status of the satellite fire station and the potential reacquisition of the district’s .60-acre parcel. (Parks)

14. Clean up the garbage at the Hope site and maintain cleanup until development. (Parks)

15. Reclassify Gonyea Playfield from a community to a neighborhood park. (Parks)

16. Increase Deputy Sheriff patrols in Bresemann Forest. (Sheriff’s Department)

17. Provide plastic sacks in park areas for dog scoops. (Parks)
Transportation

18. Revise the development standards in the County Code and the Site Development Manual to require developments to provide direct, convenient, and safe easements, roadway, path, and trail connections between adjacent existing or future neighborhoods, schools, shopping areas, recreation areas and trails, transit facilities, and other activity centers. (PWU, PALS)

19. Expand the Development Review Process to ensure:
   - The provision of adequate nonmotorized facilities connecting parks, playgrounds, open space areas, schools, residential and commercial areas, entertainment facilities, churches, and other centers;
   - Consolidation of driveway accesses as stated in the Pierce County Manual on Design Guidelines and Specifications. (PWU)

20. Continue internal Public Works and Utilities review process for adequate nonmotorized facilities in all new road construction, including:
   - Separating pedestrian walkways from roads with buffers in high use areas;
   - Providing nonmotorized facilities that meet the most recent standards to serve people of all physical abilities. (PWU)

21. Revise development standards in centers to:
   - Locate structures and orient entrances to the transportation network (i.e. sidewalks and transit stops);
   - Minimize the construction of excessive parking stalls and locate off-street parking behind developments to allow direct nonmotorized access to structures without traveling through large parking areas;
   - Consider the use of wide sidewalks in centers to allow for higher-intensity use, rest areas, and other amenities. (PALS)

22. Coordinate efforts by Pierce County, local jurisdictions, the Washington State Department of Transportation, the State legislature, and the private sector to increase State and federal funding for transportation. This could include increases in the gas tax or other existing transportation funding sources, or the creation of new sources such as a sales tax on gasoline, or street utilities for capital improvements.

23. Program recommended transportation projects in the Pierce County Capital Facilities Element and Transportation Improvement Program. (PWU)

24. Continue to follow the Pierce County Stormwater Management and Site Development Manual until adoption of the State Design Manual. Pursue local or State revisions to the manual to require the maximum restoration possible of pre-existing vegetation. (PWU)

25. Review the Fish and Wildlife Critical Areas Ordinance to determine if the white oak protection clauses need to be revised to protect the trees from future road and building development. (PWU, PALS)

26. Revise the Pierce County Comprehensive Plan transportation project listing to be consistent with the Parkland-Spanaway-Midland Communities Plan transportation project list. (PWU)
MID-TERM ACTIONS

Sewer and Wastewater Treatment

1. Participate with water purveyors in a water conservation program that encourages the reduction of water usage associated with sewer utilities. (PWU)

Domestic Water Systems

2. Propose changes to state laws that would allow the movement of water between water systems. (PWU)
3. Amend the Coordinated Water System Plan (CWSP) to revise water service boundaries where the designated water service provider cannot provide timely or reasonable service. (PWU)

Law Enforcement

4. Amend the Capital Facilities Plan to adopt a level of service, based on the number of on-duty commissioned officers in the community, which would more accurately reflect the true level of service in the community. (PALS, PC Sheriff, PC Council)

School District

5. Work with the Franklin Pierce and Bethel School Districts to determine if impact fees for schools are adequate to mitigate the impacts to the facilities that are generated by new residential growth within the communities plan area. Amend the school impact fee ordinance if necessary. (PALS, PC Council, PAC)
6. Develop a program annually consult with the Franklin Pierce and Bethel School Districts to prioritize safety improvements near schools and established bus stops. (PALS, PWU, Franklin Pierce School District, Bethel School District)

Stormwater Facilities

7. Establish administrative guidelines for location and plantings of stormwater detention and retention facilities. (PWU)
8. Develop and implement a program to identify all culverts and stormwater inlets that discharge directly into or that are tight-lined directly to wetlands, lakes, rivers, and streams. (PWU)

Parks

9. Evaluate the financial performance of SRC. Consider increasing the fee structure for the use of ballfields as a method to help defray the costs of operating and maintaining league play. (County Council, Parks)
10. Reprioritize expenditures of general funds to acquire, operate, and maintain a system of local parks. (County Council, Parks)
11. Complete development of the park portion of the Hope site. Develop in a manner that serves as an extension of Gonyea Playfield. (Parks)
12. Amend the Capital Facilities Element to address the projected plan area deficits in regional parks and regional linear (major) trails. (Parks, PALS)
13. Commence technical support for creating a Park Service Area to serve the plan area with the development and maintenance of community and neighborhood level park and recreation facilities. (Parks)
14. Pursue sponsorship opportunities at SRC. (Parks)
15. Complete the development of segments of the major trail system within the plan area. At a minimum, acquire the property necessary to meet the established LOS for these types of facilities. (Parks)
16. Complete the following recommended upgrades to SRC facility: (Parks)
   - Enclose/cover the existing outdoor tennis courts.
   - Expand current recreation programs to include indoor soccer programs and a full conditioning, weight training, and gymnasium complex.
   - Improve and expand support areas (restrooms, locker rooms, etc.).
   - Improve pedestrian access.
   - Improve parking lot landscaping, stormwater control, lighting, and signage.
   - Address the trail system in Bresemann Forest and the need for amenities.
   - Install a skateboard park.
   - Install outdoor covered basketball courts.
   - Provide portable restroom facilities near Bresemann Forest/Spire Rock.
17. Address the goose overpopulation problem in Spanaway Park. (Parks)
18. Develop an environmental education trail along Spanaway Park/Spanaway Creek. (Parks)
19. Conduct an analysis of whether expanding the ice rink facilities at SRC would be feasible. (Parks)
20. Evaluate the feasibility of establishing a Boys and Girls Club and programs at SRC. (Parks)
21. Update the Dawson Playfield site plan. (Parks, Metro Parks)
22. Reestablish and maintain the wading pool and resurface the existing tennis courts at Dawson Playfield. (Parks, Metro Parks)
23. Increase enforcement of scoop/leash laws. (Parks)
24. Enter into negotiations with Pacific Lutheran University to increase the public swimming opportunities. (Parks)
25. Enter into negotiations with the local school districts to establish cooperative agreements for joint use of facilities. (Parks)

**Transportation**

26. Review Washington State Department of Transportation (WSDOT) policy documents, design standards, and proposed projects to ensure that freeway overpasses and underpasses include safe and accessible sidewalks and paved shoulders. (PWU)
27. Examine street-lighting policies and technologies to reduce light pollution. Lighting fixtures or policies may be able to reduce undesirable light in areas off of the transportation system. (PWU and Utility Providers)
28. 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;
• Beginning the program by requesting applications from communities and neighborhoods. (PWU)

29. Develop an umbrella agreement with Pierce Transit to identify standards and conditions for transit facilities in public rights-of-way. In addition, develop an agreement between the agencies governing financial cooperation in the provision of roadway/transit facilities such as:

• Widened bus stops,
• Lighting,
• Litter receptacles,
• Shelters,
• Street furniture, and
• Bicycle racks. (PWU, Pierce Transit)

30. Continue to cooperate with Pierce Transit in applying for grant funding for facilities and providing data to ensure operational efficiency. (PWU, Pierce Transit)

31. Revise the Manual on Design Guidelines and Specifications for Road and Bridge Construction in Pierce County to require criteria for the location and determination of drainage grates used in new roadway construction and reconstruction to mitigate impacts to bicycles and wheelchairs. (PWU, PALS)

32. Pierce County will explore and develop a transportation impact fee program. (PWU)

LONG TERM ACTIONS (5-10 YEARS)

Domestic Water Systems

1. Develop a regional supply network, such as transmission lines, source facilities, storage and other facilities, for domestic water. (PWU, Water Purveyors)

Stormwater Facilities

2. Establish an “Adopt a Stormwater Pond” program and develop management plans for pond maintenance. (PWU)

Parks

3. Hire a volunteer coordinator/environmental educator. (Parks)
4. Develop a public regional swimming pool within the plan area. (Parks)
5. Complete and adopt development site plans for all regional facilities within the plan area. (Parks)
Transportation

6. Update maps and add signs and directional markers as the nonmotorized transportation network develops and destinations are connected. (PWU, Parks, Neighboring Jurisdictions, Private Sector)
Public Education
---School Districts---
- Puyallup, 3
- Tacoma, 10
- Clover Park, 400
- Franklin Pierce, 402
- Bethel, 403

---School---
- Elementary School
- Jr High School
- High School

Pierce County, Washington
Department of Planning and Land Services
Plot Date: September 11, 2006

Parkland - Spanaway - Midland Communities Plan
Park Acquisition Recommendations
Potential Park Sites*

- Regional
- Community
- Linear
- Neighborhood

Note: Potential park sites numbered in order of priority.

Proposed Trail System
Major Trails
- Spanaway Lake Trail
- Spanaway Loop Road Trail
- Midland Trail
- NC Clover Creek Trail
- South Clover Creek Trail
- Aquesuct Drive Trail
- 112th Street Trail
- Ainsworth Street Trail
- Midland Historical Military Trail
- Steve Basket Trail
- Midland-Summit Trail
- Military Road Trail
- Mountain Highway Trail
- 22nd Avenue Trail

Minor Trails
- 168th Street Trail
- 174th Street Trail
- 176th Street Trail
- B Street Trail
- A street Trail
- 192nd Street Trail
- 150th Street Trail

Parkland-Spanaway-Midland Communities Plan Boundary

Department of Planning and Land Services
Plot Date: September 11, 2006
Chapter 7: 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 Parkland-Spanaway-Midland Communities 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 five elements of the plan.

This chapter provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to better fulfill each of the visions in the plan. Actions may include the development and implementation of regulations and design standards, working with various governmental agencies to develop programs, organizing community groups and events, developing interpretive and educational programs, conducting community forums, and other actions. This framework provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information obtained from the monitoring program will be used to offer recommendations to decision makers as to what changes to the communities plan may be needed in order to attain specified goals and meet the visions in the plan.

How to Measure the Effect of Standards

The Parkland-Spanaway-Midland Communities Plan identifies actions which need to be implemented to meet its visions, goals, and objectives. Monitoring evaluates the effectiveness of the actions in fulfilling these visions, goals, and objectives. 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 fulfill the objectives they were intended to fulfill.

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 visions, objectives, policies, and actions stated in the plan and identifying all the actions which need to be undertaken to be consistent with the plan. The actions should be grouped according to the objectives they are intended to meet. PALS staff and the Parkland Area, Spanaway, and Midland Advisory
Commissions (PAAC, SAC, and MAC) would be the primary participants in this activity. A report from PALS would be submitted to PAAC, SAC, and MAC for review.

**PHASE 2: INPUTS:**

Phase 2 monitoring would determine whether actions called for in the plan have actually been undertaken and completed. PALS staff would evaluate if regulations and design standards have been adopted. Review to determine if other actions, such as community forums or other events, have been completed could be done by PAAC, SAC, MAC, PALS staff, and event organizers.

**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 these regulations and design standards would need to be involved in the evaluation. Citizen advisory boards which review such applications, as well as PALS staff, would also be included in the monitoring. PALS 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. Monitoring of other actions, such as events and ongoing activities, would include event organizers and participants, PAAC, SAC, MAC, and PALS staff.

**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 events and ongoing activities, monitoring would determine whether the immediate objectives of the activity have been met. Participants would include residents, property owners, the PAAC, SAC, MAC, and PALS 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 PAAC, SAC, MAC, and PALS staff. The PAAC, SAC, and MAC would need to provide a forum in which adopted vision statements are reiterated to residents and property owners. PALS staff would assist in organizing public meetings, preparing and distributing questionnaires, and using other means to gather information.
It is anticipated that the Parkland-Spanaway-Midland Communities 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 which 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 visions 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 visions.

A review of baseline information is necessary to effectively monitor whether the objectives of the Parkland-Spanaway-Midland Communities 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. The plan and other documents provide much of the baseline information. It may be necessary, however, to supplement that information prior to effectively monitoring the plan.

As each phase of monitoring is completed, a report should be prepared by PALS staff which identifies the action being monitored, the specific purpose of the monitoring, methods used in monitoring, data collected, analysis of the data, findings, and recommendations for further
action. The report should be submitted to the PAAC, SAC, and MAC 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 vision of the Parkland, Spanaway, and Midland communities, a key component to monitoring would be the recommendations for further action. These recommendations should clearly identify the specific vision statement being addressed, how the recommended action corrects a deficiency in the plan, how the recommended action will contribute to fulfilling the vision statement, and a timeline for completing the proposed action.
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.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2003-11s, Effective 6/16/2003).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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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 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 Cascades 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 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 Woiderhold (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 track remains 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.
Pierce County Comprehensive Plan | South Hill Community Plan

**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.

**PURPOSE AND USE OF THE COMMUNITY 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 to all development;
- Provides tree retention or replacement standards to ensure significant vegetation is provided for each site;
- Establishes recreation standards to ensure a 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 citizens 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.

**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.
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.

Open Houses and Workshops

Visioning Open Houses

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. 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 Map J-2: Land Use Working Map Alternative #1). 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 Map J-3: Land Use Working Map Alternative #2).

Alternative 3 attempts to restructure Meridian Avenue by encouraging commercial uses to locate into distinct centers (see Map J-4: Land Use Working Map Alternative #3). 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 development 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.
SUMMARY OF THE SOUTH HILL COMMUNITY PLAN

The South Hill Community Plan contains policies and implementing actions for five 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.
Map of South Hill Heritage Corridor
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 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.

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>
<thead>
<tr>
<th>Land Use</th>
<th>Acreage</th>
<th>% of Plan Area</th>
<th>Total Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family</td>
<td>4,278.14</td>
<td>38.27%</td>
<td>10,501</td>
</tr>
<tr>
<td>Duplex</td>
<td>200.11</td>
<td>1.79%</td>
<td>396</td>
</tr>
<tr>
<td>Triplex</td>
<td>4.47</td>
<td>0.04%</td>
<td>8</td>
</tr>
<tr>
<td>Fourplex</td>
<td>37.57</td>
<td>0.34%</td>
<td>76</td>
</tr>
<tr>
<td>Multifamily</td>
<td>94.42</td>
<td>0.84%</td>
<td>71</td>
</tr>
<tr>
<td>Group Homes</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
</tbody>
</table>

Pierce County Comprehensive Plan | South Hill Community Plan J-25
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acreage</th>
<th>% of Plan Area</th>
<th>Total Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobile Homes</td>
<td>298.53</td>
<td>2.67%</td>
<td>403</td>
</tr>
<tr>
<td>Mobile Home Parks</td>
<td>179.15</td>
<td>1.60%</td>
<td>17</td>
</tr>
<tr>
<td>Nursing/Retirement Homes</td>
<td>4.80</td>
<td>0.04%</td>
<td>1</td>
</tr>
<tr>
<td>College Dormitories</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td><strong>RESIDENTIAL-TOTAL</strong></td>
<td><strong>5,097.19</strong></td>
<td><strong>45.59%</strong></td>
<td><strong>11,473</strong></td>
</tr>
<tr>
<td><strong>Civic</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities</td>
<td>18.16</td>
<td>0.16%</td>
<td>7</td>
</tr>
<tr>
<td>Quasi-Public</td>
<td>34.58</td>
<td>0.31%</td>
<td>2</td>
</tr>
<tr>
<td>Religious Assembly</td>
<td>65.75</td>
<td>0.59%</td>
<td>13</td>
</tr>
<tr>
<td>Health Services</td>
<td>9.30</td>
<td>0.08%</td>
<td>7</td>
</tr>
<tr>
<td>Education k-12</td>
<td>123.81</td>
<td>1.10%</td>
<td>13</td>
</tr>
<tr>
<td>Education Higher</td>
<td>39.80</td>
<td>0.36%</td>
<td>2</td>
</tr>
<tr>
<td>Transportation</td>
<td>129.43</td>
<td>1.16%</td>
<td>70</td>
</tr>
<tr>
<td>Communication</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Utilities</td>
<td>363.24</td>
<td>3.25%</td>
<td>151</td>
</tr>
<tr>
<td>Recreation, Non-Profit</td>
<td>171.76</td>
<td>1.54%</td>
<td>72</td>
</tr>
<tr>
<td><strong>CIVIC-TOTAL</strong></td>
<td><strong>955.83</strong></td>
<td><strong>8.55%</strong></td>
<td><strong>337</strong></td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offices</td>
<td>23.13</td>
<td>0.21%</td>
<td>29</td>
</tr>
<tr>
<td>Commercial Service:</td>
<td>75.69</td>
<td>0.68%</td>
<td>51</td>
</tr>
<tr>
<td>Eating/Drinking</td>
<td>21.82</td>
<td>0.20%</td>
<td>18</td>
</tr>
<tr>
<td>Entertainment</td>
<td>5.91</td>
<td>0.05%</td>
<td>2</td>
</tr>
<tr>
<td>Lodging</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Automotive</td>
<td>12.91</td>
<td>0.12%</td>
<td>16</td>
</tr>
<tr>
<td>Other</td>
<td>35.05</td>
<td>0.31%</td>
<td>15</td>
</tr>
<tr>
<td><strong>Commercial Retail:</strong></td>
<td><strong>136.72</strong></td>
<td><strong>1.22%</strong></td>
<td><strong>62</strong></td>
</tr>
<tr>
<td>Food</td>
<td>2.90</td>
<td>0.03%</td>
<td>4</td>
</tr>
<tr>
<td>Automotive</td>
<td>78.70</td>
<td>0.70%</td>
<td>22</td>
</tr>
<tr>
<td>Bldg. Material, Hardware</td>
<td>0.30</td>
<td>0.00%</td>
<td>1</td>
</tr>
<tr>
<td>Furniture, Home Furnishings</td>
<td>1.26</td>
<td>0.01%</td>
<td>2</td>
</tr>
<tr>
<td>Apparel and Accessories</td>
<td>0.55</td>
<td>0.00%</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>40.15</td>
<td>0.36%</td>
<td>28</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Shopping Centers</td>
<td>12.86</td>
<td>0.12%</td>
<td>4</td>
</tr>
<tr>
<td><strong>COMMERCIAL-TOTAL</strong></td>
<td><strong>235.54</strong></td>
<td><strong>1.81%</strong></td>
<td><strong>142</strong></td>
</tr>
</tbody>
</table>
### Land Use Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acreage</th>
<th>% of Plan Area</th>
<th>Total Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Industrial</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Services</td>
<td>11.26</td>
<td>0.10%</td>
<td>5</td>
</tr>
<tr>
<td>Industrial Services and Repair</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Warehousing</td>
<td>34.00</td>
<td>0.30%</td>
<td>15</td>
</tr>
<tr>
<td>Manufacturing/Assembly</td>
<td>54.28</td>
<td>0.49%</td>
<td>8</td>
</tr>
<tr>
<td><strong>INDUSTRIAL-TOTAL</strong></td>
<td>99.54</td>
<td>0.89%</td>
<td>28</td>
</tr>
<tr>
<td><strong>Resource</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mineral Extraction</td>
<td>24.39</td>
<td>0.22%</td>
<td>5</td>
</tr>
<tr>
<td>Forestry</td>
<td>87.42</td>
<td>0.78%</td>
<td>4</td>
</tr>
<tr>
<td>Agriculture</td>
<td>265.76</td>
<td>2.38%</td>
<td>21</td>
</tr>
<tr>
<td><strong>RESOURCE-TOTAL</strong></td>
<td>377.57</td>
<td>3.38%</td>
<td>30</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Space-all</td>
<td>78.63</td>
<td>0.70%</td>
<td>22</td>
</tr>
<tr>
<td>Vacant</td>
<td>3,610.36</td>
<td>32.30%</td>
<td>1,408</td>
</tr>
<tr>
<td>Other Out Bldgs.</td>
<td>143.93</td>
<td>1.29%</td>
<td>42</td>
</tr>
<tr>
<td>Unidentified Land Use</td>
<td>427.21</td>
<td>3.82%</td>
<td>142</td>
</tr>
<tr>
<td>New/Amended Lots</td>
<td>0</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>11,025.81</td>
<td>98.64%</td>
<td>13,624</td>
</tr>
</tbody>
</table>

**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 Map J-7: Historic Assessed Land Uses. 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-1 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 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.

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-2: Comprehensive Plan Land Use Designations - 2002

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moderate Density Single-Family</td>
<td>7,680.7</td>
<td>63.4%</td>
</tr>
<tr>
<td>Master Planned Community</td>
<td>2,694.9</td>
<td>22.3%</td>
</tr>
<tr>
<td>Employment Center</td>
<td>963.0</td>
<td>8.0%</td>
</tr>
<tr>
<td>Mixed Use District</td>
<td>647.9</td>
<td>5.4%</td>
</tr>
<tr>
<td>Community Center</td>
<td>90.0</td>
<td>0.7%</td>
</tr>
<tr>
<td>High Density Residential District</td>
<td>29.6</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>12,106.1</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Land use designations are shown on Map J-8: Historic Land Use Designations/Zoning.

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.

**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 63% of South Hill (7,680 acres) is designated as MSF.

**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. Allowed residential densities in the HRD range from 6 to 25 dwelling units per acre. There is one area designated HRD located in the vicinity of 136th Street East and 94th Avenue. This designation accounts for less than .2% of the community and contains fewer than 30 acres.
**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. MPCs integrate a mix of housing, services and recreation and 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 2,700 acres and account for approximately 22% of the land mass of South Hill.

**Community Center**

The Community Center (CC) designation has as its focus a significant traffic generator around which develops a concentration of other 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 90 acres of land located along Meridian Avenue just south of the 160th Street intersection. The CC designation accounts for .7% of the community.

**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 acres of land in South Hill.

**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**

**Mildrate 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-3: Proposed Land Use Designations**

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Acreage</th>
<th>Percent of Plan Area</th>
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</thead>
<tbody>
<tr>
<td>Moderate Density Single Family (MSF)</td>
<td>6,889</td>
<td>56.8</td>
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<tr>
<td>High Density Single Family (HSF)</td>
<td>662</td>
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<td>High Density Residential District (HRD)</td>
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<td>Community Center (CC)</td>
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<td>Mixed Use District (MUD)</td>
<td>94</td>
<td>.7</td>
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<td>Employment Center (EC)</td>
<td>911</td>
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<td>Neighborhood Center (NC)</td>
<td>22</td>
<td>.2</td>
</tr>
<tr>
<td>Master Planned Community (MPC)</td>
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<td><strong>TOTAL</strong></td>
<td><strong>12,129</strong></td>
<td><strong>100</strong></td>
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*Differences in total acreage between Tables J-1 and Table J-3 are due to the base of information used for calculations.

**Table J-4: Proposed Zone Classifications**

<table>
<thead>
<tr>
<th>Zone Classification</th>
<th>Proposed Acreage</th>
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<tr>
<td>Moderate Density Single Family</td>
<td>6,530</td>
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<td>Employment Center</td>
<td>911</td>
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<td>Mixed Use District</td>
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<td>Community Center</td>
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<td>Residential Resource</td>
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<td>Moderate-High Density Residential</td>
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<td>Neighborhood Center</td>
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<tr>
<td>Residential, Office, Civic</td>
<td>12</td>
</tr>
<tr>
<td>Urban Village</td>
<td>238</td>
</tr>
</tbody>
</table>

Pierce County Comprehensive Plan | South Hill Community Plan
**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.

**Proposed Zoning**

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 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.

**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 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 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 Providing for a variety of housing types and densities throughout residential zones;

SH LU-2.2 Allowing small-scale neighborhood commercial centers interspersed among residential areas; and,

SH LU-2.3 Reshaping commercial activities along Meridian Avenue through providing appropriate land use designations and design standards.

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.

GOAL SH LU-4 Intersperse small-scale neighborhood centers throughout the community residential areas.

SH LU-4.1 The purpose of the neighborhood centers is to provide citizens the opportunity for frequent/daily shopping or service activities without having to drive to Meridian Avenue.

GOAL SH LU-5 Reshape commercial activities along Meridian Avenue to stop the continuous strip pattern.

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 along Meridian should serve both regional and community needs.

SH LU-5.3  Residential districts may be integrated along Meridian Avenue to separate commercial districts.

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.

SH LU-6.2.2  Minimize the creation of nonconforming businesses along Meridian Avenue.

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.

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, 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.
Pierce County shall work closely with the South Hill Advisory Commission to implement and monitor the community plan.

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.

Planning and Land Services 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.

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.

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.

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.

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*.

**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.

Building footprints should correspond to the approximate size of the residential lot:

- **Estate (large lot, large home);**
- **Mid-size (yard/home proportionate); and**
- **Small lot (small lot, smaller home).**

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.
Moderate density residential development should be allowed in established areas that do not have potential for redevelopment within the next 20 years.

Higher density residential development should be located within and around the Urban Village to promote the pedestrian activities and provide activity and safety at night.

Higher density residential development should be located in areas that have potential for redevelopment.

High density and small-lot development provide opportunities for affordable housing, starter homes for young families, and downsizing opportunities for seniors.

Higher density residential should be located throughout existing residential neighborhoods where infrastructure is available or can be improved by construction of the higher density.

Provide on-site density credits for the Residential Resource zone.

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.

Establish a zone that allows for high density housing that does not include commercial development.

Ensure opportunities for a true mix of uses that contain both commercial and residential components.

Require residential uses in certain mixed use zones to ensure both residential and commercial development occur.

Allow non-residential uses within residential areas.

Limited non-residential uses such as churches, schools, and daycares should be allowed within residential areas.

Non-residential activity should be scaled and sized appropriately to ensure compatibility within the neighborhood.

Create separate and distinct commercial centers along Meridian Avenue through zoning and design standards. Establish centers for specific purposes, designed in appropriate scale and intensity for the identified function and purpose.

Create separate and distinct districts along Meridian Avenue providing 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.
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.

Limit the size and configuration of commercial areas to direct land uses to desired locations at intended intensities.

Designate portions of Meridian Avenue to break up the continuous commercial development and encourage a greater variety of uses.

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

Encourage opportunities for small-scale retail.

Allow warehouse retail shopping centers, also known as big-box retailers, in specified districts.

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

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

Rezone designated areas in mature strips for urban mixed use projects and higher density housing.

Link the higher density development districts with high capacity transit.

Identify districts, and designate and zone accordingly to encourage development.

Aggressively seek nuisance abatement to eliminate problems that inhibit achieving the goals of the districts and the community.

Dilapidated or abandoned buildings and illegal land uses shall be corrected or eliminated.

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

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.

Designate an area for regional commercial uses.

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

The type of commercial uses in the regional commercial district should serve a regional market, i.e., a market greater than South Hill residents and businesses.
SH LU-16.3 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-16.4 The size of the individual commercial buildings should be unlimited.

SH LU-16.5 Residential uses are incompatible with regional commercial uses and should not be allowed.

SH LU-16.6 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-16.7 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-16.8 Regional commercial uses are identified as auto-dependent.

SH LU-16.9 Regional commercial uses should be identified with the Mixed Use District (MUD) designation.

GOAL SH LU-17 Designate two or three areas for community commercial uses.

SH LU-17.1 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-17.2 Community commercial centers should serve a market not greater than South Hill residents and businesses.

SH LU-17.3 The permitted commercial activities should not include land consumptive or auto-dependent activities.

SH LU-17.4 The area of individual tenant space within commercial buildings shall be limited.

SH LU-17.5 Building mass and orientation should be pedestrian scaled.

SH LU-17.6 Site design and building orientation shall safely accommodate pedestrians and should incorporate interaction with surrounding residential neighborhoods.

SH LU-17.7 Each community commercial area shall be a compact node and not allowed to sprawl along Meridian Avenue in a continuous commercial strip.

SH LU-17.8 Community commercial uses should be identified with the Community Center (CC) designation.

SH LU-17.9 Community commercial uses draw from a variety of South Hill neighborhoods as the market.

SH LU-17.10 Community commercial uses should be dispersed in distinct nodes along Meridian Avenue for easy access from many neighborhoods of South Hill.
SH LU-17.11 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-17.12 Community commercial uses are identified as pedestrian-oriented and auto-accommodating.

SH LU-17.13 Community commercial centers shall contain design standards that emphasize pedestrians and pedestrian connections throughout the shopping district.

GOAL SH LU-18 Designate a few nodes for neighborhood center uses.

SH LU-18.1 Neighborhood commercial centers shall be designated Neighborhood Center and zoned, dependent upon allowed uses, either Neighborhood Center (NC) or Residential/Office-Civic (ROC).

SH LU-18.2 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-18.2.1 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 designation.

SH LU-18.2.2 Banking services with or without drive-through facilities are allowed in the Neighborhood Center designation.

SH LU-18.2.3 Gas stations or gas stations with convenience stores and fast-food or drive-through restaurants are not acceptable types in the Neighborhood Center designation and shall not be allowed.

SH LU-18.2.4 Espresso stands, with or without drive-through facilities shall be allowed in the Residential Office/Civic zone classification.

SH LU-18.3 The Neighborhood Centers shall accommodate only uses that are scaled and sized appropriately to ensure coherence with the neighborhood.

SH LU-18.4 Retail operations in Neighborhood Centers shall be required to receive a conditional use permit to ensure consistency with community plan goals, policies, and design standards.

SH LU-18.5 Neighborhood Centers should serve primarily the local neighborhood.

SH LU-18.5.1 Hours of operation shall be strictly limited and shall not occur before 5:00 a.m. or after 10:00 p.m.

SH LU-18.5.2 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 to be compatible with adjacent single-family residential areas.

SH LU-18.6 Sales of alcohol or tobacco products shall be prohibited in Neighborhood Centers.
Activities that generate excessive noise shall not be allowed within Neighborhood Centers.

Building size and area of individual tenant space shall be limited.

Spatially distribute Neighborhood Centers 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.

Neighborhood Centers should be dispersed throughout the community to serve a majority of neighborhoods.

Neighborhood Center activities shall be low intensity and connected to the surrounding neighborhoods with a series of sidewalks and bicycle paths.

Local residents should determine the location and configuration of Neighborhood Centers.

Neighborhood Centers should be located where neighborhood commercial currently exists and new locations should be designated to serve more neighborhoods.

Designate a central place that is the focal point of commercial activity for the community.

Designate and zone an area that can be identified as a central place 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.

The central place shall be designated Community Center and zoned Urban Village.

The Urban Village shall contain design standards that promote small-scale storefronts, taller buildings, plazas, pedestrian access, and landscaping.

The Urban Village should serve as a focal point of commercial and civic activities for the South Hill community.

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

A residential component such as lofts, senior housing, and apartments above retail storefronts shall be included in Urban Village.

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

All new commercial developments in the Urban Village must have residential uses as a component of the project.

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

Designate an Activity Center within South Hill.
Designate and zone an Activity Center to provide a civic focal area for the community oriented around a unique recreational, cultural, or community amenity.

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.

Residential uses shall be limited to multifamily and attached single-family uses. Heavy industrial uses shall not be allowed.

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.

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.

Commit to appropriate steps ensuring that South Hill Urban Village will become a viable reality.

Focus public and private investments toward South Hill Urban Village.

Transit service and mobility improvements that serve the Urban Village should be given priority.

Encourage public/private partnerships to create the viability of the Urban Village.

South Hill’s development regulations should contain deadlines for processing permits and administrative appeal processes to avoid lengthy delays.

Pierce County should periodically review development within the Urban Village zone and identify barriers to efficient permitting.

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.

Provide for small-scale manufacturing and aviation-related industries while ensuring public safety.

Provide some industrial lands to facilitate small-scale light manufacturing and aviation-related industries.

The industrial area should be limited to the Pierce County airport and some adjacent properties.
Industrial activities shall not impact the safety of airport operations.

**GOAL SH LU-23** Allow for commercial retail and service uses within the Employment Center.

Allow smaller parcels along Sunrise Boulevard between Meridian East and 110th Avenue East to be zoned Employment Services.

Parcels rezoned to the Employment Services zone classification should not be greater than 4 acres in size.

Rezones may only be allowed when the following criteria are met:

- A PDD shall accompany all rezone applications; and,
- The proposed uses are compatible with airport operations associated with Thun Field.

Limit the range of allowed uses within the Employment Services.

The range of retail and service uses should complement industrial activity and meet the daily needs of employees and local residents.

Residential uses shall be prohibited within the Employment Service zone.

The type of retail and commercial services allowed should serve a market not greater than South Hill residents and businesses.

Residential and commercial development shall not impact airport operations or the safety of citizens.

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.

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.

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.

Encourage natural vegetation to minimize noise impacts from airport operations on the surrounding residential neighborhoods.

Encourage the replacement of low-growing vegetation for noise attenuation in areas where trees are cleared.

**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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. 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 (PALS), Pierce County Economic Development (EC), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), and Tacoma-Pierce County Health Department (TPCHD).

**SHORT TERM ACTIONS**

1. Amend Title 18A to provide incentives for re-development and infill. (PALS, SHAC)
2. Develop and implement a program to provide a visual break, protect resources, and reduce flooding along Meridian. Programs to be considered include:
   - Transfer of Development Rights
   - Current Use Assessment
   - Public Purchase
   - A landscape and restoration program. (PALS, SHAC)
3. Conduct yearly reports that summarize accomplishments and outline recommendations for work items toward the upcoming year. (PALS)
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. (PALS, SHAC)

**LONG TERM ACTIONS**

1. Complete a monitoring report to evaluate the effectiveness of regulations and incentives. (PALS)
Pierce County Comprehensive Plan | South Hill Community Plan

Map J-10: Pierce County Airport (Thun Field) Area of Influence

Pierce County Airport
(Thun Field)
Area Of Influence

Aircraft Accident Safety Zone Diagram
1 Runway Protection Zone
2 Inner Safety Zone
3 Inner Turning Zone (60 Degree Sector)
4 Outer Safety Zone
5 Sideline Safety Zone
6 Traffic Pattern Zone

Department of Planning and Land Services
Plot Date: October 02, 2002

South Hill Community Plan
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.

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 emphasize community are those that invite human presence and allow for interaction of 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 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 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 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 other communities in Pierce County have developed with incompatible architectural styles that lack consistent character.

Meridian Avenue provides superb views of Mount Rainier, views rarely seen due to the overwhelming signs advertising businesses that are also obstructed by the signs. This proliferation of signs adds to the visual clutter along the Avenue and deteriorates 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 and mobile home parks. There are a few multifamily residential complexes located in the northern portion of the community situated near Meridian Avenue.

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

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.

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

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 along Meridian Avenue would 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. Secondly, the community plan recognizes 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 the natural and built environments to create neighborhoods and business centers that are functional, visually attractive, and compatible with the natural surroundings. Design standards require new development to

Reduced setbacks, sidewalks, landscaping and architectural features enhance the livability of the community and character of the neighborhood.
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. High-density housing will be characterized by houses that accentuate the living area of houses, 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 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, amenities such as courtyards or plazas, benches, artwork, and lighting will be integrated into site design to attract pedestrian uses. Within Community Centers 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.

**Signs**

The South Hill Community Plan sets new standards for signs as a means of enhancing the streetscape of Meridian Avenue 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**

To promote mobility within neighborhoods and throughout the community, a strong emphasis is placed on ensuring pedestrian sidewalks are constructed. Commercial business 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.

**HISTORIC RESOURCES**

South Hill residents recognize the importance of preserving historic resources. Recently, interested citizens formed the South Hill Historical Society. 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.

**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.
Encourage regular cultural events, exhibits, performing series, and festivals that utilize existing public and private facilities.

Support the annual holiday tree lighting in December through attendance and publicity.

Work with community groups to develop an annual festival or community event to occur in the spring or summer.

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.

Work with the local school districts to develop an information distribution system for upcoming cultural events.

Investigate the feasibility of a farmers market associated with South Hill Central Place.

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.

The Pierce County website shall include accessibility to current and newly developed cultural events.

Encourage broad-based community participation to foster the coordination and realization of the Community Character Element.

Record South Hill’s history of settlement and development through restoration and preservation.

Identify and record South Hill’s history and centralize the information in a public location.

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.

Research and acquire a possible site for the historical society to locate information and teach about the history of South Hill.

Coordinate with the historical society and the South Hill Library to retain historical information until a permanent site can be found.

Work with the South Hill Historical Society to identify and inventory historic resources.
SH CR-2.2.3.1 The Pierce County cultural resource inventory should be reviewed and updated for the South Hill area.

SH CR-2.2.3.2 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. Landscaping, hedges, wrought iron fencing, or placing a fountain in the pond are encouraged and considered site amenities. 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-1.6.2 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 trees and vegetation in keeping with Pacific Northwest vegetation.

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.
Tree retention replacement regulations shall not apply to individual single- or two-family building lots.

However, single- and two-family property owners are encouraged to replace fallen or downed trees.

Vegetation coverage and tree retention requirements should focus on post-construction safety and site enhancement.

Vegetative plantings of trees and shrubs should be used in subdivisions in place of fences to separate homes and neighborhoods.

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.

The width of the perimeter vegetation buffers for new residential developments 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 to mitigate air and noise impacts from high levels of automobile traffic.

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.

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.

Tree stands on and adjacent to steep slopes shall be retained.

Require commercial developments, subdivisions, and multifamily developments to provide tree retention or replacement.

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.

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.

Provisions shall be made to allow for removal of dead or diseased trees or trees that pose a safety hazard.
Residential

SH D-3.11 Provisions shall be made to ensure that newly planted trees survive through the first year.

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 have ground floor entries.

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 techniques;

SH D-5.1.2 Giving residents more control over the space adjacent to their homes (increased territoriality);

SH D-5.1.3 Increasing opportunities for neighbors and those passing by to keep an eye on nearby activities; and

SH D-5.1.4 Using design and construction approaches to reduce vandalism.

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.

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.

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 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.

RESIDENTIAL AND ACCESSORY STRUCTURES

GOAL SH D-9 Design homes that facilitate 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 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 with trees, plants in the median, and lush green areas along its edges.

SH D-14.5.1  New trees 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.

**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.

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.

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:

- Residential and commercial areas;
- Areas of nature conservation interest, and wildlife or open space corridors; and
- 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

GOAL SH D-22 Through policy, design, and land use regulations, create an urban core or central place that is a focal point for the South Hill community.

SH D-22.1 Include a central place or business district with a vibrant mix of residential, commercial, and civic uses.

SH D-22.2 Plan, zone, and adopt design standards for South Hill Central Place to facilitate vertical mixed use of three or more stories and to achieve pedestrian concentrations that create a lively, safe, attractive, and entertaining streetscape.

- The South Hill Central Place shall be the focal point for pedestrian-scale retail, services, entertainment, civic, and arts center for the community.

- Allow flexible height standards that encourage vertical development.

- South Hill Central Place should have a strong pedestrian and transit orientation that is reflected in site development and design standards.
SH D-22.2.4 Allow significantly higher densities in South Hill Central Place.

SH D-22.2.5 All developments within South Hill Central Place should contribute proportionate funding to an open space area or park within the Central Place.

SH D-22.2.6 Outdoor seating areas should be encouraged within South Hill Central Place.

SH D-22.2.7 Street furniture, artwork, lighting, planter boxes, canopies, and other architectural or site detailing should be required in South Hill Central Place.

SH D-22.2.8 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 D-22.2.9 Individual developments within the Central Place shall integrate public spaces, art, and pedestrian circulation in its site design and/or building orientation.

SH D-22.2.10 Development within the Central Place shall be designed in such a manner that residents from the surrounding neighborhoods can access the area through pedestrian paths, bicycles, and transit.

SH D-22.3 Allow mixed use development within South Hill Central Place. 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 D-22.3.1 South Hill should encourage mixed uses in South Hill Central Place. Mixed use developments shall be designed to encourage compatibility among the on-site uses and with adjacent land uses.

SH D-22.3.2 Uses that are inconsistent with the intent of South Hill Central Place shall not be allowed. These include industrial uses, automobile repair services, and other uses that are suitable only for patronage via automobile.

SH D-22.4 Encourage site design supporting a mixed use, pedestrian-oriented district.

SH D-22.4.1 Develop and adopt a preferred conceptual streetscape layout for the location of buildings, open space, utilities, and amenities.

SH D-22.4.2 Provide incentives for the implementation of the conceptual site layout.

SH D-22.4.3 Permit deviation to the conceptual layout and incentives if specific design criteria are met.
**GOAL SH D-23** 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-23.1** Preserve views of Mount Rainier and include public art through site design.

**SH D-23.2** Create opportunities for viewpoints in South Hill where significant views exist within the community.

**SH D-23.2.1** Where significant views occur, encourage development to recognize and preserve public views on the site.

**SH D-23.2.2** Create better viewpoints by terminating the road at the viewpoint or creating a park or recreational area where views occur.

**SH D-23.2.3** Preserve the views of Mount Rainier, Orting Valley, and open space areas in the valley below 86th Avenue East.

**SH D-23.2.4** Work with Pierce County Recycling, Composting, and Disposal (PCRC), 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-23.2.5** 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-23.2.6** Scenic vistas should be considered for the vicinity of 77th Avenue and 114th Street.

**SH D-23.2.7** Identify other key vistas that should be scenic viewpoint locations.

**SH D-23.2.8** Roads should be aligned to capture views where possible.

**SH D-23.2.9** Pullouts should be included in prime view areas.

**SH D-23.3** Enhance views and create viewpoints along Meridian Avenue.

**SH D-23.3.1** Recognize that the visual quality of Meridian Avenue, as the main thoroughfare, can produce pride in local residents.

**SH D-23.3.2** Establish a scenic viewpoint in the vicinity of 156th Street East and Meridian Avenue.

**SH D-23.3.3** Developments along Meridian Avenue should create positive visual diversity by providing public viewing opportunities where possible.
**PUBLIC ART**

**GOAL SH D-24** Encourage various art forms and public displays of art as a means to invoke appreciation and thought.

**SH D-24.1** 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-24.2** Encourage the use of artwork as a means of introducing beauty and thought into the common day.

**SH D-24.3** Provide incentives for development to include public artwork.

**SH D-24.4** Work with local art groups for the display of art.

**SH D-24.5** Partner with the school districts and Pierce College for artistic display.

**SH D-24.6** Recognize important community figures when dedicating public art.

**SH D-24.7** Work with the school districts and local artists to develop a community logo.

**SOUTH HILL ENTRANCES**

**GOAL SH D-25** Provide design concepts and policies that will create attractive entrances to the South Hill community.

**SH D-25.1** Create identifiable boundaries, entries, and gateways for South Hill and its neighborhoods so that residents, workers, and visitors know they are entering the community.

**SH D-25.2** Provide distinctive designs at the edges of or entrances to South Hill.

**SH D-25.3** 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-25.4** 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-25.4.1** 116th or 120th Street East and Meridian Avenue;
- **SH D-25.4.2** 116th Street East and 94th Avenue;
- **SH D-25.4.3** 176th Street East and Meridian Avenue;
- **SH D-25.4.4** 112th Street East and Woodland Avenue;
- **SH D-25.4.5** 128th Street East and Woodland Avenue;
- **SH D-25.4.6** Military Road East from the Orting Valley;
- **SH D-25.4.7** SR 512 and 70th Avenue;
SH D-25.4.8  176th Street East and 86th Avenue;
SH D-25.4.9  160th Street East and 70th Avenue;
SH D-25.4.10 116th Street East and 86th Avenue;
SH D-25.4.11 122nd Street East and 110th Avenue; and
SH D-25.4.12 112th Street East and Shaw Road.

SH D-25.5  Pierce County shall support and assist the community in developing and maintaining the entrances.

SH D-25.5.1  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.

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**DESIGN STANDARDS AND REGULATIONS REVISIONS**

**GOAL SH D-26**  Outline the regulatory measures that will accompany the plan and identify potential missing items.

**SH D-26.1**  Identify regulatory measures necessary to achieve the desired visions and goals of the South Hill Community Plan.

**SH D-26.2**  Develop flexible and understandable design standards and guidelines to achieve the goals set forth in the Community Character Element of this plan.

**SH D-26.2.1**  The design standards and guidelines shall be flexible and offer the end user a menu of choices that achieve the desired outcomes.

**SH D-26.2.2**  The design standards and guidelines shall be easy to understand and implement.

**SH D-26.2.3**  Develop flexible design standards and a menu of choices to connect new developments to other neighborhoods and community assets.

**SH D-26.2.4**  Design standards shall provide a menu of choices for providing connections.

**GOAL SH D-27**  Ensure regulatory amendments that implement this community plan are completed.

**SH D-27.1**  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-27.2**  The County shall revise parking regulations to:

**SH D-27.2.1**  Allow shared parking facilities;

**SH D-27.2.2**  Reduce the number of spaces required; and

**SH D-27.2.3**  Allow on-street parking for minor arterials and residential streets.

**GOAL SH D-28**  Create a community group that is responsible for the implementing actions contained within the community plan.
SH D-28.1  Ensure a community group is put into place or assigned the duty of implementing the actions of the community plan.

SH D-28.2  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-28.3  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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. 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 (PALS), Pierce County Economic Development (EC), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), 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. (PALS, SHAC)
6. Develop flexible regulations that allow options for vegetation plantings instead of fences. (PALS)
7. Develop and implement a landscape plan for Meridian Avenue. (PALS, WSDOT)
8. Work with the South Hill Land Use Advisory Commission to implement the community plan. (PALS)
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. (PALS)

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. (PALS)

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. (PALS, PW, SHAC)

**Mid-term Actions**

1. Develop and adopt an incentive-based regulatory program that promotes alternative energy sources and design. (PALS, SHAC)

2. Amend Title 18 to require design standards for cell towers. (PALS, SHAC)

3. Develop and adopt a preferred conceptual streetscape layout for the Central Place:
   • provide incentives for the implementation of the site layout; and
   • permit deviation to the conceptual layout if specific design criteria are met. (PALS, 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. (PALS, SHAC)

6. Facilitate landscaping and maintenance improvements along Meridian Avenue through coordination and cooperation with community service organizations and the business community. (PALS, SHAC, Community Development)

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. (PALS, Pierce County Recycling, Composting and Disposal, SHAC)

2. Establish a scenic viewpoint near 156th and Meridian. (PALS, SHAC)

3. Develop and adopt an incentive program to include art into developments. (PALS, 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)
Chapter 4: Natural Environment Element

INTRODUCTION

The Natural Environment Element addresses the protection and conservation of the natural resources in the South Hill community such as water, air, vegetation, fish, and wildlife. The residents of the South Hill community are concerned about the loss and continual 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 element to ensure preservation of not only trees, but groundwater and air quality as well.

DESCRIPTION OF CURRENT CONDITIONS

EARTH RESOURCES

EROSION HAZARDS, SLOPES, AND TOPOGRAPHY

The plan area is located on a plateau above the Puyallup River Valley. 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.

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.

**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**

**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. 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 into the Puyallup River. There is a known presence of pink, Coho, Chinook, sockeye, steelhead, and chum salmon in the Puyallup River. WDFW classifies all of the species as having depressed status.

The headwaters of Clover Creek lie just outside the South Hill community south of 176th Street East and west of 86th Avenue. 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**

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 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 South Hill plan area is located partially 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. 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**

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., 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.

Open space corridors in South Hill frequently contain notable wetland systems. Thus neighborhoods west of Meridian Avenue 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, outside the plan area to the southwest, is also identified as a major open space corridor.

**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 indicates that there are several such areas within South Hill. Habitat for bald eagles exists in the northwest part of the plan area and is associated with wetlands. Three significant areas of urban natural open space, i.e., relatively undisturbed areas of natural vegetation, are located in the Sunrise area and in the wetland concentrations located in the western end of the plan area. Isolated wetlands are also identified as having habitat importance.

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.
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.

**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 lends 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.

Map J-11: Natural Environment Element 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 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 design of stormwater facilities can allow wildlife movement and habitat while enhancing the visual appearance.
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 development portrays the high value citizens place on the functions and aesthetics of the natural environment; a place where neighborhoods are designed in consideration of the unique opportunities and challenges the natural environment presents; and where 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.
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, 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 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. 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 (PALS), Pierce County Economic Development (EC), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), 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. (PALS, 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, PALS)

3. Develop and adopt regulations to ensure sidewalks are constructed on all developments within walking distance of schools. (SHAC, PALS, 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. (PALS)

MID-TERM ACTIONS

1. Establish an education outreach program with WSU Extension and homeowner associations regarding the importance of vegetation retention. (SHAC, PALS)
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. (PALS, SHAC)
5. Investigate the possibility of retrofitting existing publicly owned stormwater facilities to encourage wildlife movement and habitat. (PALS, PW, SHAC)

**LONG TERM ACTIONS**

1. Obtain funding to acquire the following identified wetlands:
   - 144th Street East and 86th Avenue (adjacent to park);
   - 86th Avenue East and 152nd Street East;
   - 144th Avenue East and 119/120th 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. (PALS, 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, PALS, SHAC)
3. Coordinate a public education outreach program for South Hill with the Puget Sound Clean Air Agency. (SHAC, PALS, TPCHD, AAC)
Map J-13: Landslide and Erosion Hazard Areas

Landslide and Erosion Hazard Areas
- 15% to 30% Slope
- 30% to 45% Slope
- Greater than 45%

Adopted 12/30/97 - Ord. #97-84, Effective 2/2/98

Pierce County Code Title 18E regulates activities within Landslide & Erosion Hazard Areas

The boundaries of landslide & erosion hazard areas are approximate and are intended only to provide an indication of the presence of said areas. Additional hazard areas that have not been mapped may be present.

Source: Soil Survey of Pierce County Area, WA, 1979; US Dept. of Agriculture, Soil Conservation Service. Digital data provided to the Dept. of Natural Resources.

South Hill Community Plan Boundary
Aquifer Recharge Areas

- Clover/Chambers Creek Aquifer
- DRASIC Zones: 180 or higher
- Wellhead Protection Area

Note: Aquifer Recharge Areas include land located within any of the following:
1. The Clover/Chambers Creek Aquifer Basin
2. The boundary of the two highest DRASIC zones (rated 180 or higher)
3. The Wellhead Protection Area defined by the year of travel

Sources:
- Washington State Department of Ecology
- Pierce County Health Dept., Waste and Water Reclamation
- Map of Ground Water Quality Problem Areas & Associated Geology
- Clover/Chambers Creek Basin: 6 Land Use Zones, Program & 10, Moscow & Caldwell, 1990

0 1 2

South Hill Community Plan Boundary

Pierce County, Washington
Department of Planning and Land Services
Plan Date: October 02, 2002
South Hill Community Plan
Chapter 5: Economic Element

Introduction

The Economic Element of the South Hill Community Plan builds upon the current economic strength of the community. The economic strength of South Hill is in its ability to provide commercial services not only to local residents, but also to 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 Avenue. 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 over time.

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-5 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-5: Employment Concentrations Comparison

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

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-6 shows the rank by number of firms for the top ten retail trade clusters.

Table J-6: Top Ten Retail Trade Clusters in Pierce County

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

Source: U.S. West Phone Disk, 1998
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-7: Work Force Participation and Employment**

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

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-8, 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-8: Education Attainment**

<table>
<thead>
<tr>
<th></th>
<th>South Hill Count</th>
<th>South Hill %</th>
<th>Pierce County Count</th>
<th>Pierce County %</th>
<th>Relative Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>8th or less</td>
<td>616</td>
<td>1.7</td>
<td>14,874</td>
<td>3.36</td>
<td>0.51</td>
</tr>
<tr>
<td>9-12, No diploma</td>
<td>2,793</td>
<td>7.72</td>
<td>43,251</td>
<td>9.77</td>
<td>0.79</td>
</tr>
<tr>
<td>High School</td>
<td>11,113</td>
<td>30.71</td>
<td>131,810</td>
<td>29.78</td>
<td>1.03</td>
</tr>
<tr>
<td>Some College</td>
<td>10,781</td>
<td>29.79</td>
<td>125,820</td>
<td>28.42</td>
<td>1.05</td>
</tr>
<tr>
<td>Associate’s Degree</td>
<td>3,219</td>
<td>8.89</td>
<td>35,749</td>
<td>8.08</td>
<td>1.10</td>
</tr>
<tr>
<td>Bachelor’s Degree</td>
<td>5,200</td>
<td>14.37</td>
<td>60,536</td>
<td>13.68</td>
<td>1.05</td>
</tr>
<tr>
<td>Master’s Degree</td>
<td>1,808</td>
<td>5.00</td>
<td>20,620</td>
<td>4.66</td>
<td>1.07</td>
</tr>
<tr>
<td>Professional</td>
<td>472</td>
<td>1.30</td>
<td>7,228</td>
<td>1.63</td>
<td>0.80</td>
</tr>
<tr>
<td>Ph.D.</td>
<td>190</td>
<td>0.52</td>
<td>2,777</td>
<td>0.63</td>
<td>0.84</td>
</tr>
</tbody>
</table>

Source: U.S. Census, 2000

Table J-9 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-9: Occupations

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

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-1).

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-10). 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-1: Average Gross Income, 1990 to 1999

Source: Washington State Department of Revenue
Table J-10: Size of Firm Data

<table>
<thead>
<tr>
<th>Size of Firm</th>
<th>Firms</th>
<th>Employees</th>
<th>Wages</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 Employees</td>
<td>245</td>
<td>245</td>
<td>349,415</td>
</tr>
<tr>
<td>1-4 Employees</td>
<td>561</td>
<td>1,113</td>
<td>5,780,642</td>
</tr>
<tr>
<td>5-9 Employees</td>
<td>229</td>
<td>1,527</td>
<td>8,126,468</td>
</tr>
<tr>
<td>10-19 Employees</td>
<td>141</td>
<td>1,899</td>
<td>10,057,762</td>
</tr>
<tr>
<td>20-49 Employees</td>
<td>81</td>
<td>2,438</td>
<td>13,112,184</td>
</tr>
<tr>
<td>50-99 Employees</td>
<td>21</td>
<td>1,470</td>
<td>6,908,719</td>
</tr>
<tr>
<td>100-249 Employees</td>
<td>18</td>
<td>2,642</td>
<td>14,535,674</td>
</tr>
<tr>
<td>250+ Employees</td>
<td>2</td>
<td>2,451</td>
<td>17,822,839</td>
</tr>
</tbody>
</table>

**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. Map J-22: Economic Element 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.
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 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 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 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.
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.

Develop marketing strategies that can increase patronage of South Hill businesses.

Assist businesses in marketing by:

- Organizing a business fair to spotlight the unique goods and services available on South Hill;
- Developing/maintaining a business website that profiles South Hill businesses;
- Coordinating business workshops;
- Publishing a South Hill business directory;
- Creating a referral network among businesses in South Hill;
- Working with the local media to highlight small, unique businesses in the South Hill community; and
- Facilitating common promotion campaigns.

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.

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.

Explore alternatives for local businesses to fund physical improvements and marketing strategies.

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.

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.

Pierce County shall facilitate renovation projects that are brought into conformance with the design standards by developing a fast-track permit and review process.

Explore public/private partnerships in the redevelopment and restructuring of Meridian Avenue.
GOAL SH EC-4  Work in partnership with Pierce County, developers, existing businesses, and citizens to induce overall improvements to Meridian Avenue.

SH EC-4.1  Ensure Meridian Avenue 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 containing numerous environmental constraints, can provide an economic benefit to the community.

SH EC-4.3  In districts defined in the Land Use Element, 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.

SH EC-5.4  Actively seek professional office businesses and high tech offices for location in the Urban Village.

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.

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 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 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. 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 (PALS), Pierce County Economic Development (EC), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), 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, PALS)
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.  (PALS)

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, PALS, AAC)
2. Organize a business forum to discuss the formation of a Business Improvement District(s) for the Urban Village and Community Center zones.  (PALS, ED)
3. Investigate and pursue grant funding for physical improvements within the Urban Village and Community Center zones for projects such as lighting, landscaping, signage, awnings, façade restoration, building painting, and other items as found in the design standards.  (SHAC, PALS, ED)
4. Actively pursue opportunities for high-tech businesses and professional office space within the Urban Village.  (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, PW, 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)
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 20 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, deficiencies still continue for some types of facilities.

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

The South Hill community currently does not have any developed Pierce County parks. The only public recreation facilities are associated with the ten public schools. The County has begun to develop one of its two undeveloped sites, the South Hill Regional Park. In addition, 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 planning for a trail to link the two facilities called the Chapman Trail.

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

The South Hill Community Athletic Complex, 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 40-acre site will begin in 2003 and be completed by the end of 2004. The facility will include five softball/baseball fields, four soccer fields, and related amenities such as parking and restrooms.

The remaining three-acre, undeveloped County park property, Half Dollar Park, is located at 120th Street East and 94th Avenue East. There are not any current plans for its development.

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, approximately 25 homes, in the southwestern portion of the plan area, and the Orting School District entails approximately 675 vacant acres in the southeast portion. All ten schools located within the plan area are the Puyallup District's facilities.

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 bused 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.

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 (87.5%) are gravity with the remainder being force 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 vacant properties within 300 feet of an existing sewer main 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, a septic failure, or an addition to a structure that would substantiate additional bathrooms.

In the late 1990’s Pierce County adopted regulations that require new subdivisions which do not connect to the sewer system to construct dry-line sewer infrastructure in addition to an interim septic system. The premise of this regulation is that when sewer lines are extended past the project in the future, the interim septic systems will be disconnected and the dry-line infrastructure will be connected to the sewer system. The costs of constructing an interim septic system and dry-line infrastructure, maintenance, and the engineering challenges have encouraged developers to connect projects to the sewer system, with limited exceptions. Please see Map J-24: Sewer Infrastructure.

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.
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.

Portions of the South Hill community are 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 build up of stormwater within the pothole. Pierce County has also obtained property and constructed regional stormwater ponds to alleviate stormwater-related problems in existing developed pothole areas. Developers may inquire with Pierce County Public Works and Utilities about connecting into the 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-11: Regional Stormwater Facilities

<table>
<thead>
<tr>
<th>Facility Name</th>
<th>Location</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Afodem Pond</td>
<td>128th St. E. &amp; 86th Ave. E.</td>
<td>Retention Pond</td>
</tr>
<tr>
<td>Hemlock Pond and South Hill Pump Station</td>
<td>144th St. E. &amp; 120th Ave. E.</td>
<td>Retention Pond and Discharges to Puyallup River</td>
</tr>
<tr>
<td>Ates Pond</td>
<td>136th St. E. &amp; 120th Ave. E.</td>
<td>Retention Pond</td>
</tr>
<tr>
<td>Springfield Pond 1</td>
<td>150th St. E. &amp; 118th Ave. Ct. E.</td>
<td>Retention Pond</td>
</tr>
<tr>
<td>Springfield Pond 3</td>
<td>159th St. E. &amp; 118th Ave. Ct. E.</td>
<td>Retention Pond</td>
</tr>
<tr>
<td>Sand Pit Pond</td>
<td>78th Ave. E. &amp; 156th St. E.</td>
<td>Retention Pond</td>
</tr>
<tr>
<td>Lower Meridian Pothole</td>
<td>144th St. E. &amp; Meridian Ave. E.</td>
<td>Retention Pond</td>
</tr>
<tr>
<td>Candlewood/Manorwood Pond</td>
<td>116th St. E. &amp; 120th Ave. E.</td>
<td>Retention Pond</td>
</tr>
</tbody>
</table>

### Basin Planning

To assist in future decision making associated with stormwater issues, a series of basin plans are being prepared by Pierce County to address all aspects of surface water management. Three such plans are being written that 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., a municipal system, a mutual or an investor-owned system). The majority of residents receive their drinking water from a Group A water system, or a system serving more than 15 connections, operating under different ownership arrangements. Few South Hill residents receive water service from a Group B system, or a water system with between 2 and 15 connections. Finally, a portion of South Hill residents obtains 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.

The Washington State Department of Health (DOH) has regulatory responsibility over Group A water systems while the Tacoma-Pierce County Health Department (TPCHD) has primary regulatory responsibility over Group B systems, in conjunction with DOH. TPCHD is responsible for permitting individual wells. Water systems meeting certain conditions (i.e., size) are required by DOH to prepare water system plans. Such plans are required to be consistent with growth and zoning conditions contained in the relevant jurisdiction's comprehensive plan.

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 (through 2020) and long-term (through 2050 and beyond) 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, 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.

**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 facilities. 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.

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. 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.

**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. Map J-23: Capital Facilities Element 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 debated occurs 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 warrants some level of local access. 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.

**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 module units. As a result, students are bused to schools outside their neighborhoods. Students that do attend local schools are either bussed 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 be considered in the planning and construction of future sidewalks and pedestrian paths.

**SH CF-2.2**  Coordinate with the Puyallup School District to identify and prioritize designated school walking routes in need of safety improvements.
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 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 advisory committee 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 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 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 PR-1 Provide and maintain park lands and recreational facilities and services within the community that are accessible to adults and children and meet the recreational needs of an urban population.

SH PR-1.1 Develop recreational facilities identified and desired by the South Hill community.

SH PR-1.2 Actively pursue opportunities to acquire land for the following types of park and recreational facilities:

SH PR-1.2.1 Community multi-use trail system;

SH PR-1.2.2 Athletic fields;
SH PR-1.2.3 Picnic areas;
SH PR-1.2.4 A park that includes a community center for seniors equipped with kitchens and potentially gym facilities;
SH PR-1.2.5 Tennis courts; and
SH PR-1.2.6 Covered outdoor basketball courts.

SH PR-1.3 Support the development of an aquatic center in the Emerald Ridge High School neighborhood.

SH PR-1.4 Initiate discussions to revise the distribution of County monies that are raised through activities at other parks.

**TRAIL SYSTEM**

GOAL SH PR-2 Adopt a trail corridor map that identifies desired segments for a South Hill community trail system.

SH PR-2.1 Multi-use trails should incorporate existing utility corridors including gas, power, rail, and road rights-of-way.

SH PR-2.2 Design the community-wide trail system to connect residential areas located within one mile of schools.

SH PR-2.3 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.

SH PR-2.4 Promote development of the South Hill Heritage Corridor and its linkage to Naches Trail.

SH PR-2.5 Promote development of a trail link between the Rogers/Zeiger Athletic Complex and the 9th Street Pit/Half Dollar Park along 90th Avenue East.

SH PR-2.6 Promote development of a trail link between the South Hill Community Park, the property located southwest of the intersection of 144th and Meridian, Hemlock Pond/Hopp Farm, and the Tacoma Public Utilities Reservoir site along 144th Street East.

SH PR-2.7 To increase state and federal funding opportunities, the trail system should connect commercial/retail centers with residential areas and activity centers.

SH PR-2.8 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.

GOAL SH PR-3 Actively pursue opportunities to develop a community-wide trail system.

SH PR-3.1 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.
Developing a trail network should be pursued in the listed order of priority:

- Tacoma Water pipeline right-of-way;
- Bonneville Power Administration right-of-way; and
- Williams Natural Gas right-of-way.

Trail segments that connect residential areas and schools should have a higher priority for local funding.

Pierce County should initiate discussions with area school districts to develop linkages between residential areas and schools.

Provide incentives for development projects that incorporate connections to the trail identified in the adopted South Hill trail plan.

Amend the Pierce County Park, Recreation, & Open Space Plan to analyze feasibility and pursue active and passive park/recreational uses in the following priority:

- Horse Haven Creek Park and Trail;
- Hopp Farm/Hemlock Pond Park and Trail;
- Ates Pond Park and Trail;
- Reservoir Park and Trail; and
- Half Dollar Park (94th Avenue East and 124th Street East).

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.

Park design should incorporate amenities that provide visitors various opportunities for enjoyment.

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.

Recognize the need for both passive and active recreation in parks in the South Hill community.

Incorporate amenities into passive parks that provide added enjoyment for visitors, such as interpretive signage, trails, and picnic tables.
SH PR-4.4.3 Explore the development of an off-leash dog park.

SH PR-4.5 Incorporate regulation standard athletic fields in the design of the Rogers/Zeiger Sports Complex.

SH PR-4.5.1 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

TRANSIT FACILITIES AND SERVICES

GOAL SH T-1 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 destinations. These services should be coordinated between Pierce Transit and Sound Transit fixed bus route and commuter rail services.

SH T-1.2 Transit services should serve a number of areas and roadways including:

SH T-1.2.1 70th Avenue /Woodland Avenue East;
SH T-1.2.2 86th Avenue East;
SH T-1.2.3 94th Avenue East;
SH T-1.2.4 Meridian Avenue East;
SH T-1.2.5 122nd Avenue/Military Road East/Shaw Road East;
SH T-1.2.6 112th Street East;
SH T-1.2.7 122nd Street East;
SH T-1.2.8 128th Street East;
SH T-1.2.9 136th Street East;
SH T-1.2.10 144th Street East;
SH T-1.2.11 152nd Street;
SH T-1.2.12 160th Street East;
SH T-1.2.13 176th Street East; and
SH T-1.2.14 Sunrise Parkway East/Sunrise Boulevard East.

SH T-1.3 The State should investigate the possibility of high capacity transit and preference for high occupancy vehicles along the Meridian Avenue corridor.
SH T-1.4 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-1.5 Work with homeowners' associations, colleges, businesses, and other community groups to encourage participation in vanpool programs.

SH T-1.6 The State, Pierce Transit, and Pierce County should coordinate the selection of park-and-ride sites.

SH T-1.6.1 A site should be considered for the southern boundary of the community plan area at 176th Street East and Meridian Avenue.

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.

GOAL SH T-3 Develop and implement plans and regulations that will create additional connectivity between neighborhoods.

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.

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, the widening of 176th Street E., development of the Shaw Road Avenue E./Military Road E./122nd Avenue E. corridor, and the development of the Cross Base Highway.

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

Goal SH T-6
Plan, program and construct nonmotorized facilities throughout the South Hill community.

SH T-6.1 Priority shall be given to providing pathways within a one-mile radius of schools.

SH T-6.2 Bike facilities, where appropriate, should be provided along roadways such as:

SH T-6.2.1 70th Avenue/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/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.

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.

Meridian Avenue

Goal SH T-7
Complete improvements to Meridian Avenue 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 corridor by providing nonmotorized facilities, transit services and facilities, and access management strategies.
Focus County, state, and local citizens’ efforts to improve Meridian Avenue.

Encourage the Washington State Legislature to prioritize roadway improvements to Meridian Avenue that support the community plan goals and further define centers and districts.

To prioritize improvements on Meridian Avenue East, WSDOT should:

Establish a committee of citizens, business owners, Pierce Transit, County staff, and WSDOT staff to identify needed improvements and potential funding sources;

Adopt a corridor management plan that details the planned improvements; and

Propose revisions to state transportation programs and/or budgets to ensure improvements are implemented.

WSDOT, Pierce Transit, the County, and the community shall coordinate state, regional, and local plans for Meridian Avenue East.

Connect commercial development along Meridian Avenue with the larger community around it, becoming integrated into a total destination where people can participate even when they are not shopping.

Encourage Meridian Avenue development that considers pedestrian use and the retrofitting of existing land.

Require existing strip malls and commercial development along Meridian Avenue to provide access to adjacent property when improvements are made to the existing business.

Develop model site plans that demonstrate techniques to retrofit existing commercial strip malls.

Structure zoning along Meridian Avenue to encourage denser forms of development that can be reached by multiple access modes.

Allow diverse land uses along Meridian Avenue in ways that encourage walking and discourage driving for short trips and errands.

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.

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 when feasible to increase connectivity for the community.

**SH T-8.2.8** Cul-de-sacs or dead-end 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.
Integrate transportation and land use along Meridian Avenue.

Pedestrian rest islands or median breaks should be provided along Meridian Avenue.

Control access through the use of medians and curbs with few breaks. Provide vehicular and pedestrian circulation between businesses within a block.

Plan for traffic volume and capacity to accommodate the needs of both through and destination traffic.

Transportation solutions must be scaled to the specific nature of Meridian Avenue, and the districts located along the avenue, and balanced to serve multiple needs and multiple markets.

Require shared parking among uses.

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 strategies (TSM).

**SH T-9.1** Monitor the need and apply where appropriate such TSM strategies 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 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.

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 allow on-street parking on its roadways.

**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.

**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 The Planning and Land Services 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-4

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-4.1 Encourage land uses and programs that promote aquifer recharge and an adequate water supply within the plan area.

SH U-4.1.1 Ensure landscape regulations promote water conservation.

SH U-4.1.2 The design of new public parks and their facilities in South Hill should allow for water re-use.

SH U-4.1.3 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-4.1.4 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-4.2 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-5

Coordinate watershed planning processes for the Chambers-Clover Creek Water Resource Inventory Area (WRIA), conducted under State law Engrossed Substitute House Bill (ESHB) 2514, with other planning efforts in Pierce County.

SH U-5.1 Utilize the Chambers-Clover Creek Watershed Plan in future updates to the South Hill Community Plan.

SH U-5.2 Consider the results of the water availability analysis conducted under ESHB 2514 when making future land use decisions within the WRIA.

SH U-5.3 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. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. 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 (PALS), Pierce County Economic Development (EC), Pierce County Parks and
Recreations (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), 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. (PALS, Public Works, Pierce County Airport Advisory Commission)

3. Identify existing public or private facilities that could serve as a potential Pierce County satellite service center. (SHAC)

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, PALS)

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 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.

**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. (PALS, SHAC)

7. Pursue community trail development through discussions/negotiations with Bonneville Power Administration, Tacoma Water, and Williams Natural Gas. (PALS, 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, AAC)

2. Explore opportunities for funding for services and facilities that may include special taxing districts, grant funding, and community fundraisers. (PALS, SHAC)

3. Explore opportunities to co-locate community facilities and services. (PALS, SHAC, PW, AAC)

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)

5. Identify properties that need to be acquired to preserve existing flood plains and construct CIP projects. (Public Works, SHAC)

6. Educate the public about the County's Floodplain Preservation and Property Acquisition Program. (Public Works, SHAC)

7. Formalize an educational program to communicate the tenets of sustainable development techniques to the South Hill community. (Public Works, 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)

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. (PALS, 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)
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)
15. Coordinate with local school districts to identify and prioritize designated walking routes to school. (SHAC)
16. Coordinate roadway and utility related construction activities in order to minimize the delays on alternative roadways within close proximity of one another. (PWU)

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, airport advisory committee)

Parks

2. Develop an internal process that facilitates private land donation opportunities. (Parks)
Pierce County Comprehensive Plan
South Hill Community Plan
Map J-24
Sewer Infrastructure
- Forced Sewer Main
- Gravity Sewer Main
- Pump Station

Pierce County, Washington

Department of Planning and Land Services
Plot Date: October 02, 2002

South Hill Community Plan
Pierce County Comprehensive Plan
South Hill Community Plan

Water Systems

- Unserved, or conflict over Purveyor
- Served by Class A Water System

- AA4 Alderwood Estates, Inc.
- AA6 Almam Road Water Association
- CA8 Cedar Crest Mobile Home Park
- FA5 Firgrove Mutual, Inc.
- FA15 Fruitland Mutual Water Company
- OA5 City of Orting
- PA16 City of Puyallup
- SA14 Sound Water
- TA2 Tacoma Water Division
- VA9 Valley Water System
- WA11 Western Ranchettes, Inc.

Legend:
- Green: Corp. Urban Growth Area Boundary
- Red: South Hill Community Plan Boundary

Department of Planning and Land Services
Plot Date: October 02, 2002

South Hill Community Plan
Chapter 7: 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.

This section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to achieve the vision of the plan. Actions may include the development and implementation of regulations and design standards, working with South Hill to coordinate the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. This framework for monitoring provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information obtained from the monitoring program will be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.

**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. PALS 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. PALS 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 PALS staff, would need to be included in the monitoring. PALS 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 PALS 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 PALS staff. PALS 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 PALS 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.
Appendix K: Upper Nisqually Valley Community Plan

The Upper Nisqually Valley 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 Upper Nisqually Valley Community Plan Boundary.

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 99-66s, Effective 1/1/2000).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Plan Area

The Upper Nisqually Valley Community Plan area is located in southeast Pierce County, Washington. The plan area is approximately 18 miles in length beginning slightly north of Alder Dam and extending eastward along the State Road 706 highway corridor through the communities of Alder, Elbe, and Ashford, terminating at the Nisqually entrance to Mt. Rainier National Park. The southern border of the plan area is the Nisqually River and Lewis County.

The northern border follows the northern boundary of the Upper Nisqually River Watershed. Major highways within the plan area are SR 7 and SR 706. The plan area consists of approximately 27,000 acres. Roughly 50 percent of this area is public lands held by the Federal, State, or local government. The majority of the public lands are designated forests which provide significant recreational opportunities and conservation of wildlife habitat. Population in the plan area is approximately between 1,100 - 1,200 persons. Population density is approximately 28.1 persons per square mile.

The Upper Nisqually

The community of Alder, at an elevation of 1,220 feet, is characterized by a series of homes, the Alder General Store, Alder Church and Alder Community Club, and a Washington State Department of Transportation maintenance facility. Alder is located on a gently sloping hillside above Alder Lake at the entrance to Alder Lake Park. The first vista of Mount Rainier from within the plan area for east-bound travelers is visible as one leaves Alder heading east. The west end of the valley consists of rolling foothills with a combination of open pasture and hardwood and coniferous forests.

The Cascade foothills occupy the northern edge of the plan area and begin just east of Alder Hill. The central valley contains large pasture areas which provide beautiful views of Mount Rainier. The highway corridor throughout the central valley is characterized by tall evergreen trees that align the roadway. The east end of the valley is a combination of forests, pastures, and commercial nodes. The entrance to Mount Rainier National Park borders the easternmost end of the plan area. The south side of the plan area is bounded by the Nisqually River which divides Pierce and Lewis Counties.
ALDER, ALDER LAKE AND LA GRANDE RESERVOIR

The west end of the plan area is dominated by two man-made bodies of water, Alder Lake and La Grande Reservoir, which were formed by the Alder and La Grande Dams, respectively. The dams were built for hydroelectric generation and include powerhouses at Alder Dam and at La Grande, downstream from La Grande Dam. The dams are owned and the reservoirs managed by Tacoma Power under license from the Federal Energy Regulatory Commission.

ELBE

The Elbe area is distinct because the Cascade foothills fall steeply to the shore of Alder Lake, allowing only enough room for SR 7. The community of Elbe, at an elevation of 1,210 feet, serves as the western terminus of the main portion of the Nisqually River Valley floor. The unincorporated community of Elbe lies between the steep hillside of the Cascade foothills to the north and east and Alder Lake and the Nisqually River to the south and west. Elbe is comprised of a platted townsite with small residential home sites along streets off SR 7 and primarily tourist-oriented commercial development along the SR 7 corridor through the community. The community is dominated by the train-oriented facilities located between SR 7 and Alder Lake.

The train facilities include lodging, a restaurant, and the terminus for an excursion train that runs approximately six miles south to Mineral in Lewis County. There is a dinner train operating from Elbe. The historic Elbe General Store and the Elbe Evangelical Lutheran Church provide two more unique sites in the community. Several other commercial businesses, a second church and a fire hall are also located in Elbe. Elbe sits at the junction of SR 7, which runs west to Tacoma and south to Morton, and SR 706 which runs east to Mount Rainier National Park. The southern highway entrance to the plan area is by way of the SR 7 bridge over the Nisqually River at Elbe.

The hills above Elbe to the north and east are part of the DNR's Elbe Hills State Forest, an area of recreational trails for hikers, horseback riders, and cross-country skiers, in addition to being an active commercial forest. The Elbe Hills State Forest contains two identified trail systems: the Sahara Creek/Nicholson Horse Trail System for horseback riders and hikers, running along lower slopes of the Elbe Hills from Elbe east approximately six miles to the Sahara Creek Campground; and the Elbe Hills Off-Road Vehicle (ORV) Trail System for jeeps, motorcycles, and mountain bikes, located higher up in the Elbe Hills.

ASHFORD AND NATIONAL

The Ashford community is located along SR 706 at an elevation of 1,769 feet. It is characterized by a mix of homes, restaurants, stores, lodging, a post office, fire hall, small to medium sized residential lots, and vacant, wooded lots. The hillside above the west end of Ashford, to the north, has a large recent clearcut. The area between the highway and the Nisqually River contains homesites with pastures and a large clearcut.
The community of National has not existed for decades but, at one time was the site of a large timber mill. The area currently consists of large, vacant tracks of land which are mostly owned by the Washington Department of Natural Resources. The water district also has some facilities in the area. The road system within National is currently comprised of dirt and gravel logging roads.

The east part of Ashford is characterized by two motels, one of which includes several cabins and a restaurant. A large subdivision composed of 305 small lots (Echo Valley) is located on the southeast side of Ashford. Over half of the lots within Echo Valley are vacant. Along Mount Tacoma Canyon Road is a moderate-size subdivision of 55 small lots (High Echo), the majority of which are vacant.

**PARK ENTRANCE**

For about one mile from Goat Creek to the entrance to Mount Rainier National Park, at an elevation of 2,000 feet, there are visitor-oriented commercial activities and small residential home sites. The commercial development is characterized by restaurants, an inn, a motel, commercial cabins, RV park and camping facilities, and a few retail businesses. Near the entrance to the Park is a large subdivision of 145 small lots (Nisqually Park), which is only about half developed. The eastern entrance to the plan area is at the gate to Mount Rainier National Park.

**MOUNT RAINIER NATIONAL PARK**

The campaign to establish a national park emerged in the 1880s when several influencing factors converged to give the park movement momentum. Among those who played important roles were the local commercial interests in Tacoma and Seattle that aggressively promoted tourism to the future park area, especially through the operations of the grand Northern Pacific Railroad hotel, *The Tacoma*, which opened its doors in 1884. No less significant were the string of small hotels and inns stretching between Tacoma and Longmire Springs, and the discovery of Paradise Valley as a popular destination point. Organized political pressure to create the national park came from various individuals and groups.

Mountaineering clubs, local newspapers, commercial clubs, and national scientific and geographic interests lent their weight. Notable individuals, particularly prominent European visitors to Mount Rainier, and John Muir who climbed the mountain in 1888, gave the park movement strong support through newspapers and other publications. With the creation of the State of Washington in 1889 and the Pacific Forest Reserve in 1893, the proposal to create the nation’s fifth national park moved a step closer to reality. Conservation was, for the first time in American history, a priority of the federal government in the 1890’s, and local congressmen joined Interior Department officials in pushing for the establishment of a park area surrounding Mount Rainier within the larger Pacific Forest Reserve. Throughout the 1890s the park proposal in Congress was introduced six different times and finally passed on March 2, 1899.
Mount Rainier National Park is predominantly a one-day visitor park, and the overwhelming majority of visitors enter at the Nisqually Entrance on the southwest corner of the park. Along the 19-mile road between the entrance and Paradise Valley there are hotels, campgrounds, overlooks, and trailheads. At Paradise, 5400 feet in elevation, is the park’s major visitor center and the 126-room historic Paradise Inn which opened in 1917. The Stevens Canyon Road, a paved highway, connects Paradise Valley with the east side at State 123. In the northeast section of the park a highway off State 410 climbs to Yakima Park, elevation 6400 feet, with limited services during summer months.

**Gifford Pinchot National Forest**

The USDA Forest Service (USFS) manages an area along the eastern edge of the plan. The National Forest lands are technically part of the Mount Baker-Snoqualmie National Forest, but are administered by the Gifford Pinchot National Forest. Congressional action would be necessary to formally transfer the lands between the two forests. The Gifford Pinchot National Forest runs from Mount Rainier south to the Columbia River Gorge and from Mount Saint Helens east to Mount Adams and the crest of the Cascade Mountains. The Gifford Pinchot National Forest is responsible for administering 1,371,720 acres, including the portion of the forest within the plan area. The forest is managed through the Forest Land and Resource Management Plan (hereafter referred to as the "forest plan") of 1990 as amended by the Northwest Forest Plan of 1994 which guides all natural resource management activities and establishes management standards for the forest. The forest plan establishes multiple use goals, management direction for future activities, the allowable sale quantity for timber, and the identity of lands suitable for timber management.

The forest plan was revised by Amendment 11 in February 1995 to institute changes resulting from the development of President Clinton's 1994 plan for managing habitat for species found in late-successional and old-growth forests in the range of the northern spotted owl.

The forest contributes to the quality of life for the people of the Upper Nisqually Valley and the greater Puget Sound region. Outdoor recreation opportunities, including backpacking, hiking, and mountain-biking, are readily available. Old-growth trees provide aesthetic and recreational value. Scenery includes snow-capped mountains, glaciers, lakes, streams, waterfalls, and rock outcrops. The forest has a diverse population of plant and wildlife species.

**Washington State Department of Natural Resources Elbe Hills State Forest**

The Washington Department of Natural Resources (DNR) manages approximately 23,000 acres of land as the Elbe Hills State Forest which is located within the plan area. Elbe Hills State Forest is part of an original 1889 land grant from the Federal government. The DNR manages the State forest for both timber production and recreational use.

In January of 1997, the Federal government signed agreements allowing for implementation of the DNR's Habitat Conservation Plan (HCP) for managing lands containing northern spotted owl
habitat. The HCP is a way for the State to obtain relief from the prohibition on removing habitat of species covered under the Endangered Species Act, including the northern spotted owl and marbled murrelet. An HCP is a plan generated by a landowner, in this case the DNR, that provides long-term conservation measures for a listed species in exchange for the right to take a portion of its habitat. The HCP offsets the harm to individually listed animals with a plan that promotes conservation of the species as a whole. The DNR's approved HCP provides mitigation for removal of habitat through timber harvest by providing habitat areas for the northern spotted owl and marbled murrelet.

The HCP manages land to minimize the harm done to the habitats of seven other listed species within the range of the spotted owl. The HCP conserves habitats for numerous unlisted species west of the crest of the Cascade Range, including western Washington runs of salmonids. In addition to the protection of northern spotted owl, marbled murrelet, and aquatic habitat, the HCP identifies and protects cliffs, caves and cave passages, oak woodlands, and talus fields that provide habitat for various other species.

**History of the Upper Nisqually Valley**

Native American groups inhabited the Upper Nisqually Valley for thousands of years. The Nisquallys were the primary group that occupied the area and had many permanent villages along the Nisqually River. Other groups, from both the west and east sides of the Cascades, used the mountain as a hunting ground and considered it sacred. After the Indian War of 1855-1856, the Nisquallys were not allowed to return to their villages.

European settlement of the Pacific Northwest did not occur until the early part the nineteenth century. The original impetus for settlement was the desire to control areas for fur trapping. The Native Americans showed the early settlers where to find and how to utilize wild plants that provided food such as potatoes, onion, carrots, water lily roots, and skunk cabbage roots.

In the latter half of the 1890's through the early 20th century, the Klondike gold rush in Alaska created a boom in the Seattle area as a center for outfitting and supplying prospectors on their way to the mines. Although gold and silver mining in the Cascades was fairly limited, coal was extracted from mines near Mount Rainier including Wilkeson, Carbonado, Mineral, and just north of Ashford. Numerous mine claims in and around Mt. Rainier were established beginning in 1898. Coal mining declined when hydropower generated electricity and oil replaced coal as energy resource in the 1920's.

Prior to the establishment of a national park in 1899, residents in the Puget Sound area traveled to Mount Rainier during the summer to recreate. Although mountain climbing expeditions were most notable, many groups also traveled to the Mountain to horseback ride, fish, and camp. The railroad companies and local residents recognized the potential for tourism and invested in various endeavors to accommodate visitors from the Puget Sound region.

German immigrants and homesteaders settled at the Elbe town site in the late 1800's. A plat for the town of Elbe was filed in 1903. In the early days, the town functioned as a market center where loggers, Native Americans, and farmers came to exchange goods and produce. The town hall, completed in the 1890's, functioned as a gathering place for the surrounding communities
and drew people from Longmire to Tanwax when there were special events such as elections, dances, or holiday celebrations.

The first logging and milling operation in Elbe started in the early 1900’s. Many mills were in operation by the time Tacoma Eastern Railroad reached Elbe in 1904. In 1936, the passenger railroad service stopped with the completion of the Mountain Highway. During the depression of the 1930's, youths came from all parts of the country to work on the construction of trails, roads, and buildings within Mount Rainier National Park. One of the compounds erected to house the workers was located near Elbe.

**The Ashford and the Hershey Family c. 1915**

Mining prospects initially attracted settlers to the Ashford area. Although some coal mining occurred, the logging and milling industry soon became the economic focus. The town became an important log-shipping center. In 1904, anticipating growth in the valley, Walter and Cora Ashford platted the townsite in their name. In the same year, the Tacoma Eastern Railroad Company extended its railroad line to Ashford. By the early 1940's, with the decline of the logging industry, the town’s economy relied on recreation and tourism.

The Pacific National Lumber Company established the town of National in 1905. This company-owned town rented housing to its employees in addition to operating a general store. The employees of the company either worked as loggers or as part of its milling operation. The company holdings were sold and eventually bought by the Weyerhaeuser Company in the 1950's. By this time the town began to decline.

Homes were bought by individuals and moved off the site. The Washington State Department of Natural Resources now owns the properties. Farm settlement began in the Alder area in the early 1890's. After the Tacoma Eastern Railway lines reached La Grande and became available to transport milling equipment and logs, a shingle and saw mill located at the north fork of Alder Creek. Shortly after railroad spurs were built to reach the new mills, a hotel and store were built by the Alder Mill Company. The Alder Dam was completed in 1940's to supply electric power to the City of Tacoma. The Alder Lake (reservoir) covered more than 200 acres of farm land and the original town of Alder.
PLANNING HISTORY

COUNTY PLANNING

1962 PIERCE COUNTY COMPREHENSIVE PLAN AND ZONING

The first Pierce County Comprehensive Land Use Plan was adopted on April 2, 1962. The Pierce County Zoning Code, which implemented the Comprehensive Plan, was adopted on October 8, 1962. The 1962 Pierce County Comprehensive Plan designated the Upper Nisqually Valley, along with the rest of southern and eastern Pierce County, as “rural residential.” The purpose of the rural residential designation was to “…identify an area which lies outside the path of immediate urban expansion, and to delineate a boundary of suburban residential development which is consistent with adequate public service being provided.” Low density residential use was recommended in rural residential areas to: “…avoid premature and uneconomic extension of public facilities and services; reserve potential residential land in sufficiently large ownership parcels to permit proper subdivision at a future date; and provide areas within reasonable commuting distance of major employment centers where rural living can be enjoyed with a minimum of use restrictions.”

From 1962 until 1990, the plan area was zoned General Use, which allowed a wide range of commercial, industrial, residential, and resource uses. In July and November of 1990, the General Use Zone was amended to require multifamily residential and most commercial and industrial uses to go through the conditional use public hearing process. Also in 1990, per Ordinance No. 90-178S, the Pierce County Council approved an area-wide rezone of forest lands of long-term significance to a Forest Land zone, which primarily allowed the growing, harvesting, and processing of forest products. With regard to the plan area, the Forest Land zone encompassed most of the foothills and mountains north and east of Elbe. In 1993, per Ordinance No. 93-8452, most of the remaining plan area was rezoned from the General Use to General Rural zone. The General Rural zone required a minimum lot size for residential subdivision of land of 10 acres, as was the minimum lot size for non-residential uses. There were three areas of the Upper Nisqually Valley which remained zoned General Use: the Elbe area; the Ashford area, west of Mount Tahoma Canyon Road; and the Park entrance area, between Kernahan Road and Mount Rainier National Park.

1994 PIERCE COUNTY COMPREHENSIVE PLAN AND DEVELOPMENT REGULATIONS-ZONING

In 1990, the Washington State Legislature passed legislation referred to as the Growth Management Act (GMA). GMA required Pierce County to develop and adopt a comprehensive plan which would control residential, commercial, and industrial growth. Thirteen goals are listed in GMA to guide policy development in nine required elements. The required elements include land use, housing, capital facilities, utilities, rural, and transportation. Pierce County also elected to include four additional elements: environment and critical areas, economic development, community plans, and essential public facilities. Each of the nine GMA required elements must conform to specific standards set in the legislation. The rural element...
requirements in the originally adopted GMA contained very general standards. It stated that “...Counties shall include a rural element including lands that are not designated for urban growth, agriculture, forest, or mineral resources. The rural element shall permit land uses that are compatible with the rural character of such lands and provide for a variety of rural densities...”

In 1997, the Growth Management Act was amended to provide more flexibility and detail in the type of development allowed in the rural areas of counties. The new provisions recognize that rural characteristics and land use patterns are different between counties across the State. Counties are now allowed to consider local circumstances in the development of policies and regulations for a designated rural area. As a consequence, limited areas of more intensive uses may be planned. The new requirements specifically addresses infill development, recreational and tourist uses, and cottage industries.

In 1994, per the requirements of the Washington State Growth Management Act, Pierce County adopted a new Comprehensive Plan. The 1994 Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The 1994 Comprehensive Plan identified the entire Upper Nisqually plan area as “rural.” The new plan contained the following land use designations for the valley: Rural 10, which encompasses the floor and western end of the Upper Nisqually Valley; Rural Neighborhood Centers, in Ashford and Elbe; Designated Forest Land, in the hills and mountains north and east of Elbe; and Rural 20, which encompasses a narrow buffer along the western edge of the Designated Forest Land—east of the Eatonville Cut-off Road.

These land use designations are further described within the Land Use element of this plan. In July 1995, per Ordinance No. 95-79S, the Pierce County Council adopted the Pierce County Development Regulations-Zoning which implemented the 1994 Pierce County Comprehensive Plan. The Development Regulations-Zoning created zoning districts which mirrored the names and locations of the Comprehensive Plan designations.

Projects received by Pierce County Planning and Land Services are vested under the rules and regulations that apply at the time the development application is submitted. There are several projects in the Upper Nisqually Valley that are presently undergoing County review that were received before the community planning process had even begun. The community plan policies and regulations do not directly apply to these projects and cannot be used to influence the types of uses allowed.

COMMUNITY PLANNING

Pierce County Comprehensive Plan policies found in the Community Plans Element address community autonomy, community character, new community plans, consistency with the Comprehensive Plan, consistency with the Development Regulations-Zoning, transition strategies, and joint planning agreements.

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. Community plans exemplify how the objectives and policies of the
Comprehensive Plan play out when applied to detailed and specific conditions. They indicate 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. Community plans are a unifying force for communities. They identify local characteristics. They survey population, employment, transportation, building, and social attributes. Community plans help citizens decide what they want to nurture and what they want to change at the local level, where citizens live and interact.

Although the Growth Management Act (GMA) 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 resides in community plan areas. The Community Plans element spells out how to coordinate consistency between community plans and the Comprehensive Plan. Community plans must be consistent with the Comprehensive Plan and the GMA. Flexibility exists only in the interpretation of how Comprehensive Plan policies apply in a given community or in areas where the Comprehensive Plan is silent on an issue or does not provide detailed guidance. Ensuring such consistency requires comparing proposed community plan policy and land use designations against each policy of the Comprehensive Plan. If a community plan policy would mean that a Comprehensive Plan policy could not be met in the community planning area, the policies would be incompatible and therefore inconsistent.

If a community plan vision or policy can be determined to have County-wide value, then the Comprehensive Plan policy may be altered. Otherwise, modifications to any inconsistent community plan policy will be necessary until it meets the consistency test. Changes to any community plan will be developed collaboratively by citizens with County staff and adjacent jurisdiction’s staff for adoption by the County Council. To avoid unnecessary and undesired inconsistencies between a community plan and the Comprehensive Plan, the unique values and community desires reflected in individual community plans should be reflected, built upon, and incorporated into the Comprehensive Plan.

**UPPER NISQUALLY VALLEY COMMUNITY PLANNING EFFORTS**

In the summer of 1996, Pierce County Planning and Land Services Department began to develop an integrated community plan and environmental analysis for the Ashford/Elbe community. This effort was the first sub-area plan to be initiated since the adoption of the County’s GMA comprehensive plan. But prior to Pierce County’s involvement, the community had already begun outlining visions for the future. These visions, articulated in the 1992 Upper Nisqually Community Report and the 1994 Upper Nisqually Community Workshop Report, became the basis for the visions and policies of the Upper Nisqually Valley Community Plan.

**1992 UPPER NISQUALLY COMMUNITY REPORT**

In the spring of 1992, students from The Evergreen State College conducted a community survey and in person interviews with the Upper Nisqually community. The students’ efforts
resulted in the Upper Nisqually Community Report, also known as the “Evergreen Study.” The students mailed approximately 1,100 surveys out to the community and received back 226 completed survey forms, a 20.08 percent return rate. In addition to the analysis of the survey results, the Community Report includes anecdotal history and opinions from valley residents. Three proposed visions for the future were identified by the students: no change, bedroom community, and tourist service community. The survey showed the community would like to see future growth directed into towns or centers.

### 1994 Upper Nisqually Community Workshop Report

In the winter and spring of 1994, the Rivers, Trails, and Conservation Assistance Program of the National Park Service, along with a non-profit facilitation organization known as the Sonoran Institute, worked with the Upper Nisqually community to develop two community visioning workshops. The workshops were held in June 1994. The residents attending the workshops identified and prioritized values the community held, visions the community had for the future, and actions to implement the top priority visions and values of the community. This effort also lead to the formation of the Upper Nisqually Community Forum. This group of community representatives was responsible for carrying out the actions identified in the visioning process. As the County’s planning efforts materialized, this group eventually disbanded.

### Scope of the Community Plan

#### Legislative Authority to Develop the Plan

In the Community Plans element of the 1994 Pierce County Comprehensive Plan, the Upper Nisqually Valley, i.e., Ashford-Elbe area, was identified as a community for which a future community plan would be developed. Pierce County Resolution R96-68S, passed June 11, 1996, directed the Pierce County Planning and Land Services Department to develop an integrated community plan and environmental analysis for the Upper Nisqually Valley, i.e. Ashford-Elbe community. The resolution establishes that the community plan should seek to: maintain the rural character and natural beauty of the area which draws both residents and visitors and to encourage appropriate tourism and provide economic opportunities for community residents.

In March 1996, Pierce County Planning and Land Services was awarded a grant which partially funded the community planning effort for the Upper Nisqually Valley area. The state legislature made the grant monies available through its Planning and Environmental Review Fund. The Washington Department of Community, Trade, and Economic Development administers the grant program. The intent of the grant funding was to assist communities that are attempting to integrate environmental analysis into growth management planning efforts. The State hoped that the communities using these grant monies would develop plans that could serve as models for other communities in Washington State.
PURPOSE AND USE OF THE COMMUNITY PLAN

The Upper Nisqually Valley Community Plan will give residents, property owners, business people, and Pierce County government a clearer, more detailed sense of how the community wants to develop in the future and what standards could be utilized to create and maintain the look and feel identified in the community plan through goals, objectives, principles, and standards.

The Upper Nisqually Valley Community Plan develops a vision for the entire Upper Nisqually Valley region of Pierce County; develops a vision unique to each community within the valley; refines the Pierce County Comprehensive Plan to more closely reflect the needs, concerns, and desires of those in the valley while making sure that what the valley community desires will still fit well with the big picture for all of Pierce County in terms of County-wide policies; and identifies actions necessary to implement the community plan, including: adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements such as sidewalks, street landscaping, street lights, water-related improvements, and park development; social programs; and economic programs.

The community plan has been prepared with the expectation that growth can occur within the Upper Nisqually Valley and can bring vitality to Ashford and Elbe while continuing to retain rural character throughout the area. This growth may occur at the rate which is accommodated in the plan or may occur more slowly than anticipated in the plan. Growth, and the rate at which it occurs, will largely depend upon the actions of the local community such as marketing of services and coordination of activities with public land managers.

The policies contained in the plan are distinguished as goals, objectives, principles, and standards.

**Goals** are a general vision statement by the community.

**Objectives** are statements of what is desired to be achieved in the future or statements of what conditions should exist in the community.

**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 County.

All of the policy statements were developed through citizen comment and represent the will of the people translated into decision oriented statements. When applying the policy statements, each should be afforded equal weight and consideration.

CONSISTENCY WITH THE 1994 PIERCE COUNTY COMPREHENSIVE PLAN

The goals, objectives, policies, and standards in the Upper Nisqually Valley Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan. Although the community plan proposes to change land use designations within the valley, the proposed
designations are already defined and policy direction included in the County Comprehensive Plan.

The plan does propose new zoning districts to implement the existing land use designations. The regulations associated with the zoning districts conform with the general provisions of the existing land use designations.

**PUBLIC INVOLVEMENT**

**THE GATEWAY COMMUNITY ADVISORY BOARD**

The development of the Upper Nisqually Valley Community Plan could not have been accomplished without the Gateway Community Advisory Board (GCAB). The GCAB, appointed in June of 1996, consisted of a nineteen member group representing a variety of interests and geographic locations of the community. Representatives included: Tacoma Power; National Park Service; U.S. Forest Service; Department of Natural Resources; Nisqually Indian Tribe; Visitor Convention Bureau; the local service providers; environmentalists; development interests; recreationalists; business interests; forestry; and local residents from both Pierce and Lewis Counties.

The GCAB was charged with three main responsibilities: 1) serving as a sounding board for the community; 2) guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and 3) identifying regulations to implement the policies of the Upper Nisqually Valley Community Plan.

The efforts of the GCAB were exemplary and cannot be understated. Members attended over 45 meetings, 2 open houses and workshops, and donated over 135 hours of their personal time to see the visions of the community brought to fruition through this document.

**VISIONING**

Visioning is the process of defining the hope and dream of what the community could be in the future. 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 become the basis for the visions, goals, objectives, and principles of the community plan.

Many of the visions and policies found in the Upper Nisqually Valley Community Plan were developed in the workshops and surveys of the 1992 Upper Nisqually Community Report conducted by Evergreen State College and the 1994 Upper Nisqually Community Workshop Report conducted by the National Park Service.

To add to the information provided by Evergreen State College and the National Park Service, Pierce County Planning and Land Services and the Gateway Citizen Advisory Board sponsored a community open house and workshop in October 1996. The main purpose of the open house was to provide information to the community about the planning process and to get feedback.
from the community on the results of the 1992 Evergreen Study and 1994 Community Visioning Workshops. The public was asked to provide written comments about the planning process and their community. A week after the open house, a workshop was held to gain specific feedback from the community on certain land use issues and to survey the community’s attitude toward different types of development. At the workshop, participants discussed various issues in small groups and participated in a visual preference survey.

Throughout the first part of 1997, the Gateway Community Advisory Board (GCAB) utilized the information from the 1992, 1994, and 1996 visioning processes to formulate an overall vision statement for the community plan and five individual vision statements for each of the plan elements. These six vision statements echo the desires articulated by the community throughout the years by emphasizing the importance of: the natural environment and resources; a small, close-knit community composed of unique and creative individuals; the rich history and heritage of the valley; locally owned and operated businesses that are the strength of the economy; the value in being situated close to the National Park, National, and State forests; and the rural lifestyle that provides a valuable haven to residents and visitors.

**Open Houses and Workshops**

The National Park Service held two workshops in June of 1994 which resulted in the Upper Nisqually Community Workshop Report. One hundred one participants attended on June 5, and 82 participants attended on June 6. The workshops laid the groundwork for the visions and policies articulated in the Upper Nisqually Valley Community Plan. In October 1996, an open house and a workshop were held to inform the public about the County planning process and receive feedback on how the community envisioned the future of the valley. On March 5, 1998, over 150 people attended an open house that was held to present the GCAB’s preferred alternative to the public and receive feedback on the proposal.

**Surveys**

In addition to the visioning process, the community was asked to complete surveys on several occasions. Surveys are a useful tool for canvassing more of the community. Many people are uncomfortable with speaking publicly but if allowed to comment privately will do so. Surveys were used as part of the study completed by The Evergreen State College, the 1996 workshop, the Draft Environmental Impact Statement of the Preferred Alternative, and at the March 1998 open house. The residents of the Upper Nisqually Valley respond well to surveys and usually have a 20-30 percent return rate.

**Summary of the Upper Nisqually Valley Community Plan**

The proposed Draft Upper Nisqually Valley Community Plan contains policies and implementing regulations for five subject areas or elements: Land Use Element, Community Character and Cultural Element, Natural Environment Element, Economic Element, and the Infrastructure and Services Element.
The Land Use Element addresses what and where land uses and intensity of land uses would be allowed. It includes zoning and regulations that govern land uses. The community plan directs residential and commercial growth into three centers and maintains the rest of the community in large tracts of land that may be used for homes or natural resources activities such as farming or forestry.

The Land Use Element establishes three commercial centers and designates each of these centers as a Gateway Community. These three centers are Elbe, Ashford, and the Park Entrance.

Commercial and residential uses are allowed through the application of three new zoning classifications:

1. Village Center Zone:
   Allows a mix of activities including civic, lodging, all services, and natural resources-based light industrial manufacturing for employment in historical locations. Encourages pedestrian orientation. Residential allowed at 3 units per acre, employee housing also allowed. All of Elbe and a portion of Ashford are zoned Village Center.

2. Village Residential Zone:
   Allows residential at 1 unit per 10 acres, senior housing, and group homes. Education facilities and day-care also allowed. A portion of Ashford, including Echo Valley and High Echo subdivisions, are zoned Village Residential.

3. Tourist Commercial Zone:
   Allows restaurants, lodging, and sales of general merchandise and rental of recreational equipment up to 5,000 square feet. Residential allowed at the same density of the surrounding rural residential zone. The Park Entrance and a portion of Ashford (Hewitt Field properties) are zoned Tourist Commercial.

The majority of the plan area remains as zoned in the 1994 Comprehensive Plan which promotes a rural land character of large tracts of land containing single family homes or resource-based activities. The existing rural zones contained within the plan area are: Rural 10, Rural 20, Forest Lands, and Rural 40. The Rural 40 zone is new to the Upper Nisqually Valley plan area and allows only one unit per 40 acres with no bonus density provisions. The Rural 40 zone is located immediately adjacent to the Nisqually River and encompasses all of the Case II Volcanic Hazard Areas.

The Community Character and Cultural Element addresses community character, heritage, and social interaction. The policies contained within the Upper Nisqually Valley Community Plan promote and enhance historic preservation through education and restoration of historic properties, encourage views and viewsheds are maintained throughout the Valley, and establish design standards and guidelines for buildings, site design, signs, and landscaping.

Design standards contained within the community plan are intended to improve the overall appearance of the community through quality design in architecture and site layout. The standards promote a rustic mountain-oriented appearance such as log cabins or a turn-of-the...
The residents of the Upper Nisqually Valley are committed to retaining local ownership and do not want to be controlled by outside wealth. Reliance on or use of standardized corporate or franchise styles is prohibited. The design standards are required for all commercial and multifamily development within the three centers. All signs throughout the plan area are required to meet the standards. Standards address Site Design, Building Design, Signs, Planting Design, Lighting, and Street Furniture.

The Natural Environment Element includes consideration of the natural resources found in the Upper Nisqually Valley. Natural resources such as wildlife, clean water, forests, and open spaces are an integral and valued part of the community. The policies contained within the Natural Environment Element of the Upper Nisqually Valley Community Plan promote protection of critical areas, encourage preservation of natural vegetation, and address special topics such as waste disposal, air quality, and pesticides.

The Economic Environment looks at the economy of the Valley and considers a myriad of opportunities to diversify the economic base and capture more tourism dollars. The policies contained in the Upper Nisqually Valley Community Plan promote tourism, mountaineering, and sustainable forestry, and encourage coordination and marketing of recreational lands and resources.

Infrastructure and Services addresses the basic facilities needed to keep the whole system functioning. Infrastructure includes capital facilities such as roads, trails, sewage disposal, parks, and utility lines. The policies within the Upper Nisqually Valley Community Plan identify the capital improvements that are necessary to support the community plan (septic, water, rest area, sidewalks, etc.) and discuss potential partnerships and sources for funding opportunities.

The proposed Draft Upper Nisqually Valley Community Plan also contains amendments to the Pierce County Comprehensive Plan and Pierce County Development Regulations-Zoning so that the plan may be implemented upon adoption. Finally, the community plan contains a monitoring program that addresses how to measure the effectiveness and impacts of the plan over time.

**VISION STATEMENT**

Manage growth in the Upper Nisqually Valley, focussing on a rustic, mountain-oriented appearance in keeping with the historic and rural character of the area, while respecting private property rights.
Chapter 2: Land Use Element

**INTRODUCTION**

The purpose of the Land Use Element is to articulate a direction for future growth and development within the Upper Nisqually Valley. The adoption of policy statements forms the basis of land use regulations for the community and provides direction to residents, the business community, and investors. The Land Use Element also serves as a guide to decisions by the planners, Planning Commission, Hearing Examiner, and elected officials over private development proposals and the location of public facilities. The visions, goals, objectives, and policies of the Land Use Element of the Upper Nisqually Valley Community Plan direct growth into three centers. Two centers, Ashford and Elbe, are intended to serve the needs of local residents and tourists, while the Park Entrance is intended to cater to tourists. Directing commercial activity and higher density residential uses into centers allows the rest of the valley to retain its rural character and natural resources. Opportunities for home occupations, cottage industries and resource-based activities continue to be encouraged throughout the valley.

**DESCRIPTION OF CURRENT CONDITIONS**

As we approach the millennium, the Upper Nisqually Valley is a place where a rural way of life still prevails. Commercial business are small and locally owned, open space and expansive views are plentiful, and the population is not burgeoning. The following information provides background information on the existing land development patterns, population, and housing within the valley. Additional detailed information is available in the Draft Environmental Impact Statement, Community Growth Alternatives, Ashford/Elbe (Upper Nisqually) Gateway Community Plan, May 1997.

**CURRENT COMPREHENSIVE PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS**

The plan area currently has four zoning classifications: Rural Neighborhood Center, Rural 10, Rural 20, and Designated Forest Land. In the 1994 Comprehensive Plan, the zoning for the County was the same as the Comprehensive Plan designations. Table K-1 shows how many acres are found in each zoning classification. Map K-2: Historic Land Use Designations/Zoning illustrates the locations of these designations/zoning.
Under the 1994 Pierce County Comprehensive Plan, Ashford and Elbe were designated Rural Neighborhood Centers (RNC). This designation is intended for small scale and light intensity commercial uses. RNCs are intended to provide limited convenience shopping and services which meet the daily needs of the residents of the surrounding area. All new development within this designation should retain a scale and intensity appropriate for maintaining rural character. Commercial uses are limited only to those which serve the surrounding local community. High density housing is not allowed.

<table>
<thead>
<tr>
<th>Zoning</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Neighborhood Center</td>
<td>144</td>
</tr>
<tr>
<td>Rural 10</td>
<td>14,139</td>
</tr>
<tr>
<td>Rural 20</td>
<td>511</td>
</tr>
<tr>
<td>Designated Forest Land</td>
<td>11,900</td>
</tr>
</tbody>
</table>

The Rural 10 (R10) designation is found throughout many areas of Pierce County. The designation is intended to maintain rural character and open space. It allows opportunities for resource-based industries such as agriculture, forestry, or mining provided these uses do not require urban-level services. Gas stations, stores, and retail shops are not allowed in the R10 designation. Residential densities allow a basic density of one dwelling unit per 10 acres. However, if at least 50 percent of the property is designated as open space, a density of two dwelling units per 10 acres is allowed. If at least 75 percent is designated as open space, a density of 2.5 dwelling units per 10 acres is allowed. The minimum lot size for any newly created lot cannot be less than one acre. Existing parcels that are less than 10 acres and are zoned R10 can be built upon as long as the other criteria such as septic, water, critical areas and other county requirements are met.

The Rural 20 (R20) designation is a fairly small portion of the plan area. It is located adjacent to Forest Lands and is intended to function as a transition zone between the R10 and Forest Land designations. The R20 designation, similar to R10, is intended to maintain rural character and open space. It allows the same opportunities for resource-based industries and the same bonus density incentives as the R10 designation. Existing parcels that are less than 20 acres and are zoned R20 can be built upon as long as the other criteria such as septic, water, critical areas and other county requirements are met.

The Forest Land designation is found on both public and privately owned land used for timber production. The designation is intended to preserve lands which are utilized for long-term timber production and minimize potential conflicts with other land uses. Uses are largely limited to resource-based industries and recreational activities, although residential homes and lodging are also allowed. The allowable residential density in the Forest Land designation is one unit per 80 acres, no bonus densities are allowed.
CURRENT LAND USES

A land use inventory was conducted for the Upper Nisqually Valley in early 1997 and updated in the summer of 1998. Using the Pierce County Assessor-Treasurer’s data for each tax parcel, information was gathered on current uses, acreage, and ownership. Table K-2 summarizes current land uses within the valley, and Map K-3: Historic Assessed Land Uses illustrates these land uses. Review of this information shows that most land development has occurred along SR706. Commercial uses tend to be concentrated in Alder, Elbe, Ashford, or the Park Entrance; however, there are a limited number of commercial activities between these centers.

The vast majority of the Upper Nisqually Valley Community Plan area is undeveloped; however, not all of these lands are available for development. Of the undeveloped lands, 58 percent of them are owned by either the State of Washington or the U.S. Forest Service. This land is managed strictly for timber harvest or recreational uses such as hiking, mountain biking, and cross-country skiing. Although the locations of these lands are primarily in the northern portions of the plan area, there are lands along SR 7 which are under State and Federal government ownership.

The Forestry category accounts for the privately owned lands which are in the County’s open space - timberland taxation program, are commercially harvested, or which are associated with forestry activities and services. Although there are numerous private individuals who own these lands, a little more than 50 percent are owned by either the Plum Creek Timber Company (roughly 950 acres) or the Champion Pacific Timber Company (roughly 1,500 acres). Champion provides recreational opportunities through cross-country ski trails and a fee access program.

The lands in the Forestry/Recreation category are owned by either the State of Washington (Department of Natural Resources) or the U.S. Forest Service. While much of this land is managed as productive timber land, the two agencies do provide various recreational opportunities such as hiking, mountain biking, and cross-country skiing.

**Table K-2: Summary of Land Use**

<table>
<thead>
<tr>
<th>Category</th>
<th>Acres</th>
<th>Percent of Total Area</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Built Environment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Residential</td>
<td>2,298</td>
<td>9%</td>
</tr>
<tr>
<td>Mobile Home Parks</td>
<td>3</td>
<td>0%</td>
</tr>
<tr>
<td>Commercial/Retail</td>
<td>114</td>
<td>0.4%</td>
</tr>
<tr>
<td>Transportation, Communication, and Utilities</td>
<td>801</td>
<td>3%</td>
</tr>
<tr>
<td>Education</td>
<td>14</td>
<td>0%</td>
</tr>
<tr>
<td>Public Assembly/Quasi-Public</td>
<td>9</td>
<td>0%</td>
</tr>
<tr>
<td>Outbuildings</td>
<td>451</td>
<td>1.7%</td>
</tr>
<tr>
<td>Government Services</td>
<td>2</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Unbuilt Environment</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Vacant</td>
<td>2,955</td>
<td>11.6%</td>
</tr>
<tr>
<td>Category</td>
<td>Acres</td>
<td>Percent of Total Area</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Open Space*</td>
<td>244</td>
<td>.9%</td>
</tr>
<tr>
<td>Agriculture</td>
<td>987</td>
<td>3.8%</td>
</tr>
<tr>
<td>Forestry (Private Commercial )*</td>
<td>4,895</td>
<td>19.3%</td>
</tr>
<tr>
<td>Forestry/Recreation (state/federal govt)*</td>
<td>12,575</td>
<td>49.6%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>25,348</strong></td>
<td><strong>99.3%</strong></td>
</tr>
</tbody>
</table>

Source: Pierce County Assessor/Treasurer’s Office data

*Because the northern plan area boundary is a ridge line and does not follow parcel lines, the acreages for the Forestry, Forestry/Recreational, and Open Space categories should be viewed as general estimates.

Vacant land makes up the second highest type of land use within the area. The Vacant category accounts for unimproved parcels and includes properties which have had dwellings removed or have abandoned activities such as farming.

Single-family residential development represents the majority of the developed environment. The single-family developments range from homes on large lots (five+ acres) to cabins on small lots in recreational subdivisions. The single family category, which includes both stick-built and mobile homes, is the primary type of residential land use.

The Agriculture category accounts for lands which are either in the County’s agriculture open space tax program, operating as farms or ranches, or grassland pasture. Although these lands are scattered throughout the plan area, the majority are located in the western portion and comprise the fourth highest type of land use.

The Transportation, Communication, Utilities land use category includes parcels which are primarily used for railroad right-of-way, highway and street right-of-way, automobile parking, telephone communication facilities, utility right-of-way, electrical substations or water utilities. The Alder Dam is the primary activity associated with these lands and is the reason this category results in the fifth most common type of land use.

A mix of other land uses are presently found within the plan area including education, public assembly, and open space (such as parks). It is important to recognize that commercial land uses presently occupy only 114 acres of the plan area. Commercial activities operated from a residence are not accounted for in this category. Most commercial activities are located near Alder, Elbe, Ashford, or the Park Entrance, with the exception of bed and breakfast facilities. A couple of commercial businesses are located between Ashford and the Park Entrance, including Guest Services Incorporated which is the concessionaire for the National Park and one of the largest employers in the valley.

**Commercial Businesses**

In 1995, an inventory was conducted of existing commercial businesses within the plan area. Table K-3 identifies each business and associated parcel size, floor area ratio, and square footage. Home occupations and cottage industries are not included in this inventory. As Table K-3 shows, there are approximately 87,000 square feet of commercial space in existence within the plan area. The majority of commercial businesses are in the lodging industry which caters to tourists and visitors to the National Park and surrounding Cascade amenities. The largest
commercial building is the Nisqually Lodge at 12,788 square feet. The lodge occupies less than 1/3 of an acre, and is almost 50 percent bigger than the next largest building which is the Gateway. The average size of a commercial building is approximately 3,200 square feet which is reflective of the rural character of the plan area.

### Table K-3: Commercial Square Footage

<table>
<thead>
<tr>
<th>Business</th>
<th>Type</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Lodging</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eagles Nest Motel</td>
<td>Lodging</td>
<td>4,144</td>
</tr>
<tr>
<td>Zeke’s Log Cabin Inn &amp; Motel</td>
<td>Lodging</td>
<td>960</td>
</tr>
<tr>
<td>Whittaker’s Bunkhouse</td>
<td>Lodging</td>
<td>5,818</td>
</tr>
<tr>
<td>Nisqually Lodge</td>
<td>Lodging</td>
<td>12,788</td>
</tr>
<tr>
<td>The Rainier Overland Lodge and Restaurant</td>
<td>Lodging</td>
<td>2,476</td>
</tr>
<tr>
<td>Copper Creek</td>
<td>Lodging</td>
<td>2,800</td>
</tr>
<tr>
<td>Growley Bear Bed &amp; Breakfast</td>
<td>Lodging</td>
<td>1,000</td>
</tr>
<tr>
<td>Alexander’s Country Inn</td>
<td>Lodging</td>
<td>10,000</td>
</tr>
<tr>
<td>Mount Haven</td>
<td>Lodging</td>
<td>2,304</td>
</tr>
<tr>
<td>Rainier Country Cabins</td>
<td>Lodging</td>
<td>2,700</td>
</tr>
<tr>
<td>Gateway Rest./Lounge/Motel/RV Park/Cabins/Grocery</td>
<td>Service/Lodging/Retail</td>
<td>7,988</td>
</tr>
<tr>
<td>Well Spring Spa at Mt. Rainier</td>
<td>Lodging/Service (spa)</td>
<td>4,600</td>
</tr>
<tr>
<td>Mt. Meadows Inn (Bed &amp; Breakfast)</td>
<td>Lodging</td>
<td>3,439</td>
</tr>
<tr>
<td>The Lodge</td>
<td>Lodging</td>
<td>N/A</td>
</tr>
<tr>
<td>Hobo Inn</td>
<td>Lodging</td>
<td>N/A</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td></td>
<td>61,017</td>
</tr>
<tr>
<td><strong>Retail</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alder Lake Store</td>
<td>Retail</td>
<td>1,320</td>
</tr>
<tr>
<td>Elbe Grocery</td>
<td>Retail</td>
<td>2,800</td>
</tr>
<tr>
<td>Antiques Shop &amp; Apt.</td>
<td>Retail</td>
<td>2,521</td>
</tr>
<tr>
<td>BP - Ashford Valley Grocery</td>
<td>Retail/Service</td>
<td>3,233</td>
</tr>
<tr>
<td>Suver’s Country Store</td>
<td>Retail</td>
<td>5,546</td>
</tr>
<tr>
<td>Growley Bear Bakery</td>
<td>Retail/Service</td>
<td>1,232</td>
</tr>
<tr>
<td>Painters Gallery</td>
<td>Retail</td>
<td>1,400</td>
</tr>
<tr>
<td><strong>Sub-Total</strong></td>
<td></td>
<td>18,052</td>
</tr>
<tr>
<td><strong>Service</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Elbe Auto Repair &amp; Parts</td>
<td>Service</td>
<td>2,944</td>
</tr>
<tr>
<td>Chevron Mini-Mart &amp; Store</td>
<td>Service</td>
<td>3,920</td>
</tr>
<tr>
<td>Elbe Tavern</td>
<td>Service</td>
<td>1,906</td>
</tr>
</tbody>
</table>
### Business Inventory

<table>
<thead>
<tr>
<th>Business</th>
<th>Type</th>
<th>Square Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highlander Tavern and Vacant Laundry</td>
<td>Service</td>
<td>3,780</td>
</tr>
<tr>
<td>Shop</td>
<td>Service</td>
<td>864</td>
</tr>
<tr>
<td>Wild Berry Restaurant</td>
<td>Service</td>
<td>1,608</td>
</tr>
<tr>
<td>Office for Rent</td>
<td>Service</td>
<td>1,517</td>
</tr>
<tr>
<td>Weight Station-Drive Inn</td>
<td>Service</td>
<td>N/A</td>
</tr>
<tr>
<td>Mt Rainier Dining Co.</td>
<td>Service</td>
<td>N/A</td>
</tr>
<tr>
<td>OLD SS</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**Sub-Total**                  **16,539**

**Total**                      **95,608**

Source: Pierce County Assessor’s Office/Treasurer Data

### Housing

**Inventory**

The Pierce County Assessor-Treasurer’s records, as of November 1996, identified 613 homes in the plan area. Of the total, 570 homes are considered the primary use of the parcel. Of the remaining, 37 homes are associated with resource lands, such as farms and timber lands, and six homes are accessory to commercial uses. Sixteen properties contain two or more dwellings on one parcel. All of the homes are single family, with approximately 80 percent being stick-built and 20 percent being either single-wide or double-wide mobile homes.

The majority of the homes are located in the southern section of the plan area within the highway corridor. Thirty-seven percent of the homes are within eight subdivisions: Alpine Meadows, 30; Ashford, 25; Echo Valley, 57; Elbe, 9; High Echo, 7; Holiday Hill, 18; Lutkens 1st, 12; and

This information is based on census tract, census block, or census block group information. (Because existing census tracts and block groups include areas greater than the Plan Area, the information and trends described may not precisely reflect current conditions.) Approximately 27 percent of the population and households in Census Tract 732.00 live in the plan area. As a result, specific information for the plan area cannot be provided for 1970 and 1980. However, a comparison of the census tract does provide important information about the changes occurring in southern Pierce County, many of which are reflective of the plan area. Nisqually Park, 69. Paradise Estates, a subdivision in Lewis County, contributes another 150 homes to the area. Even though they reside in Lewis County, the Paradise Estates residents work, go to school, receive mail, and 911 protection from Pierce County.

A substantial number of homes are owned by individuals who live outside the plan area and use them for summer and weekend recreation. In the past few years, more of the recreational homes are being rented on a nightly basis to visitors. Although there is not a lot of documented
information available, it appears to be very difficult to find year-round or even long-term seasonal rental housing.

Compared to the urban portions of Pierce County, housing in the plan area is affordable for the average Pierce County resident. However, because of unavailable information about the annual incomes of the local residents, homes which are not available for year-round occupancy, and rental figures, it cannot be determined if the housing is affordable to the local community.

Approximately 85 percent of the housing is valued at less than $100,000 and 10 percent is valued less than $25,000.

**Vacancy**

The nature of the housing market makes it difficult to determine the current housing vacancy rate. Rental homes in the plan area are not typically managed through a professional property management company. Instead, private individuals manage their own homes or have an informal agreement with a private party to manage them. Information gathered from personal conversations with private parties indicates there are very few vacant homes available for year-round occupancy. In past years, a trend has emerged to rent homes on a nightly or weekly basis to tourists and visitors, rather than renting the homes for year-round occupancy.

According to census data, in 1990 the number of homes in the plan area totaled 469. A high percentage of residents owned their homes. Of the total 391 occupied homes, approximately 74 percent were occupied by owners and 26 percent by renters. The vacancy rate is 16.6 percent. However a large portion (41 percent) of those vacant homes was used for seasonal, recreational, or occasional use. The vacancy rate without subtracting seasonal and recreational housing is 6.9 percent.

**Demographics of the Upper Nisqually**

**Population Characteristics**

Who are the people of the Upper Nisqually Valley? A certain amount of information can be derived from the 1990 census information which shows the population in the plan area as 1,036 persons. Table K-4 illustrates a range of population estimates for 1996. The estimates in Table K-4 differ because of a varying year-round vacancy rate. Each of the estimates assumes: a total of 613 residential units; 26 percent of the residential units are used for seasonal use reflecting the total number of absentee homeowners; and 2.68 persons per household. The low estimate assumes a 6.9 percent vacancy rate for units available year-round. This assumption coincides with the conditions identified in the 1990 census. The medium estimate assumes a 2.0 percent vacancy rate for units available year-round. This assumption reflects the community's perception of available year-round rental units based on discussions with local residents and rental unit owners. The high estimate assumes there are no additional vacant year-round residential units available for rent or sale. This assumption also incorporates the community's perception based on discussions with local residents, but to the extreme limits. During the
summer months when the seasonal/recreational homes are likely occupied, the residential population in the plan area may increase by more than 400 people.

### Table K-4: 1996 Year-Round Population Estimates

<table>
<thead>
<tr>
<th></th>
<th>Low</th>
<th>Medium</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population</td>
<td>1,136</td>
<td>1,184</td>
<td>1,208</td>
</tr>
<tr>
<td>Additional Population (1990-1996)</td>
<td>100</td>
<td>148</td>
<td>172</td>
</tr>
<tr>
<td>Population Increase (1990-1996)</td>
<td>9.6%</td>
<td>14.2%</td>
<td>16.6%</td>
</tr>
<tr>
<td>Annual Population Growth Rate</td>
<td>1.5%</td>
<td>2.2%</td>
<td>2.6%</td>
</tr>
</tbody>
</table>

Source: Pierce County Planning & Land Services

The 1,036 people living in the plan area in 1990 reflect a very sparsely populated community. The gender ratio was split with males accounting for 52 percent of the population and females accounting for 48 percent. The dominant race category was white with 96 percent of the population. The American Indian category had the next highest portion with 1.8 percent, and the remaining race categories (black, Asian, other) each accounted for less than 1 percent.

The Upper Nisqually community has experienced a moderate amount of growth in the past 20 years. Between 1970 and 1990, the population of the census tract increased by a higher annual growth rate (2.5 percent) than the rest of Pierce County (1.7 percent) during the same time period. The population growth that has been occurring seems to be a result of in-migration, rather than new births and the "baby boomer" population is increasing at a faster rate than the younger population.

The 1990 census information shows that approximately 43.6% of local residents of the Upper Nisqually have a 30+ minute commute to work. This may be due to the limited employment opportunities in the Valley or it may be because housing is more affordable.

### Household Characteristics

Households are grouped into two categories; family and non-family. A family consists of an individual who is head of the household and is related by birth, marriage, or adoption to one or more other persons living in the same household. Not all households contain families since a household may comprise a group of unrelated persons or one person living alone. Seventy-four percent of the households in 1990 were categorized family households. The plan area contains an average of 2.64 persons per household which closely reflects Pierce County's average.

### Description of Desired Conditions

### Proposed Designations and Zoning Classifications

The community plan proposes five land use designations in the Upper Nisqually Valley to achieve the community’s goals: Rural 10, Rural 20, Rural 40, Forest Lands, and Gateway Communities.
Map K-1: Land Use Designations illustrates the proposed designations for the valley. The Rural 10 designation applies to the majority of the plan area and is not a new designation for the valley. The Rural 20 designation applies to land uses adjacent to designated Forest Land. The Rural 40 designation applies to an area in the southeastern portion of valley along the Nisqually River and is a new designation for the valley. The Forest Lands designation applies to timber lands owned by either the Washington State Department of Natural Resources or a major timber company. Most of the Forest Lands are located in the northeastern portion of the plan area. The Forest Lands are currently designated under the 1994 Comprehensive Plan and no changes to this designation are recommended.

The Gateway Communities designation applies to three proposed commercial centers: Elbe, Ashford, and the Park Entrance. Each of these three centers have a new zoning classification. The zones found in the Upper Nisqually are: Rural 10, Rural 20, Rural 40, Forest Lands, Village Center, Village Residential, and Tourist Commercial.

The Rural 10, Rural 20, Rural 40, and Forest Lands zones are the same as the comprehensive plan designation. The Village Center, Village Residential, and Tourist Commercial zones implement the Gateway Community designation and represent the first time the zone differs from the designation under the 1994 Comprehensive Plan.

Land use designations provide the boundaries for generally defined land use activities, such as commercial or residential. The zoning classifications that implement the designations provide the detail as to the type or scale of activity which is permitted. For example, within the Gateway Community designation, several zoning classifications may be established for different types of uses such as housing, commercial business, or industrial activities.

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**The Rural 10 Designation and Zone**

The Rural 10 designation primarily accommodates low density single family residences. One zoning classification implements this designation--Rural 10. The Rural 10 is presently in existence throughout most of the plan area. There are no proposed changes to the allowed uses within this designation; however, there is less area zoned Rural 10 in the community plan. The Rural 10 designation encompasses approximately 11,360 acres as compared to the existing Rural 10 at 14,139 acres. Farming, ranching, and timber harvesting are allowed in this zone.

The policies and associated regulations for Rural 10 encourage accessory commercial or manufacturing activities if the operations do not negatively impact the character of the rural community. Although many small parcels exist within this area, the base density for new land subdivisions is 1 unit per 10 acres. Up to 2.5 units per 10 acres may be reached if specific open space provisions are met. Existing parcels that are less than 10 acres and are zoned R10 can be built upon as long as the other criteria such as septic, water, critical areas and other county requirements are met.

---

**The Rural 20 Designation and Zone**

The Rural 20 designation primarily accommodates low density single family residences. One zone implements this designation--Rural 20. The properties within Rural 20 are adjacent to...
Forest Lands. There are presently 510 acres of Rural 20 in existence in the plan area; this would not change under the community plan. There are no proposed changes to the allowed uses which are the same as the Rural 10 zone. The density for new subdivisions is 1 unit per 20 acres. Up to 5 units per 20 acres may be reached if specific open space provisions are met. Existing parcels that are less than 20 acres and are zoned R20 can be built upon as long as the other criteria such as septic, water, critical areas and other county requirements are met.

**The Rural 40 Designation and Zone**

The Rural 40 designation primarily accommodates low density single family residences. One zone implements this designation—Rural 40. This is a new designation within the plan area. The density for new land subdivisions is 1 unit per 40 acres. The properties subject to the Rural 40 designation/zoning are within Case II Volcanic Hazard Areas. The types of uses and activities allowed on properties are the same as Rural 10. The Rural 40 designation encompasses approximately 2,450 acres in the valley. The designation begins south of the highway at Elbe and continues to the entrance of Mount Rainier National Park. A few of the properties are on the north side of the highway. Although 95 percent of the existing parcels are already less than 40 acres in size, the parcels which may be further subdivided account for approximately 53 percent of the total acreage within this designation. Existing parcels that are less than 40 acres and are zoned R40 can be built upon as long as the other criteria such as septic, water, critical areas and other county requirements are met.

**The Forest Land Designation and Zone**

The Forest Lands designation applies to areas that have long-term significance for the commercial production of timber. These lands are regulated for the long-term production of timber and to ensure that the use of adjacent lands does not interfere with the continued use of timber harvesting. One zone implements this designation—Forest Lands. The density for new subdivisions is 1 unit per 80 acres. The types of uses and activities allowed on properties are related to commercial timber harvest operations and wood products.

The Forest Land designation encompasses approximately 11,900 acres in the valley. The designation begins northwest of Elbe and continues east to the boundaries of Mount Rainier National Park. Roughly 67 percent of the parcels within this designation are 80 acres or greater in size.

**The Rural Gateway Community Designation**

The Rural Gateway Communities designation provides for a mix of commercial, light industry, and higher density residential housing. The types of uses and activities allowed within the designation varies depending on the implementing zone. This designation applies to three historical commercial nodes in the valley which include Elbe, Ashford (including National), and...
the Park Entrance. Combined, these areas encompass approximately 847 acres within the valley.

Design standards for signs, building architecture, site design, landscaping, and street furniture would apply within each of the Rural Gateway Community centers. The standards would ensure the present character and uniqueness of the Upper Nisqually Valley is carried into the future. Design standards seek to bring forth the turn-of-the-century character, historic significance, or the rustic mountain log cabin character. They also ensure sites are developed with the least amount of environmental impacts as possible. Huge parking lots are prohibited through the standards, and buildings within the village centers would be located closer to the road with sidewalks connecting businesses. Signs throughout the valley are required to meet design standards.

Three zoning districts implement this land use designation. The implementing zones are: Village Center, Tourist Commercial, and Village Residential. The types of uses and activities allowed within each district vary. Table K-5 shows the zoning of each of the Gateway Community centers and how many acres are contained within each zone.

### Table K-5: Zoning within Designated Gateway Communities

<table>
<thead>
<tr>
<th>Village Center</th>
<th>Village Residential</th>
<th>Tourist Commercial</th>
<th>Rural 10</th>
<th>Rural 40</th>
<th>Total Acreage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elbe</td>
<td>32</td>
<td>15</td>
<td>675</td>
<td>675</td>
<td></td>
</tr>
<tr>
<td>Ashford</td>
<td>106</td>
<td>161</td>
<td>16</td>
<td>213</td>
<td>675</td>
</tr>
<tr>
<td>Park Entrance</td>
<td>100</td>
<td></td>
<td>100</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>822</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Village Center Zone**

All of Elbe and portions of Ashford are zoned Village Center. The Village Center zone is intended to serve both residents and visitors to the valley. The Village Center zone provides for a mix of commercial, light industrial, and residential uses and activities. The commercial uses allowed within this zone are intended to provide an opportunity to property owners to establish businesses which encourage residents and visiting tourists to buy products within the Upper Nisqually Valley.

Commercial uses include but are not limited to: grocery stores; building materials and garden supplies; bulk fuel dealers; business services; eating and drinking establishments; distilleries, wineries, breweries, locally bottled waters; lodging; motor vehicles and related equipment sales, rental, repair and service; personal services; pet sales and services; rental and repair services; and sales of general merchandise.

The Village Center zone also allows for civic uses such as libraries, post offices, and medical offices which are not allowed within other zones. Locating civic activities within the same area as the commercial and residential uses is a mechanism to encourage residents to come in contact with each other more often to socialize and discuss community issues. The types of civic uses permitted include but are not limited to: administrative government services; day-
care centers; community and cultural services; education facilities; health services; religious assembly; public safety services; transportation; and utility and public maintenance facilities.

The Village Center zone is contained within a limited area. It is intended to be a compact mix of businesses and residential uses within an area connected by pedestrian facilities. Drive-through fast food restaurants are not allowed in this zone; customers would be required to get out of their vehicles to order and purchase products and services.

The transportation infrastructure created to serve the forest products industry of the last century still exists and can be utilized to serve the needs of the locally produced and manufactured natural resources abundant in the valley and re-establish the rail option to serve the increasing number of visitors of Mt. Rainier National Park.

The Village Center zone allows the highest residential density within the Upper Nisqually Valley—up to three units per acre. The absence of minimum lot sizes permits housing developers to cluster units together on smaller lots and create affordable housing opportunities within walking distance of shopping and employment opportunities. Dormitory-style employee housing is allowed to provide for long-term and short-term affordable housing for valley employees.

The plan proposes to rezone approximately 164 acres (144 parcels) to the Village Center zone in Elbe and Ashford. Ashford accounts for roughly 85 percent (approximately 184 acres) of the land in this district. Table K-6 shows the current land uses located within the Village Center zone and the number of parcels found in each type of use. The table demonstrates that in both Ashford and Elbe at the present time the majority of land is used for residential housing. Under the proposed Village Center zone, these lands may be developed as commercial or residential. Although the residential uses in Elbe are already on small lots, in Ashford 27 percent of the residential parcels are greater than 1 acre in size and account for 90 percent of the total residential land.

<table>
<thead>
<tr>
<th>Existing Use</th>
<th>Elbe</th>
<th>Ashford</th>
<th>Total</th>
<th>Elbe</th>
<th>Ashford</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>14.4</td>
<td>54.5</td>
<td>68.9</td>
<td>28</td>
<td>41</td>
<td>69</td>
</tr>
<tr>
<td>Commercial</td>
<td>3.1</td>
<td>31.6</td>
<td>34.7</td>
<td>9</td>
<td>5</td>
<td>14</td>
</tr>
<tr>
<td>Vacant*</td>
<td>10.5</td>
<td>17.7</td>
<td>28.2</td>
<td>24</td>
<td>37</td>
<td>61</td>
</tr>
<tr>
<td><strong>Total Village Center</strong></td>
<td><strong>28</strong></td>
<td><strong>103.8</strong></td>
<td><strong>131.8</strong></td>
<td><strong>61</strong></td>
<td><strong>83</strong></td>
<td><strong>144</strong></td>
</tr>
</tbody>
</table>

*Vacant includes any lands that may be developed to commercial or residential uses under the community plan although these lands may presently be listed with the Assessor-Treasurer as a different use such as forestry or open space.

**Tourist Commercial**

The Tourist Commercial zone primarily provides commercial uses and activities oriented toward tourism. Although residents of the valley would also purchase goods and services from businesses within this zone, the uses are typically the types of businesses that would not survive without tourist shoppers. The types of commercial uses and activities allowed within
the Tourist Commercial zone include eating and drinking establishments, lodging; rental of recreational equipment, and sales of general merchandise. Rental of recreational equipment and sales of general merchandise are limited to 5,000 square foot shops. Employee housing is also allowed within the Tourist Commercial zone.

The Tourist Commercial zone applies to six parcels within the Ashford Gateway Community. The zone begins at the area known as Hewitt Airfield extending to the Overland Restaurant along the north side of SR 706. The Tourist Commercial zone also applies to 31 parcels located at the Park Entrance. The zone begins just east of Goat Creek at the Growley Bear Bed and Breakfast and continues on the north side of SR706 for approximately 1/4 mile, then continues on both sides of SR 706 to the entrance of Mount Rainier National Park.

The Tourist Commercial zone allows for residential uses, however, the density within the zone is the same as the surrounding rural residential zone. The Tourist Commercial zone at Ashford has a base density of 1 unit per 10 acres, reflecting the Rural 10 zone. The Tourist Commercial zone at the Park Entrance has a base density of 1 unit per 40 acres, reflecting the Rural 40 zone.

The plan proposes to rezone approximately 116 acres (37 parcels) to the Tourist Commercial Zoning district in Ashford and at the Park Entrance. The Park Entrance accounts for approximately 88 percent of the lands in this zone. Table K-7 shows the current land uses located within the Tourist Commercial zone and the number of parcels found in each type of use. The table demonstrates that, at the present time, in both Ashford and at the Park Entrance the majority of land is commercial.

**Table K-7: Tourist Commercial - Major Existing Land Uses**

<table>
<thead>
<tr>
<th>Existing Use</th>
<th>Ashford Acreage</th>
<th>Park Entrance</th>
<th>Total</th>
<th>Ashford Parcels</th>
<th>Park Entrance</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>3</td>
<td>14</td>
<td>18</td>
<td>1</td>
<td>6</td>
<td>7</td>
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<tr>
<td>Commercial</td>
<td>7</td>
<td>47</td>
<td>54</td>
<td>3</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>Vacant*</td>
<td>6</td>
<td>39</td>
<td>44</td>
<td>2</td>
<td>16</td>
<td>18</td>
</tr>
</tbody>
</table>

*Vacant includes any lands that may be developed to commercial or residential uses under the community plan although these lands may presently be listed with the Assessor-Treasurer as a different use such as forestry or open space.

**Village Residential**

The Village Residential zone primarily allows for low density residential uses. Limited civic and commercial uses such as day-care facilities, and home-based businesses are also permitted. The base residential density is 1 unit per 10 acres. Up to 2.5 units per 10 acres may be reached if specific open space provisions are met. Table K-8 shows the current land uses located within the Village Residential zone and the number of parcels found in each type of use.
**Table K-8: Village Residential (Ashford) - Major Existing Land Uses**

<table>
<thead>
<tr>
<th>Existing Use</th>
<th>Acreage</th>
<th>Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>57</td>
<td>77</td>
</tr>
<tr>
<td>Vacant*</td>
<td>91</td>
<td>279</td>
</tr>
<tr>
<td><strong>Total Village Residential</strong></td>
<td>148</td>
<td>356</td>
</tr>
</tbody>
</table>

*Vacant includes any lands that may be developed to commercial or residential uses under the community plan although these lands may presently be listed with the Assessor-Treasurer as a different use such as forestry or open space.

The Village Residential zone would apply to 356 parcels and 148 acres within the Ashford Gateway Community designation. Approximately 75 percent of the parcels within this zoning district are vacant. Only 13 existing parcels are greater than one acre and of the 13, only one parcel is greater than 10 acres. The table reflects the large number of vacant lots found in Echo Valley subdivision.

**Future Land Uses in the Upper Nisqually Valley**

**Overview**

The pattern of land use in the Upper Nisqually Valley under the designations and zoning classifications would continue to reflect a rural development pattern with open space, natural areas, and large tracts of land. The most noticeable change would be the concentration of commercial businesses within the three rural commercial centers of Elbe, Ashford, and the Park Entrance. Because commercial uses are restricted to centers, there would be no new commercial businesses locating between the centers along the highway; therefore, strip development would not occur along SR 706. Existing commercial uses that are currently located along the highway, such as Copper Creek, would be allowed to expand as nonconforming uses in accordance with the Pierce County Code.

The most noticeable changes would be the growth of the Village Centers in Ashford and Elbe. These centers are intended to be the focal point of activity; pedestrian-friendly places where the community and visitors congregate, shop, and relax. A mix of commercial, light industrially zoned, and residential uses would be allowed and could be combined on a single parcel. No minimum lot size would be required. Residential uses would be allowed a gross maximum density of three homes per acre and could include multifamily housing. Employee housing would be allowed with no density limit. Residential housing would be allowed as an accessory to commercial uses. A community septic system would be considered for wastewater treatment in Ashford. In order to help create a community atmosphere and attract people to the centers, Tahoma Woods and the concessionaire would consider relocating employee housing to the village centers.

Over time, commercial businesses and light industry such as wineries and breweries, water bottling, etc would become the major land use within the Village Centers. Residential uses would likely follow close behind. Infrastructure and services such as sidewalks and crosswalks would support and encourage pedestrian use of the village centers. Design standards would ensure the present architectural character of the valley would be represented in the future.
Outside of centers, the Upper Nisqually Valley would not be expected to experience significant change. Homes, some with accessory commercial businesses, would continue to exist on large lots. The residential land use pattern in the Upper Nisqually Valley will continue to reflect a low density rural landscape. Some of the existing subdivisions will experience new home construction. Resource-based activities such as farming and forestry would continue throughout the rural zones.

Other significant changes to the valley would occur along the Hewitt Airfield strip and at the Park Entrance. The area known as Hewitt Airfield, extending to the Overland on the north side of SR 706, would be developed as tourist-related businesses. It is anticipated the existing residential homes and vacant properties will be redeveloped as restaurants, lodging accommodations, or other tourist-related commercial services. The existing businesses may be expanded to incorporate accessory tourist services. This business district is not required to have a pedestrian orientation.

The uses currently located at the Park Entrance are not anticipated to experience much change. However, some vacant land exists within this zone and would likely be developed with tourist-related businesses over time. Uses are restricted in this area to lodging, restaurants, sales of general merchandise, and rental of recreational equipment.

**Residential**

The proposed residential densities would maintain an overall density throughout the valley of one unit per seven acres. This overall density allows the community to retain a rural character while recognizing the demands and responsibilities of being a community that, simply by location, is a gateway to the National Park and numerous recreational public lands.

There will be more mixed residential/commercial uses on properties within centers. Within the centers, living areas could be an accessory use to commercial uses such as an apartment over a restaurant. More people are expected to reside within the village centers than currently reside in these areas; however, the rest of the valley will experience residential growth. In the rural zones of the valley, commercial activity would be an accessory use to residential homes as is presently the case.

The existing small lot subdivisions throughout the valley will slowly transform from seasonal recreational properties to year-round residences. More lots within these subdivisions will be developed with homes. Through the next 20 years as property owners retire, it is expected that a segment of them will relocate to the Nisqually Valley as permanent community members. In
addition, as the employment opportunities increase in the valley and the Eatonville area, the existing vacant lots in these subdivisions would be available to accommodate the associated growth at a lower cost than the larger lots. It is also acknowledged there will always be seasonal recreational property in the valley.

An increase in employment opportunities in the valley and Eatonville area may encourage property owners to subdivide existing agricultural and forest lands for residential purposes. The large residential lots (15 acres and greater) may also be further subdivided into smaller parcels, eight to ten acres.

The majority of homes built on these lots will be year-round residences with a few built as recreational homes. As a result of the open space density incentive provisions, homes associated with these properties may be clustered together to retain open space.

**Commercial Businesses**

New commercial development will be limited to the historical commercial nodes; Elbe, Ashford, and the Park Entrance. The type of commercial businesses in each of these centers would differ for each center. The Park Entrance would provide associated tourist lodging and other related services. Elbe and Ashford, located in the heart of the valley, would provide for a range of commercial services for both the local residents and tourists.

Commercial businesses are expected to become the dominant land use within each of the centers. Each of the centers contains a significant amount of vacant land and this change to the dominant use could happen quickly or slowly over time. New commercial businesses could be larger in scale than is commonly found in the valley at the present time. The square footage of individual buildings is expected to increase over the current building sizes. Size of new commercial buildings has generally not been limited in the community plan, except by that which is presently allowed throughout the rural area. These sizes generally allow up to 30,000 square foot store sizes. There are a few size limitations contained in the plan including sales of general merchandise and rental of recreational equipment in the Tourist Commercial zone is limited to 5,000 square feet.

New development would also influence the look of the valley because design standards would be required. These standards help the valley coordinate a cohesive character in new commercial and light industrial building that reflects the historic pattern of the area—porches, board-and-baton siding, log cabins, and use of natural materials such as timber, stone, and wood products.

**Public Facilities**

Public facilities may include roads, community centers, parks, and utilities. These facilities will be constructed on existing vacant properties or through redevelopment of existing structures. The majority of this change will occur within Ashford.
Housing

Overview

The number of single-family residential homes within the Upper Nisqually Valley is expected to increase over the next 20 years. The majority of new homes are expected to locate within the eight existing subdivisions or within the Village Center zone. The subdividing of property within the Rural 10 and Rural 20 zones is expected to continue at the current rate. Accessory dwelling units would be allowed throughout the plan area but would not significantly increase the number of homes within the valley. Employee housing, which is suited for seasonal, intermittent, or temporary employees may be constructed at a handful of locations.

The policies of the community plan allow and encourage housing that is affordable to valley residents. The community wants to ensure that with some new growth, local citizens will not be taxed out of their homes. Furthermore, the community would like to keep average housing prices within a reasonable range. As noted in the Existing Conditions text, presently approximately 85 percent of the housing in the valley is valued at less than $100,000. Housing prices and housing values are not anticipated to soar over the next 20 years.

New housing will occur throughout the plan area. Village Centers will accommodate some of the new housing, but existing subdivisions are expected to experience more development. In addition, lands zoned Rural 10, Rural 20, and Rural 40 are expected, in some instances, to be further subdivided and sold for single family homes. Residential housing is allowed throughout the plan area and all types of housing, whether located in a center or existing subdivision, are needed to meet growth projections.

The residential areas outside of the village core, including Echo Valley and High Echo, are not expected to change in character although are expected to see more buildout. The existing properties will not be further subdivided. There is the possibility of residents establishing home-based businesses, however, the limitations associated with operating a home occupation preserves the character of the single-family properties.

Employee Housing

The policies of the community plan and implementing regulations allow for employee housing. This type of housing is intended to provide an affordable means of housing for seasonal or temporary employees. There are restrictions placed on this type of housing so that it does not result in a low-cost permanent housing type. An applicant proposing to construct employee housing must demonstrate and document the need for the housing and have a mechanism to ensure the units are occupied by employees in the valley. Employee housing is distinguished by shared kitchen/dining areas as well as shared restroom/shower facilities. No more than 20 individual sleeping units per building shall be allowed with each unit requiring internal building access. Any provision for cooking facilities within an individual sleeping unit is prohibited.
**Projected Demographics**

Many variables make predicting the number of future residents in the Upper Nisqually Valley difficult. As in any type of projections, the smaller the geographical area and existing population base, the higher the margin of error will be over 20 years. Compounding the difficulty of completing projections is the existence of a large number of absentee homeowners and the proposed Mount Rainier Resort at Park Junction development. As a consequence, these projections should be evaluated every five years to review the assumptions and incorporate any new trends.

The projected year-round population for the Upper Nisqually Valley in 2018 is between 2,280 and 2,675 residents. This range of projections reflects an annual growth rate between 2.6 and 3.0 percent. The growth rate assumes increased year-round employment and a high percentage of homes being converted from recreational homes to year-round homes.

**Land Use Policies**

**Goals**

We envision a coordinated land use pattern which recognizes the constraints of the physical environment and directs growth into community-planned centers. We envision development that is scaled to a size and density that maintains the rural character of the valley as well as providing diversified employment opportunities with the centers for its residents.

**Gateway Communities**

Gateway Communities, and the zones that implement the designation, are intended to be the focal point of commercial activity in the Upper Nisqually. Any growth that occurs is intended to be directed to and contained within the three designated Gateway Communities. Rural Gateway Communities are not intended to sprawl in a linear fashion along a major arterial or highway, but be contained within a defined node. The three Rural Gateway Communities within the Upper Nisqually serve different and distinct purposes and therefore are implemented through three rural zones: Village Center, Village Residential, and Tourist Commercial. Each of the Rural Gateway Communities is required to comply with the adopted design standards.

**Village Center:** The intent of the Village Center zone is to provide for a compact mix of commercial, civic, light industry in locations where it has historically taken place, and higher density residential uses connected by pedestrian and transportation facilities. The zone serves both residents and visitors and is intended to function as a major attraction or main focus of the valley in which a hub of activities may be found.
Tourist Commercial: The intent of the Tourist Commercial zone is to provide limited commercial opportunities that are oriented to tourism such as restaurants, lodging, and rental of recreational equipment. The zone is not intended to provide civic activities or meet the daily shopping needs of residents.

Village Residential: The intent of the Village Residential zone is to recognize the existing subdivisions and land use patterns and to allow for residential uses to locate within a reasonable walking distance of commercial amenities such as shopping and services needed for everyday living. Limited civic activities such as daycares and home-based businesses are allowed.

GOAL UNV LU-1
Provide a coordinated land use pattern by directing growth and concentrated commercial and light industrial activities into community planned, pedestrian and transit oriented centers and allowing the rest of the Upper Nisqually Valley to maintain a rural character.

UNV LU-1.1 Designate a limited number of compact areas as Gateway Communities to accommodate the service and housing needs of residents, employees, and tourists.

UNV LU-1.2 A Gateway Community designation shall:

UNV LU-1.2.1 Have established commercial and other businesses catering to tourists and/or the local surrounding community; and

UNV LU-1.2.2 Have access onto a state route or major arterial, but not be developed in a linear pattern.

UNV LU-1.3 Respect the natural environmental constraints when designating Rural Gateway Communities and direct growth away from sensitive areas.

UNV LU-1.4 The Rural Gateway Communities should provide sufficient vacant and redevelopable land to allow new opportunities for growth and the market to determine sizes and uses consistent with the rural policies of the Comprehensive Plan.

UNV LU-1.5 A Rural Gateway Community shall be a compact and well-defined node.

UNV LU-1.6 Individual Rural Gateway Communities should be designated and sized to discourage the proliferation of commercial activity along the highway.

UNV LU-1.7 Rural Gateway Communities shall not allow for continuous linear strip development.

UNV LU-1.8 Commercial areas within the Rural Gateway Communities shall be consistent with the Limited Areas of More Intensive Rural Development.

UNV LU-1.9 Community goals shall be held above an individual’s interest when designating Rural Gateway Communities.
UNV LU-1.10 Elbe, Ashford, and the park entrance shall be designated as Rural Gateway Communities.

UNV LU-1.11 New Rural Gateway Communities within the Upper Nisqually Valley should not be designated within the 20-year planning period.

UNV LU-1.12 Within the existing Rural Gateway Community designations, properties that are currently zoned with a Rural Residential classification, may be rezoned to a Rural Center classification when:

- Environmental review is complete;
- It is an update to the community plan;
- The expansion area is contiguous with the existing center;
- The need to provide more land to reasonably accommodate development has been demonstrated;
- Infrastructure and services can be provided in the expansion area; and
- The size of the center will not negatively impact other areas in the community.

UNV LU-1.13 Rural Gateway Communities should not be expanded within the 20-year planning period to encourage infill development and redevelopment to provide opportunities for local employment.

UNV LU-1.14 Rural Gateway Communities shall not have more than one Village Center to focus development at the core and create a central place.

GOAL UNV LU-2 Identify the types of uses allowed within a Rural Gateway Community.

UNV LU-2.1 Allow commercial uses on the same parcel as residential uses within Rural Gateway Communities.

UNV LU-2.2 Uses allowed in commercial areas should encourage visitors to stop and get out of their personal vehicles.

UNV LU-2.3 Drive-through facilities should be discouraged.

UNV LU-2.4 Uses and activities which are land intensive and do not directly serve the community or tourists, such as agriculture or dairy farming, shall be prohibited in Rural Gateway Communities.

GOAL UNV LU-3 Develop zoning classifications which reflect the unique characteristics of the designated Rural Gateway Community.

UNV LU-3.1 The Rural Gateway Community designation shall be implemented through various zoning classifications.

UNV LU-3.2 The uses allowed in each zone should closely reflect the businesses, visitor-dependent businesses, natural resource manufacturing, and uses presently existing.
The Gateway Community designation shall be implemented through three types of zoning classifications: Village Center (VC); Tourist Commercial (TC); and Village Residential (VR).

The Upper Nisqually Advisory Commission, with community input, shall determine the optimum preferred alternative for National and revise the community plan to reflect the preferred alternative at the first update of the plan.

### Village Center

**GOAL UNV LU-4** The Village Center zone (VC) shall be located where the community has historically gathered, shopped, worked, and resided.

**UNV LU-4.1** The Village Center should be the focus of activity and create a central place.

**UNV LU-4.2** Encourage the Mount Rainier National Park and concessionaire to relocate employee housing to the Village Centers.

**UNV LU-4.3** Development located within the Village Center zone should be served by a community septic system and an authorized water purveyor such as a water district.

**UNV LU-4.4** Commercial, multifamily, subdivisions, and employee housing shall be required to provide pedestrian facilities such as crosswalks, boardwalks, and sidewalks.

**UNV LU-4.5** Maximum residential densities within the Village Center zone shall be 3 units per acre.

**UNV LU-4.6** Employee housing shall be allowed in the Village Center zone.

**UNV LU-4.7** Zone the Elbe Rural Gateway Community as a Village Center.

**UNV LU-4.8** Zone a portion of the Ashford Rural Gateway Community as Village Center.

### Tourist Commercial

**GOAL UNV LU-5** A Tourist Commercial zone shall be a small, clearly defined area that should not be allowed to expand within the 20-year planning period of this community plan.

**UNV LU-5.1** The Tourist Commercial zone (TC) shall be oriented to serve the needs of tourists with a focus on restaurants, general merchandise sales, rental of recreational equipment, restrooms, and lodging.

**UNV LU-5.2** Civic, industrial, recreational, office, business, and other such uses that do not directly serve a tourist population shall not be allowed in the Tourist Commercial zone.

**UNV LU-5.3** Residential densities in the Tourist Commercial zone shall be the same as the surrounding rural zone.

**UNV LU-5.4** Zone the Park Entrance Rural Gateway Community as Tourist Commercial. Maximum residential density at the park entrance shall be 1 unit per 40 acres due to the Case II Volcanic Hazard Areas. No bonus densities shall be allowed.
### Village Residential

**GOAL UNV LU-6**  
Village Residential shall be located where there is a predominance of existing residential uses in close proximity to a Village Center.

**UNV LU-6.1**  
Village Residential (VR) shall be a low density residential zone which provides open space within the Rural Gateway Community designation.

**UNV LU-6.2**  
The residential density in the Village Residential is one unit per 10 acres consistent with the surrounding Rural 10 designation.

**UNV LU-6.3**  
Zone a portion of the Ashford Rural Gateway Community as Village Residential.

### Residential and Resource Lands

Outside of the designated Rural Gateway Community, the Upper Nisqually Valley is not expected to experience much change. The valley is intended to remain as a mix of residential uses and resource-based uses. Residential uses would remain in large tracts of land; home-based businesses and cottage industries would continue to be allowed. Resource-based industries such as timber harvesting or agriculture would continue. The intent for zoning in the valley outside of Rural Gateway Communities, as Rural 10, Rural 20, Rural 40, or Forest Lands, is to allow for the rural character and large tracts of open space to continue into the future.

**GOAL UNV LU-7**  
Maintain the rural character of the Upper Nisqually Valley.

**UNV LU-7.1**  
Designate and zone areas outside of the Gateway Communities as Rural 10, Rural 20, or Rural 40 to encourage low density residential opportunities and maintain the rural character of the valley.

**UNV LU-7.2**  
The rural designations are intended to provide low density housing opportunities for residents of the Upper Nisqually Valley.

**UNV LU-7.3**  
High densities and intensive commercial uses shall not be allowed in the rural designations.

**UNV LU-7.4**  
Encourage rural business character by allowing home-based businesses and cottage industries.

**UNV LU-7.5**  
Encourage tourism by allowing bed and breakfast operations throughout the valley.

**UNV LU-7.6**  
Planned resorts shall not be allowed within the rural designations within the first five years of the community plan to allow for new development and redevelopment to occur within the designated Rural Gateway Communities.
**Rural 10 and Rural 20**

**GOAL UNV LU-8**  
Areas outside of any designated Rural Gateway Community and Case II Volcanic Hazard Areas shall be zoned Rural 10 or Rural 20.

**UNV LU-8.1**  
The base density of the Rural 10 lands should be 1 unit per 10 acres consistent with the Comprehensive Plan policies.

**UNV LU-8.2**  
The base density of the Rural 20 lands should be 1 unit per 20 acres consistent with the Comprehensive Plan policies.

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**Rural 40**

**GOAL UNV LU-9**  
Areas outside of any designated Rural Gateway Community and within a Case II Volcanic Hazard Areas shall be zoned Rural 40.

**UNV LU-9.1**  
The base density should be 1 unit per 40 acres.

**UNV LU-9.2**  
Bonus densities shall not be allowed within Case II Volcanic Hazard Areas.

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**Nonconforming Uses**

The intent of the nonconforming use policies is to recognize that the Upper Nisqually Valley contains a number of legally existing nonconforming uses that are allowed to continue operations.

**GOAL UNV LU-10**  
Recognize the importance of nonconforming uses consistent with the Pierce County Comprehensive Plan.

**UNV LU-10.1**  
Allow for continued operation and expansion of existing legal nonconforming uses.

**UNV LU-10.2**  
Recognize that Pierce County Development Regulations-Zoning allow for nonconforming rights of 10% expansion outright, up to 25% expansion with administrative review, and unlimited expansion with Hearing Examiner approval.

**UNV LU-10.3**  
Inventory and document existing legal nonconforming uses to expedite expansions.

**UNV LU-10.4**  
Expansions of nonconforming uses greater than 10% shall be required to meet design standards.

**UNV LU-10.5**  
Strive to bring illegally constructed businesses and buildings to code.

**UNV LU-10.6**  
Attempts should not be made to make all legally existing nonconforming businesses conforming.
### Affordable Housing

The intent of the affordable housing policies is to ensure housing remains within the means of the local citizens and the local wage scale. As growth occurs, residents do not want to be priced out of their homes and properties. The policies also recognize the need for special housing for seasonal, temporary employees.

**GOAL UNV LU-11** Encourage housing which meets the needs of the community and maintains community identity.

**UNV LU-11.1** Encourage housing that is affordable and attainable to all in the Upper Nisqually Valley.

**UNV LU-11.2** Higher density housing is to be located within Village Centers to maintain the rural character throughout the Upper Nisqually Valley.

**UNV LU-11.3** Allow for a density of 3 dwelling units per acre within Village Centers to provide opportunities for housing.

**UNV LU-11.4** Encourage housing as an accessory to commercial uses where commercial is located at the street front with residential above it.

**UNV LU-11.5** Develop procedures and regulations to allow employee housing within designated areas of the community.

**UNV LU-11.5.1** The intent of employee housing is to allow a low cost alternative for temporary employees and is particularly suited for a community that has seasonal employment housing needs.

**UNV LU-11.5.2** Employee housing shall not be implemented as multifamily housing; individual independent living quarters shall not be created, but common cooking and bathing areas shall be shared.

**UNV LU-11.5.3** Employee housing shall not be occupied by individuals who do not work in the Upper Nisqually Valley.

**UNV LU-11.5.4** Employee housing shall not be allowed in Case II Volcanic Hazard Areas.

**UNV LU-11.5.5** An applicant proposing to construct employee housing must demonstrate and document the need for the housing and have a mechanism to ensure the units are occupied by individuals who work in the Upper Nisqually Valley.

**UNV LU-11.5.6** Employee housing shall be required to be constructed and held in ownership by the company employing the workers or a cooperative of employers.

**UNV LU-11.6** Allow employee housing in the Village Centers and Tourist Commercial.

**UNV LU-11.6.1** Employee housing must be accessed through the inside of the building; cooking facilities and living spaces must be commonly shared by all with no provisions for cooking in any individual sleeping unit.
UNV LU-11.6.2 Employee housing shall not exceed more than 20 individual sleeping units per building.

UNV LU-11.6.3 Employee housing shall meet design standards.

UNV LU-11.6.4 Employee housing is encouraged to have commercial square footage on the first floor.

UNV LU-11.6.5 Monitor enforcement provisions for employee housing to ensure it is not used as rental units for tourists or other non-company employees living in the community.

IMPLEMENTING ACTIONS

The following is a list of actions that should 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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years.

Long term actions should be completed within 5-20 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Gateway Community Advisory Board (GCAB), the Upper Nisqually Advisory Commission (UNAC), or Pierce County Planning and Land Services (PALS). Those actions assigned to the GCAB are completed as part of the adoption and implementation of this plan.

SHORT TERM ACTIONS

1. Develop regulations to meet the intent of the goals, objectives, and policies of the community plan. (GCAB, PALS)
2. Amend the Pierce County Code to incorporate the regulations and zoning classifications for the Upper Nisqually Valley. (GCAB, PALS)
3. Amend the Pierce County Comprehensive Plan to designate and map Elbe, Ashford and the Park Entrance as Rural Gateway Communities. (GCAB, PALS)
4. Identify and map appropriate areas appropriate for expansion of zones within Rural Gateway Communities. (GCAB, PALS)
5. Designate and zone areas outside of any designated Rural Gateway Community and Case II Volcanic Hazard Areas as Rural 10. (GCAB, PALS)
6. Designate and zone areas outside of any designated Rural Gateway Community and within a Case II Volcanic Hazard Areas as Rural 40. (GCAB, PALS)
7. Establish a maximum residential lot size of 14,570 square feet in the Village Center zone to ensure compact development. (GCAB, PALS)
8. Develop regulations for employee housing. (GCAB, PALS)
9. The UNAC should consider whether to allow new Master Planned Resorts at the first update of the plan. (UNAC)
**Mid-Term Actions**

1. Develop procedures for amending the community plan. (UNAC, PALS)
2. Develop an official “Nonconforming Map” for those legally existing properties that are made nonconforming as a result of this plan. (PALS)
3. Develop a process which allows an allotted time period in which illegally constructed buildings and uses can be brought to the standards of the Uniform Building Code and Comprehensive Plan.
4. (PALS)

**Long Term Actions**

1. At each plan update, evaluate the provisions for employee housing to ensure the intent is met. (UNAC, PALS)
Map K-1: Land Use Designations
Upper Nisqually Valley Community Plan

*Note: The legend shows only the land use designations within the Upper Nisqually Valley Community Plan Area. The areas outside this plan area are masked within the map display.

Map K-1: Land Use Designations
Upper Nisqually Valley Community Plan

Gateway Community (GC)
Rural 40 (R40)
Rural 10 (R10)
Designated Forest Land (FL)
Park & Recreation (PR)
Agricultural Resource Land (ARL)
Rural 20 (R20)
Airport Overlay - Small Airport

Community Plan Boundary

Legend:
- Urban Growth Boundaries
- Nisqually NWR
- County Boundary
- Mount Rainier NP
- Municipal Area
- Military Land

Revision Date: 6/24/2015
Plot Date: 6/25/2015
Historic Land Use Designations/Zoning

- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Rural 20 (R20)
- Designated Forest Land (FL)

Note: Comprehensive Plan Designations show as amended October 27, 1998, Ordinance No. 98-86S: Effective March 14, 1999

Upper Nisqually Valley Community Plan

Department of Planning and Land Services
Plot Date: November 26, 2007

Pierce County, Washington

Plan Area Boundary

https://upper_nisqually_community_plan_adoption_v10_files
Historic Assessed Land Uses

- Residential
- Commercial
- Transportation/Communication/Utilities
- Quasi-Public & Other Public
- Agriculture, Open Space/Recreation
- Forestry
- Forest/Recreation
- Water Areas
- Vacant
- Outbuildings
- No Use Code

Note: The land uses depicted on this map represent generalized groupings of different land use types, based on land use information provided by the Pierce County Assessor/Treasurer's Office and field inventory by the Planning and Land Services Department.

Upper Nisqually Valley Community Plan

PIERCE COUNTY, WASHINGTON

Department of Planning and Land Services
Plot Date: October 12, 1998

Historic Assessed Land Uses
Chapter 3: Community Character and Design Element

**INTRODUCTION**

The communities within the plan area have developed over the years in close association with the abundant natural resources and natural beauty present in the Upper Nisqually Valley. This relationship is expressed in the development patterns, architectural styles, historic sites, commerce, and industry. These features create a unique environment for community identity and pride. Residents have determined a high priority should be given to recognizing and preserving the history and character of the area. The Community Character and Cultural Element addresses community character, heritage, and social interaction.

The Community Character and Cultural Element emphasizes the community's vision by setting forth goals and objectives related to the preservation of the historic, cultural, and natural characteristics of the area. It promotes the historic resources and seeks to renovate and preserve more historical sites in the valley. The element also outlines policies for design standards that will help bring out the unique architectural character of the valley. Social interaction is addressed to attempt to maintain the close-knit, stable community that is found in the Upper Nisqually Valley today.

**DESCRIPTION OF CURRENT CONDITIONS**

The Upper Nisqually Valley has a rich and colorful history that begins with Native American settlement and pioneer homesteading. In the 1880's, timber workers, miners, trappers, and farmers were attracted to the area. Because of the abundant forest resources, timber production became the primary economy and supplied the National Mill which was the nation’s largest mill west of the Mississippi. The virgin forests a century ago supplied the local mills with some of the largest trees on earth. Through the years, resource-based industries have continued to be a major component of the economy, however, tourism has also emerged as a significant economic component.

Residents of the Upper Nisqually Valley are independent, free spirited, creative, and respect the rights of individuals. Many businesses are independently owned and operated. The majority of business owners live in the Upper Nisqually Valley. The community is opposed to outside wealth invading their community and destroying their uniqueness with businesses and services.
as found throughout the rest of the United States. The community still works together and supports one another in any time of need. Residents are willing to volunteer on community projects and support community events. The citizens of the Upper Nisqually know the valley is a special place and want to ensure it continues to remain a special place in the future.

**HISTORIC RESOURCES**

Many historic sites exist within the Upper Nisqually Valley. Several historic properties in the community planning area are listed in the National or Pierce County Register of Historic Places. Historic properties are designated to historic registers only after determination is made that a property meets evaluation criteria concerning the property's historic significance and possession of integrity. However, even if properties are not eligible for the federal or county register, they may have local community significance.

In addition to individual historic significance, historic properties contribute to the overall character of the community. Each of the historic properties, including historic buildings and archeological sites, serves as physical evidence of the community's historical developmental pattern and the pride the citizens take in their past. The community's historic character provides linkages and continuity with the past and can also provide unifying themes for the community's future physical and economic development. The 20 properties described in Table K-9 are listed in the community plan to recognize local historically significant structures in the Upper Nisqually Valley. Four of the properties are either on the Pierce County or National Register of Historic Places.

These 20 properties were identified in an October 1996 workshop as having historical importance to the community. The top 20 properties were identified because they have the greatest potential of being placed on a historical register. Of the historic properties identified, ten were located in the Ashford vicinity, four in the Elbe vicinity, two in the vicinity of Alder, and three near the Nisqually entrance to Mt. Rainier National Park.
### Table K-9: Twenty Sites of Historical Importance

<table>
<thead>
<tr>
<th>Alder</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alder Presbyterian Church, 50124 School Road, Alder.</strong> Built in 1920 and moved to the present location in 1947 as a result of construction of Alder Dam.</td>
<td></td>
</tr>
<tr>
<td><strong>Alder Schoolhouse (Alder Community Hall), South side on Highway 7, east of School Road, Alder.</strong> The four room schoolhouse was built in 1909 and a gymnasium was constructed four years later. Both were moved to the present site by the City of Tacoma due to the construction of Alder Dam. The schoolhouse is listed in the Pierce County Register of Historic Places.</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Elbe</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Elbe Department of Natural Resources Garage (Elbe Firehouse), 53927 Mountain Highway East, Elbe.</strong> Built before 1920's. The garage was used to store equipment to put out fires on timberlands.</td>
<td></td>
</tr>
<tr>
<td><strong>Elbe Odd Fellows Hall (Elbe Grocery), 54209 Mountain Highway East, Elbe.</strong> Built in the early 1900's after arrival of the Tacoma Eastern Railway in 1904. The building was purchased by Mr. Christensen and moved to the present location in 1935.</td>
<td></td>
</tr>
<tr>
<td><strong>Elbe Evangelical Lutheran Church, 54206 Mountain Highway East, Elbe.</strong> Built in 1906 to serve German settlers. The church is on both the National and Pierce County Registers of Historic Places.</td>
<td></td>
</tr>
<tr>
<td><strong>Elbe Presbyterian Church (Elbe Christ's Church), 54005 180th Ave. Ct. East, Elbe.</strong> The Elbe Presbyterian Church was established in 1906. The church building was moved in 1940 after the construction of the pastor's home.</td>
<td></td>
</tr>
<tr>
<td>In the vicinity of Elbe - a confidential archaeological site. One of two Nisqually Indians permanent villages in the vicinity of Mt. Rainier.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ashford</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Mount Rainier Lions Hall, 27726 Mountain Highway East, the Ashford vicinity.</strong> The hall is located where the town of National used to be. The building was built by the National mill workers as the union hall. Built before 1930's.</td>
<td></td>
</tr>
<tr>
<td><strong>Lovejoy's cabin, 54710 278th Ave. East, the Ashford vicinity.</strong> The cabin was the local speakeasy during the Prohibition Era of 1916 to 1933. Built date unknown.</td>
<td></td>
</tr>
<tr>
<td><strong>The National Mill Superintendent's House (Mountain Meadows Bed and Breakfast), 28912 Mountain Highway East, the Ashford Vicinity.</strong> Built in the early 1900's. Rexroth's House, 29805 Mountain Highway East, the Ashford vicinity. Built by the Rexroth Family in the 1920's. Mr. Rexroth was a local store owner in partnership with Mr. Butler.</td>
<td></td>
</tr>
<tr>
<td><strong>Mrs. Day Butler's House (Jasmer's), 30005 Mountain Highway East, Ashford.</strong> Built before 1920's.</td>
<td></td>
</tr>
<tr>
<td><strong>Butler's House, 30110 Mountain Highway East, the Ashford vicinity.</strong> Built by the Butler family in the 1920's.</td>
<td></td>
</tr>
<tr>
<td><strong>Ashford Tavern (Antique Store), 30027 Mountain Highway East, Ashford.</strong> The building was the local tavern, built in the late 1920's after the first tavern burned down.</td>
<td></td>
</tr>
<tr>
<td><strong>Von's General Store/Suver's General Store (Ashford Country Store), 30402 Mountain Highway East, Ashford.</strong> The store was built by Suvers in 1905 to serve Ashford.</td>
<td></td>
</tr>
<tr>
<td><strong>The Masonic Lodge, 30406 Mountain Highway East, Ashford.</strong> Built in the early 1920's. The lodge continues to be used by the local chapter of the Masons and a preschool.</td>
<td></td>
</tr>
</tbody>
</table>
The Ashford Mansion, 30715 Mt. Tahoma Canyon Road, Ashford. Built in 1903 by pioneers Walter and Cora Ashford. The mansion is listed in both the National and Pierce County Registers of Historic Places.

The Hershey Homestead, 33514 Mt. Tahoma Canyon Road, Ashford. The cabin was built in 1888 by homesteaders Peter and Emma Hershey. The cabin is the oldest structure still standing on its original site in the Upper Nisqually Valley. The homestead is listed in the Pierce County Register of Historic Places.

**Park Entrance**

Copper Creek Restaurant, 35707 Mountain Highway East, in the vicinity of the Nisqually entrance to the Park. The restaurant was converted from a 1935 gas station in 1946 by Rasalea Triggs and Hank Canty.

Mesler’s Inn (Alexander’s Country Inn), 37515 Mountain Highway East, in the vicinity of the Nisqually entrance to the Park. The Inn was built in 1912 by Alexander Mesler Junior. The Inn was one of the last road houses once located on the highway to Mount Rainier.

The Lodge, 38605 Mountain Highway East, near the Nisqually entrance to the Park. The lodge was built in the 1920’s by Tom Elliott.

**DESIGN**

Many of the commercial buildings and old homesteads in the Upper Nisqually Valley have a distinctive design and character that is representative of the different eras of development and economic dependence in the area. Although the architectural styles have changed decade by decade, the principles of historic design from the valley can be identified and applied to future development.

Several distinctive styles of design can be observed in the Upper Nisqually Valley. One of the most noticeable styles is that of pre-1900’s. Examples of such buildings are the Alder Presbyterian Church, Elbe Grocery, Elbe Lutheran Church, and the Ashford Country Store.

Another style is that of a mountain-oriented and rustic building character as is found in Whittaker’s Bunkhouse, Nisqually Lodge, Overland Inn, various rental cabin operations near Park Entrance, Gateway Inn, National Park Inn at Longmire, Paradise Inn, and Sunrise Lodge.

Finally, the Ashford Mansion and Alexander’s Country Inn are examples that represent a turn-of-the-century flavor. All of these styles contribute to the uniqueness of the area. There are several elements of design that are incorporated into many of the buildings, regardless of style, that serve to provide a sense of community. One of the common elements of good design present in the Upper Nisqually is the human component of many buildings and developments. These components make the building and property inviting rather than overwhelming or intimidating. Human components appeal to each of us and make us feel welcome. Soft lighting, covered porches, benches, and storefront windows invite people to shop, relax, and explore. Many buildings in the urban area are constructed of cement or cinder block and decorated with bright florescent lights. These colder elements are not inviting to people.

Parking lot design can be another element that can attract or deter people. Huge parking lots can be intimidating as cars dart around. Parking lots that are smaller with landscaping and
marked pedestrian pathways are more inviting to customers. Locating parking lots to the side or rear of a building can be helpful because a sea of parking does not have to be crossed to get to the destination. Very few buildings in the valley have large, intimidating parking lots.

The mass of a building also serves as an important design element. Large blank walls and massive buildings can make a person feel small and overwhelmed. Smaller buildings or walls that are detailed with dormers or windows can be more attractive to people. Most of the buildings in the Upper Nisqually are of a small scale (12,000 square feet or less) and have some kind of detail that encompasses the person rather than overwhelms.

The final design element that is unique to the Upper Nisqually is the signs. Most of the signs are handcrafted of natural materials such as timber logs or wood. Many signs are carved. Very few signs are internally lit or backlit. Whittaker’s Bunkhouse is an excellent example of a building which has incorporated many of the elements of good design. The building has soft, indirect lighting. There is a covered porch with benches that invites people to relax and spend some time. The building mass is broken up by the ‘L’ shape of the building that draws people in. The parking is located to the side. The sign is beautifully hand carved and is uniquely representative of Whittaker’s and the valley.

**VIEWSHEDS AND AESTHETICS**

Scenic views are almost constantly encountered as one passes through the plan area. Key scenic resources identified by the citizens of the area include Mt. Rainier, Cascade Mountains, Nisqually River, Alder Lake, Alder Dam, Nisqually River Canyon, heavily forested areas, pastoral settings, and open valley views. The State highways SR 7 and SR 706 provide the main travel routes for both residents and visitors in the plan area. Scenic views are part of what makes the valley special and set it apart from other areas in Pierce County.

**ALDER**

The Alder community has the appearance of a naturally evolved rural residential neighborhood with a small neighborhood store. The buildings are rustic and have a sense of a history. The first vista of Mount Rainier can be seen from just east of Alder Community Club and Alder General Store. When entering Alder, Alder Lake and the Nisqually River canyon can be seen from SR 7. North of SR 7 between the Eatonville Cutoff Road and the motel/RV park, pastoral settings characterize the landscape. East of Eatonville Cutoff Road going toward Holiday Hills, pastoral valley settings can be seen.

**ELBE**

The Elbe community has the appearance of a compact rural business district that serves the surrounding rural residents. The compact development pattern provides for a sense of place. Although there are a few modern looking buildings, the train creates a historic character for the Elbe community. From the SR 7 bridge, views of the Alder Lake inlet and the Nisqually River are seen. Views west of town showcase Alder Lake and mountains in Lewis County.
ASHFORD

With the absence of a centralized business district, the Ashford community has the appearance of a string of tourist businesses along a strip of highway. The vacant land, pastures, and rural residential housing patterns scattered among the businesses create a sense of unplanned development. Various locations in Ashford have views of the Cascade Mountains and their foothills. From the eastern area of Ashford, high Cascade peaks in Mt. Rainier National Park can be seen.

PARK ENTRANCE

Prior to entering Mount Rainier National Park at the Nisqually entrance, the roadway creates the illusion of a tunnel through a primarily undisturbed forested area. Although there is a string of tourist businesses along the roadway, the majority are situated away from the road in the trees and have a rustic appearance. The view west of the Park entrance from SR 706 looks upon the Cascade Mountains and Glacier View Wilderness area.

OTHER AREAS

Throughout the rest of the plan area, there is a mix of rolling foothills, open pasture, and hardwood and coniferous forests. Homes are scattered along the highway, many of which have a small business. One of the most beautiful views of Mount Rainier can be seen from the central valley in the area historically known as Park Junction.

CULTURE AND COMMUNITY RELATIONS

Like the pioneers that settled the Upper Nisqually, people of the valley today tend to be very private and individualistic people. Made up of mountaineers, entrepreneurs, and artisans, the citizens are creative and strong. People of the valley support one another and function as a cohesive community particularly in relation to outsiders such as tourists and other communities.

The community tends to be close-knit and generally people know one another. Sometimes the small, close-knit nature of the community amplifies disagreements among neighbors and has the potential to fracture the community if the issue is important enough.

The Upper Nisqually has very few community gathering places. Those that are available, the Alder Community Hall, the Lions Hall, the Masonic Lodge, the elementary school, and the fire halls, are too small to host a sizeable community function. The absence of a central gathering place, such as a community park or community center, is a concern to local residents.

There is not one particular group that speaks for the community, although there are several public interest groups in the area such as the Mount Rainier Business Association, Friends of the Ashford Park, Mount Rainier Lions Club, and Columbia Crest Parents and Teachers Organization. The community is divided on some of the more significant issues which creates difficulties for outside groups such as the County, the National Park, or the Forest Service to be of service.
DESCRIPTION OF DESIRED CONDITIONS

The citizens of the Upper Nisqually Valley want to preserve and build upon the assets that make the community unique: its rich and colorful history; its turn-of-the-century buildings, log cabins, and timber-built structures; its expansive views of the Cascade range, Nisqually River, and Alder Lake; and its ability to function and grow as a rural community. These are the elements that are addressed in the policies and regulations to ensure they are carried into the future.

HISTORIC RESOURCES

A rich and diverse history has shaped the Upper Nisqually Valley and contributes to the sense of community belonging found among the residents today. The people of the Upper Nisqually Valley want to ensure the history is preserved and conveyed to future residents and visitors through educating and promoting the history of events, people, traditions, unique structures, and artifacts.

The community plan supports the preservation of historic properties as well as finding ways to promote and teach that history to others. The policies and actions of the community plan call for emphasizing the importance of community history by developing a historic tour of properties, encouraging local businesses to have historic pictures or plaques, and increasing the number of properties listed on the historic register. The community also wants to educate visitors and citizens through the development of a museum or information center that contains historical context.

DESIGN

The community has numerous buildings that were built at the turn of the century or have a unique mountain-oriented character such as timber-built structures or log cabins. Examples of these unique buildings are discussed in the Description of Existing Conditions section of this chapter.

The community would like to have future buildings and development be constructed with the same styles and materials in order to enhance the existing character of the valley. The desired condition is to improve the overall appearance of the community, help provide a cohesive sense of community, and contribute to improving the economy by developing properties into more remarkable and inviting presentations.

Design standards contained within the community plan are intended to improve the overall appearance of the community through quality design in architecture and site layout. They will influence the architecture and site design in the valley and are intended to reflect the heritage
and existing historic character by utilizing rural, rustic, alpine, and/or Pacific Northwest/Cascadian design elements. The emphasis will be on craftsmanship, materials detailing, proportion, and mass of structural elements.

The goals of design standards are:

- to preserve, restore, and enhance the mountain-oriented, rustic, and rural qualities found in the Upper Nisqually Valley;
- to implement the goals and policies articulated in the Upper Nisqually Valley Community Plan;
- to encourage the enhancement and preservation of land or buildings of unique or outstanding scenic or historical significance;
- to encourage well designed buildings and sites;
- to size new buildings to the human scale;
- to provide a menu of design standards that allows a builder to choose from a variety of styles that fit the overall character of the valley; and
- to communicate to land use applicants the goals of the Upper Nisqually Valley Community Plan and the role that design review takes in implementing the plan.

The residents of the Upper Nisqually Valley are committed to retaining local ownership and do not want to be controlled by outside wealth. They value the locally owned, small businesses and cottage industries that are part of life and help to retain community bonds. The design standards discourage modern architectural styles such as big, box-type buildings with bright lights and large parking lots. Corporate or franchise style buildings that typically use tenant-specific motifs to promote a particular theme or to identify a specific tenant are prohibited within the Upper Nisqually Valley. Franchise businesses are welcome within the community plan area, but buildings must be designed to fit the unique historic character of the valley.

**VIEWSHEDS**

The Upper Nisqually Community is surrounded by beautiful views of the Cascade mountains and foothills and the Nisqually River Valley. The picturesque views found in the Upper Nisqually Valley provide a desirable transition between the urban areas of Puget Sound and Mount Rainier National Park. The visual corridor invokes pride in local residents. The desired condition is to maintain a natural and scenic environment that appeals to residents and visitors by protecting and enhancing views from SR 7 and SR 706. The community plan calls for consideration to develop viewshed guidelines to: retain or enhance positive characteristics; improve, remove, or screen negative characteristics; take advantage of opportunities to create positive visual diversity; and create vistas of attractive features where none exists. In order to achieve viewshed enhancement and protection, coordination with private timber companies, the DNR, and the forest service will need to be organized and pursued.

The community plan also contains polices to pursue abatement of illegally operating junkyards that detract from the natural aesthetics of the area. The residents of the Upper Nisqually Valley believe these business operations detract from the visual experience and, at a minimum, would like to investigate opportunities to screen junkyards from the roadways.
Preservation and protection of key open spaces and forest lands is another component of the Community Character and Cultural Element policies. The citizens would like to pursue opportunities to preserve and protect key open spaces such as those that provide habitat for wildlife, are historically important sites, or offer pleasing views of the Cascade range or the Nisqually River.

**CULTURE AND COMMUNITY RELATIONS**

The citizens of the Upper Nisqually Valley would like to improve opportunities for social interaction, cooperation, and information sharing within the community. In order to achieve this, the community plan calls for infrastructure projects that promote community interaction such as a community park, museum, and a community center facility. The citizens would also like to develop ongoing community events or periodic community forums which offer opportunities for dialogue.

The community plan also establishes an Upper Nisqually Advisory Commission (UNAC) that will be responsible for implementing the policies of the community plan and reviewing current development proposals for consistency with adopted policies, regulations, and design review. The Upper Nisqually Advisory Commission would be appointed by the Pierce County Council and would be comprised of a diverse group of individuals that represent the arts, business, environment, residents, forestry, and public lands. The UNAC should implement the community plan by working with citizens, local interest groups, the local business community, representatives of public lands, Pierce County, and other groups that may be necessary to aid with implementation steps. The UNAC would also work toward community education regarding the policies of the community plan.

**CULTURAL RESOURCES POLICIES**

The intent of the cultural resources policies is to emphasize the importance of history in providing a sense of place in the Upper Nisqually Valley and to preserve and prioritize historic structures, places, and traditions.

**GOAL UNV CR-1** Ensure the history of the Upper Nisqually Valley is conveyed to residents and visitors.

**UNV CR-1.1** Promote the history of events, people, traditions, unique structures, and artifacts.

**UNV CR-1.2** Promote the knowledge and presence of history in the community because it provides a sense of belonging and tradition for residents and visitors.

**UNV CR-1.3** Educate visitors and local citizens about the history of the valley.

**UNV CR-1.4** Weave historic themes into the economic development plans to encourage protection of historic character.

**UNV CR-1.5** Encourage the national park to provide historical interpretations of the relationship between the park and the local communities.
UNV CR-1.6 The UNAC should be afforded an opportunity to provide input into the review process when a nomination application to the Pierce County Register of Historic Places for a property located in the Upper Nisqually community is filed with the Pierce County Landmarks Commission.

UNV CR-1.7 Encourage local business decor to include historic plaques or pictures.

UNV CR-1.8 Develop a historic tour of important places and structures in the valley.

UNV CR-1.9 Develop standardized identification signs for historic tour properties.

UNV CR-1.9.1 Encourage property owners of historic properties and structures to be involved with the development of a tour.

UNV CR-1.10 Recognize that the valley contains many potential archaeological resources and ensure the provisions of RCW 27.53 are properly followed when development or site disturbance is proposed.

**DESIGN AND CHARACTER POLICIES**

**GOALS**

We envision a valley whose unique mountain-oriented, rural and rustic qualities are preserved and enhanced by using design to influence the character of the environment and by preserving places which are historically important to the community. We envision a close-knit, stable community that respects and values the individual while encouraging dialogue with one another.

**DESIGN**

The intent of the design policies is to ensure that new development enhances the visual quality and historic identity of the Upper Nisqually Valley while providing residents and visitors with a sense of place.

**GOAL UNV D-1** Preserve and enhance the unique characteristics of the valley through the influence of design.

UNV D-1.1 Improve the overall appearance of the community, help provide a cohesive sense of community, and contribute to improving the economy through the use of design standards and design guidelines.

UNV D-1.2 Design standards and design guidelines shall address:

UNV D-1.2.1 Signs (number, type, size, height, construction material, lighting);

UNV D-1.2.2 Lighting (type and design of parking and building lighting, intensity, direction);

UNV D-1.2.3 Street lighting (type and design, intensity, height);
Subdivision design (cluster design, orient away from valley roadways, reduce impacts on rural and mountain vistas);

Landscaping (require use of plants native or common to the valley and require preservation of a certain percentage of medium to large trees and the related understory in commercial centers, especially along roadway edges);

Site design (relationship between the buildings, parking, and roadways with environmental features of the site);

Streetscape (sidewalks, street furniture); and

Architectural design (roof pitch, building type, facade materials, colors, building appendages, window types).

UNV D-1.3

Require commercial development, light industry when adjacent to the highway visual corridor, employee housing, multifamily housing, mobile home parks, and signs to comply with design standards within centers.

UNV D-1.4

Require compliance with design standards for signs outside of centers.

UNV D-1.5

Design standards shall reflect the heritage and the existing historic character of the Upper Nisqually Valley by utilizing rural, rustic, alpine, and/or Pacific Northwest/Cascadian design elements.

UNV D-1.5.1

The emphasis should be on craftsmanship, materials detailing, proportion and mass of structural elements, and an organic quality.

UNV D-1.6

Modern architectural styles (1950s to present) such as large, box-shaped buildings are discouraged within the plan area.

UNV D-1.7

Store fronts should have covered entryways, walkways, roofs, or porch designs that protect pedestrians from the rain.

UNV D-1.8

Provide a set of incentives for new and existing structures to conform to the community’s design guidelines.

UNV D-1.9

While no single architectural style is required, reliance on or use of standardized corporate or franchise style is prohibited.

UNV D-1.10

Recognize the growing demands of tourist and the tourist industry by encouraging the development of existing properties into more remarkable and attractive presentations.

**VIEWSHEDS**

The intent of the viewshed policies is to recognize that views, viewsheds, and visual aesthetics are part of what sets the Upper Nisqually Valley apart from the rest of South Puget Sound. The policies are intended to emphasize to residents, visitors, and developers the importance of these aesthetics without creating burdensome regulations.

**GOAL UNV D-2**

Maintain a natural and scenic environment that appeals to residents and visitors.
UNV D-2.1 Recognize that the surrounding views of hillsides, mountains, the Nisqually River, majestic trees, and wildlife are part of what makes this valley unique by protecting and enhancing views from SR 7 and SR 706.

UNV D-2.2 Strive to achieve a corridor along SR 7 and SR 706, between Alder and the entrance to Mount Rainier National Park which is visually attractive to tourists, recreational visitors, local businesses, and residents.

UNV D-2.3 Roadways through the Upper Nisqually Valley should provide a pleasing diversity of residential, agricultural, commercial, light industrial, forest, and natural vistas.

UNV D-2.4 Recognize the visual quality of the corridor produces pride in local residents and creates a desirable transition from urban areas to Mount Rainier National Park.

UNV D-2.5 Consider developing viewshed guidelines to:

UNV D-2.5.1 Retain and/or enhance positive characteristics;
UNV D-2.5.2 Improve, remove, or screen negative characteristics;
UNV D-2.5.3 Take advantage of opportunities to create positive visual diversity where extensive areas of character exist;
UNV D-2.5.4 Create vistas of attractive features where none exist; and
UNV D-2.5.5 Guidelines should not be written with the intention of becoming regulation.

UNV D-2.6 Viewshed guidelines should provide recognition of positive accomplishments by landowners and managers.

UNV D-2.7 Coordinate with and inform the U.S. Forest Service, DNR, private timber companies, and business and property owners of the importance of maintaining attractive views.

UNV D-2.8 Pursue opportunities for creating new vistas or positive variations in visual character.

UNV D-2.9 Explore options to preserve and protect key open spaces and forest lands for natural aesthetic value.

UNV D-2.10 Work with public and private landowners to limit visual impacts on scenic resources.

UNV D-2.10.1 Discourage business activities associated with junkyards.
UNV D-2.10.2 Pursue abatement of illegally operating junkyards.
UNV D-2.10.3 Pursue opportunities to screen junkyards from the roadway.

UNV D-2.11 Recognize that the surrounding valley hillsides are part of working forests that can provide important views to Mount Rainier, the Cascades, and the Nisqually River.

UNV D-2.12 Identify key forest resource lands which should be preserved for viewshed protection.
COMMUNITY RELATIONS

The intent of the community relations policies is to emphasize the need for the community to speak with one voice and to work with public land managers for the betterment of the Upper Nisqually Valley.

GOAL UNV D-3 Improve opportunities for social interaction, cooperation, and information sharing within the community.

UNV D-3.1 Provide an atmosphere and infrastructure that promote community interaction.

UNV D-3.2 Provide central gathering places for the community through the implementation of Village Centers.

UNV D-3.3 Improve community cooperation, coordination, and communication through newsletters and periodic community forums.

UNV D-3.4 Support the development of a community park with a community center to meet recreational needs and provide a meeting place for local residents.

UNV D-3.5 Encourage local residents to participate in community events and volunteer activities.

GOAL UNV D-4 Establish an Upper Nisqually Advisory Commission to ensure that policies and actions of the community plan are implemented.

UNV D-4.1 The Upper Nisqually Advisory Commission (UNAC) should be comprised of a diverse group of individuals with representation from each of the Rural Gateway Communities, the arts and heritage, business, the environment, residents, forestry, public lands, and a non-voting member from Lewis County. The UNAC shall also contain a design professional, such as a landscape architect, architect, or planner.

UNV D-4.2 UNAC should implement the policies and action steps of the community plan by working with citizens, local interest groups, the local business community, representatives of public lands, Pierce County, and other groups that may be necessary to aid with implementation steps.

UNV D-4.3 The UNAC responsibilities should include:

UNV D-4.3.1 Implementation of the community plan and recommending policy changes to the Pierce County Council for final action;

UNV D-4.3.2 Review of development proposals to ensure that community character and standards are maintained and the policies of the community plan are put forth. The UNAC will complete findings and recommendations to the Hearing Examiner or Planning and Land Services Department director as appropriate; and

UNV D-4.3.3 Community education and coordination toward implementation of the community plan.

UNV D-4.3.4 Pierce County should assist and provide staff support to the UNAC.
IMPLEMENTING ACTIONS

The following is a list of actions that should 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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years.

Long term actions should be completed within 5-20 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Gateway Community Advisory Board (GCAB), the Upper Nisqually Advisory Commission (UNAC), or Pierce County Planning and Land Services (PALS). Those actions assigned to the GCAB are completed as part of the adoption and implementation of this plan.

SHORT TERM ACTIONS

1. Appoint members to the Upper Nisqually Advisory Commission ensuring a mix of representation. (PALS)
2. Set a regular meeting time and place for UNAC meetings. (UNAC)
3. Develop a two-year and five-year work program for policy implementation, public education, and plan monitoring. (UNAC)
4. Provide staff support for the UNAC in design review of proposed projects. (PALS)
5. Develop and adopt design standards for centers. (GCAB, PALS)
6. Develop and adopt design guidelines for use outside of designated centers. (GCAB, PALS)

MID-TERM ACTIONS

1. Convene a community forum to educate local property owners about the use of design standards and design guidelines. (UNAC, PALS)
2. Coordinate with and inform the Pierce County Landmarks Commission regarding adopted design standards and guidelines. (UNAC)
3. Periodically review the effectiveness of design standards and guidelines toward achieving the preservation of community character. (UNAC)
4. Adopt a set of incentives for compliance with design guidelines for new and existing structures by:
   • Researching possible incentives;
   • Developing alternatives;
   • Convening a community forum to solicit public comment; and
   • Completing any regulatory changes which would be necessary to implement incentives. (UNAC, PALS)
5. Work with individual businesses to suggest ways of improving site and building presentations.
6. Research the possibility of designating portions of the valley timberlands as a pilot project area as a means to provide research opportunities and preserve forested areas. (UNAC, DNR, USFS, National Park)

7. Within five years, adopt the list of Historically Important Features to be emphasized:
   - Identify all sites, events, people, traditions, structures, and artifacts of historical significance;
   - Develop educational brochures, tours, presentation to emphasize the historical list; and
   - Develop strategies to convey the historical information to the community. (UNAC, community)

8. Work with the National Park, historians, local citizens, and businesses to obtain historical photos and artifacts to place into local businesses as part of the decor. (UNAC, business association)

9. Publish periodic community newsletters and establish an Internet bulletin board to inform residents of upcoming community events, the history of the community, the status of community plan implementation, land use proposals under review by the Upper Nisqually Advisory Commission, introduction of new business people, or change in existing businesses, etc. (UNAC)

10. Hold periodic community get-togethers (e.g., picnics, ice cream socials) to introduce existing and new residents to one another. (UNAC, community, business association)

LONG TERM ACTIONS

1. Work with the U.S. Forest Service, the National Park Service, the Dept. of Natural Resources, and private landowners when considering development of a valley viewshed plan that maintains, enhances, or creates important views by:
   - Coordinating a forum which brings together community residents and public agencies to identify key forest resource lands which should be preserved; and
   - Develop visual quality objectives and viewshed guidelines for preservation of viewsheds; and,
   - Develop a five year assessment program to determine whether viewshed guidelines are effective. (UNAC, U.S. Forest Service, National Park, DNR)

2. Develop incentives such as residential density bonuses, tax incentives, or an incentive award program to encourage compliance with viewshed preservation and maintenance. (UNAC)

3. Work with the Department of Transportation to strengthen enforcement of existing scenic highway regulations for SR 7 and SR 706. (UNAC, Pierce County)

4. Work with the Washington State Department of Transportation's Heritage Corridors Program to develop a corridor management plan for SR 7 and SR 706 that articulates the community's vision and goals for the scenic roadway. The corridor management plan should document the resources of the corridor and specific action strategies designed to preserve and enhance them. (UNAC, Pierce County) Apply for a National Scenic Byway
and All-American Road designation at the Federal level which would recognize SR 706 for its outstanding qualities and amenities. (UNAC, Pierce County)

5. Coordinate with the National Park to develop a program to plant native wildflowers along SR 7 and SR 706 to beautify the trip to the mountain. (UNAC)

6. Identify and pursue acquisition of key open spaces and cultural sites:
   - Identify open spaces important to the community;
   - Prioritize the list of identified open spaces;
   - Investigate funding opportunities to purchase or preserve open spaces; and
   - Purchase property or development rights for property which has significant aesthetic, historic, or cultural value. (UNAC, Pierce County)

7. Work to expand the list of Historically Important Features, including archeological resources, for the Upper Nisqually Valley in the Pierce County Register of Historic Places. (UNAC, PALS)

8. Develop a historic property tour:
   - Compile an inventory of all the historical properties and structures in the Upper Nisqually Valley;
   - Solicit local residents to design a brochure which maps the historic properties and structures and provides its historic relevance;
   - Solicit funds to print and distribute the tour brochures;
   - Solicit local residents to design a standard sign to be placed at the historical properties and structures; and
   - Solicit funds and/or resources to construct the signs. (PALS, UNAC)

9. Disseminate information regarding tax incentives for rehabilitating or restoring historic properties. (UNAC)

10. Educate the community about the advantages of rehabilitating or restoring historic properties. (UNAC)

11. Pursue the development of a museum to illustrate, preserve, and centralize the community history. (UNAC, business association)

12. Develop a program that presents the history of the community to visitors, local schoolchildren, and residents. (UNAC)

13. Investigate the possibility of the Pierce County Landmarks Commission review and influence any proposed changes to or demolition of properties listed on the community plan list of historically important features until eligible properties on the community plan list are formally designated to the Pierce County Register of Historic Places. (UNAC, Pierce County Landmarks Commission)

14. Pursue the development of a community park with a community center. (UNAC, business association, Pierce County)
Chapter 4: Natural Environment Element

INTRODUCTION

The Natural Environment Element addresses the protection and conservation of the natural resources such as water, air, forests, vegetation, fish and wildlife, and other critical areas. The residents of the Upper Nisqually Valley value the surrounding natural environment and intact ecosystems as an integral part of who they are and what makes the community unique.

Residents believe the Upper Nisqually Valley is “blessed with some of the world’s most majestic scenery, favorable climates, abundant wildlife, pristine air, and soil and water”. The citizens want to “be the community that preserves and protects our special place for the experience and appreciation of others and future generations”.

Protection and preservation of critical areas, other environmentally sensitive areas, air and water quality, and sustainable natural resources are key components of the community's vision. A number of environmental protection strategies are identified within the element including establishing land use practices which protect critical areas, preserving the environment in its natural state to the greatest extent possible, maintaining or improving the quality of air and water resources, encouraging forest management which promotes sustainable harvests, limiting pesticide use, and developing educational and community outreach programs which further the awareness of environmental issues.

DESCRIPTION OF CURRENT CONDITIONS

The unique environment found in the Upper Nisqually Valley is one of the area's most defining characteristics. The majestic Cascade hillsides, expansive views, and dignified conifers can stir a mix of humility and awe. But it is more than this that makes the Valley unique--it is the lingering morning fog along the river, the fresh smell of cottonwoods on a summer’s evening, watching the elk quietly feeding in a pasture, all of the lush vegetation and greenery, seeing a thousand stars at night, and an ongoing peaceful solitude. This is what the residents of the Upper Nisqually want to preserve for future generations.
EARTH RESOURCES

LANDSLIDE AND EROSION HAZARD AREAS

The plan area contains a variety of slopes ranging from practically level to extremely steep. The portion of the plan area containing slight slopes, i.e., 0-8 percent, is located on the floor of the river valley, from Elbe to the entrance to Mount Rainier National Park. Moderately steep slopes, i.e., 15-30 percent, are found predominantly in the Elbe Hills, north and east of Elbe and on lower hillsides in the west end of the plan area. Isolated areas of moderately steep slopes are also found in the mountainous areas at the east end of the plan area. Steep slopes, i.e., 30-65 percent, dominate the Cascade Mountains north and east of Ashford and are common on the sides of the Elbe Hills, Alder Hill, Reliance Hill, and other outcrop hills in the west end of the plan area. The areas of very steep slopes, i.e., 65-90%, are mostly confined to the upper reaches of peaks and outcrops in the Cascade Mountains north and east of Ashford. Areas most susceptible to landslide and erosion hazards occur on steep and very steep slopes.

SEISMIC HAZARD AREAS

Areas vulnerable to seismic hazards which could result in severe damage to life or property typically include alluvial surficial geologic units or recessional outwash surficial geologic units. Maps released by the Washington Department of Natural Resources in 1987 show there are isolated areas of alluvium geologic units located at the east and west ends of the plan area. Alluvial deposits are found in three pockets along the shore of Alder Lake in the Cemetery Road area. A large area of alluvium is located in the Nisqually River and Tahoma Creek drainages to the east of the plan area boundary in Mount Rainier National Park, with the western end of the deposit located in the plan area at the Nisqually Park Subdivision. There are alluvial-based soils on the Nisqually River valley floor that may also be unstable.

VOLCANIC HAZARD AREAS

Portions of the plan area are subject to potentially catastrophic impacts from activities originating on the Mount Rainier volcano. Due to its height, frequent earthquakes, active system of steam vents, and extensive glacial system mantle, Mount Rainier is potentially the most dangerous volcano in the Cascade Range. There are several types of hazards associated with volcanoes such as Mount Rainier. These include ash eruptions, lava flows, pyroclastic flows, and lahars (also known as mudflows or debris flows). In addition, glacier caused mudflows and traditional mountain flooding are relatively common within the plan area. Lahars and mudflows can occur without any volcanic activity and with little or no warning. Lahar and mudflow hazards present the greatest risk to the inhabitants and visitors of the Upper Nisqually.

Mount Rainier and the Nisqually River Valley have experienced numerous debris flows in postglacial times (over the past 10,000 years). Mount Rainier poses the most severe debris flow risks of any volcano in the United States. The Upper Nisqually Valley has historically experienced a number of debris flows. Debris flows can be defined as slurries of sediment and
water that look and behave much like flowing concrete. A debris flow contains 60 percent or more sediment, with the remaining volume composed of water. There are two types of volcanic debris flows (lahars): (1) "cohesive," relatively high clay flows originating as debris avalanches; and (2) "noncohesive" flows with less clay that begin most commonly as meltwater surges.

**COHESIVE (CASE I) DEBRIS FLOWS**

The largest debris flows to occur on Mount Rainier have been cohesive flows that began as debris avalanches formed from huge volcanic landslides. The potential suddenness of these debris flows means little or no warning to those downstream. It would take less than two hours for one of these large debris flows to reach Ashford and Elbe. These lahars have occurred at Mount Rainier at a frequency of once every 500-1,000 years. The Electron Mudflow inundated the Puyallup River Valley, downstream to Sumner, to a depth of over 20 feet approximately 550 years ago. A similar event has a 10-18 percent probability of occurring within the next 100 years in the river valleys leading from Mount Rainier, including the Nisqually.

The U.S. Geological Survey, in analyzing the risk and impacts of debris flows on the river valleys surrounding Mount Rainier, has determined that a flow the size of the Electron Mudflow is a reasonable event to assume. In the case of the Nisqually River Valley, scientists estimate a debris flow the size of the Electron would inundate the valley floor and lower hillsides of the upper stretches of the valley, east of Elbe. The depth of the flow would range from approximately 50 feet at the base of the volcano to 22 feet at the lowland end of the debris flow. An Electron-size debris flow is estimated to have speeds of 11-49 miles per hour with an estimated arrival time at Alder Lake of between 0.6 and 2.5 hours.

**NONCOHESIVE (CASE II) DEBRIS FLOWS**

Noncohesive debris flows have occurred much more frequently at Mount Rainier than the cohesive debris flows, i.e., at a frequency of once every 100-500 years. A noncohesive debris flow has a 64 percent probability of occurring at least once in the next 100 years. Noncohesive debris flows most commonly originate as water surges from the melting of snow and ice by volcanic heat, lava, or pyroclastic flows. These flows begin as streamflow and gradually increase in bulk as sediments accumulate along the path of the flow until the flow contains a significant amount of sediment. The Nisqually River Valley has experienced several noncohesive debris flows in post-glacial times.

The largest noncohesive debris flow in the Mount Rainier area, the National Lahar, inundated the lower river valley all the way to Puget Sound. The U.S. Geological Survey, in analyzing the risk and impacts of debris flows has determined that a noncohesive debris flow the size of the National Lahar is a reasonable event to assume. In the case of the Nisqually River Valley, another debris flow the size of the National is estimated to inundate a portion of the valley floor, east of Elbe.

The valley portion of the plan area, east of Copper Creek, and within approximately 0.25-0.50 miles of the river, east of Elbe, would be the most susceptible area. The depth of flow would range from 15 feet at the base of the volcano to 8 feet at the lowland end of the debris flow.
Debris flows are estimated to have speeds of 7-18 miles per hour with an estimated arrival time at Alder Lake of between 1.6 and 4.2 hours.

**WATER RESOURCES**

**WATERSHED IDENTIFICATION**

The community plan area is located within the Nisqually River Watershed. All waters in the area eventually flow to the Nisqually River. The river originates at the Nisqually glacier on the south side of Mount Rainier and ultimately reaches the Nisqually Delta entering Puget Sound some 70 miles to the west. The watershed contains 720 square miles.

The Nisqually River serves as the boundary between Pierce and Lewis Counties. It is the fifth largest river entering Puget Sound and provides fifty percent of the discharge into the South Sound below the Tacoma Narrows. The upper 28 miles of the Nisqually River have been identified by the National Park Service as a potential wild, scenic, or recreational river. The Washington Department of Ecology has classified the whole river as having statewide significance under a state scenic waterway program and under the Nisqually River Management Plan.

Most tributaries to the Nisqually within the upper sub-watershed exhibit steep mountain stream characteristics, producing falls, cascades, and rapids with large rock or boulder stream bottoms. Most tributaries are surrounded with dense cover, usually deciduous trees and underbrush with some conifers. Goat, Copper, and Mueller Creeks are major tributaries within the plan area (see Map K-4: Water Resources). The principal land uses within the Upper Nisqually are rural residential homesites, timber harvest activities, and recreation. The area is rural in character with a few small communities such as Ashford and Elbe. Potential pollution sources include forest practices, stormwater runoff, and sewage disposal.

**WATER QUALITY**

The Nisqually River is relatively cool and well oxygenated. The river is clear much of the time. Glacial melt occurs sporadically during the summer and fall causing seasonally high suspended solids and turbidity. Logging activity may increase erosion and possibly lead to increases in turbidity during storm events. Upstream water temperature warms during July, August, and September, occasionally exceeding the State temperature standard.

Rainfall, snowmelt, and glacial melt provide the principal runoff to the Nisqually River. Glacial meltwaters, laden with rock flour (finely-ground rock formed when glaciers move over bedrock), cause seasonally high suspended solids and turbidity which reduce the clarity of the river. Fine glacial sediments give the river a milky green color in late summer. Washington Department of Ecology (WDOE) classifies the Nisqually River upstream of Alder Lake as having extraordinary water quality. Alder Lake water quality sustains resident fish populations and does not appear to be substantially degraded by sediment deposition. Nutrient concentrations are below EPA criteria. There is no evidence of toxic substances in lake sediments. Potential
sources of pollution in the area include stormwater runoff, erosion and sedimentation, agricultural runoff, and forest practice activity.

No specific data is available on the water quality of many smaller tributary streams to the Nisqually River. However, their quality is generally assumed to be excellent because their flows enter the Nisqually River which has extraordinary water quality.

**Flooding**

The powerful force of water rushing downstream causes rivers to move and change their course over time. The river has significantly changed course in the last 100 years since the Pierce/Lewis County lines were established. Flooding creates new channels in upland areas and erodes river banks, displacing homes and land.

Flow volumes in the upper half of the Nisqually, above Alder Reservoir, result solely from runoff and snow melt into the tributaries. The river experiences seasonal fluctuations in discharge; high flows in April, May, and June correspond to snowmelt, and high flows in November through February correspond to heavy rains. Lowest flows typically occur in August and September.

Occasionally, high flows occur in late summer or early fall because of rapid glacial melt in the headwaters of the river. These glacial outbursts, known as jokulhlaups, have historically caused flooding along the Nisqually. The outburst is caused by a sudden release of a large amount of water from the head of a steep mountain valley containing loose alluvial glacial deposits. The massive outpouring often results in one or more surges flowing downstream and carrying boulders, trees, mud, and huge amounts of debris. Floods caused by glacial outbursts are known to have occurred on the Nisqually in 1926, 1932, 1934, 1947, 1955, and 1986.

There is an extensive history of flooding along the Nisqually River. Pierce County records show a flood occurred in January 1959 that provided the impetus for construction of a dike that extends from Mount Rainier National Park to just beyond the Nisqually Park subdivision. The dike was built in 1961. In 1962, the Kernahan Bridge was damaged in a flood. In early December 1977, eight homes and twelve lots in the Nisqually Park subdivision were destroyed when a flood destroyed the dike. The Army Corps of Engineers subsequently rebuilt the dike. In February of 1996, the landward portions of the Kernahan Bridge (which had been rebuilt in 1994), were wiped out in a flood event.

Portions of the plan area reside in 100-year and 500-year floodplains. Most of the 100-year floodplains are associated with the Nisqually River and form some of the streams that empty off the hillsides into the river. Land in a 100-year floodplain is subject to a one percent or greater chance of flooding in any given year. The 500-year floodplains are minimal, but do exist near the Park Junction site and some of the streams near Kernahan Road.

**Hydroelectric Dams and Reservoirs**

Two large hydroelectric dams, located at Alder and LaGrande, influence the planning area. The dams and their associated reservoirs have significantly altered the flow of the Nisqually River.
Each facility consists of a dam, flowline, powerhouse, and an associated power transmission switchyard. Alder and LaGrande are considered part of the Nisqually Hydroelectric Project.

Tacoma Power owns the facilities and in 1996 applied to the Federal Energy Commission for relicensing. Approval of the relicensing occurred in early 1997. As part of the approval, several changes were made in regard to flows, fish, wildlife, and recreation. Tacoma Power is purchasing 3,350 acres of land to be set aside for wildlife habitat and protection. These lands are meant to help mitigate the impacts of lost habitat because of the reservoirs. In addition, the LaGrande bypass reach will be opened for recreational whitewater rafting several days a year.

**Wetlands**

The community plan area has a considerable number of wetlands. Most of the wetlands are associated with the Nisqually River or its tributaries (see Map K-4: Water Resources). There are several wetlands located north of SR 706 approximately two miles east of Elbe. There is a large wetland situated between Ashford and Elbe, approximately three miles west of Ashford and north of SR 706. Several more wetlands exist immediately west of Ashford. Wetlands in the Upper Nisqually watershed have experienced minimum disturbance and are in relatively good condition.

**Groundwater**

Most of the soils found in the valley are sandy loam, gravelly loam, or sand. Permeability of these soil types is moderate to high. Groundwater is generally more susceptible to contamination in areas with permeable soils because contaminants are not effectively filtered before reaching the aquifer. However, the valley floor is underlain by unconsolidated alluvial and mudflow deposits which rest upon bedrock consisting mostly of volcanic breccias and flows. Due to these deposits, the Nisqually Valley has a complex subsurface geology. At this time, no geohydrologic models exist which describe the horizontal and vertical characteristics of the subsurface geology of the Valley, thus making it difficult to assess the susceptibility of the aquifer.

In October of 1963, the Ground Water Branch of the U.S. Geological Survey was requested by the National Park Service to drill a well approximately 3-1/2 miles east of Elbe, in conjunction with plans for the new headquarters site. The report concluded that the amount of groundwater stored in the valley alluvium fluctuates in close response to precipitation and snow melt. Water quality analysis of samples taken during the pumping test showed that the water was of excellent chemical quality.

**Vegetation**

The plan area has a mix of forests, pastures, and river plains. The west end of the plan area, west of the Cascade foothills, contains a mix of pasture, farmfields, clear cuts, meadows, and mixed deciduous/coniferous forest. The Elbe area is characterized by forested hillsides to the north and east of the townsite. The stretch of valley floor extending east a couple of miles contains a mixed deciduous/coniferous forest. The central portion of the valley floor, from the Park Junction area to National, is characterized by broad openings, mature/second growth...
forest, and clearcuts. In the vicinity of National, the valley is characterized by pasture and farmfields on the north side of the highway and a mix of clearcuts and isolated mature/second growth forest on the south side of the highway. The Ashford area is characterized by broad openings of pasture and clearcuts on both sides of SR 706. Scattered deciduous and coniferous trees line the highway from the National area through the commercial area of Ashford. East of Kernahan Road, the valley floor is characterized by a thick mixed coniferous/deciduous forest, with pockets of mature/second growth forest south of SR 706, near Kernahan, and on both sides of the highway, east of Goat Creek.

The area contains a healthy mix of forest types and ages. Late-seral, or old-growth, coniferous forest occurs in the eastern end of the plan area, adjacent to Mount Rainier National Park. This type of forest is found primarily in the Glacier View Wilderness Area and in the Gifford Pinchot National Forest. The only old-growth forest identified in the valley floor exists south of SR 706, east of Kernahan Road, and between Goat Creek and the Park Entrance. Mid-seral, or mature/second growth, coniferous forest occurs throughout the plan area but dominates the foothills and mountain areas from north of and between Elbe and National. Smaller areas of mid-seral forest are located on the mountainsides from National to Kernahan Road. There are pockets of mid-seral forest also found throughout the valley floor. Early-seral, or young, coniferous forest is found primarily in combination with the mid-seral forest on hillsides and hilltops from Elbe to Ashford. Very little early-seral forest exists in the valley floor. Where it does occur, it is found in areas which have been clearcut.

In addition to the different seral stages of forest development outlined above, the plan area is also divided into different vegetative communities. The location of these different communities depends primarily on elevation. The western hemlock zone occupies the valley floor and lower hillsides, extending up to the 2,000 feet elevation level. The Pacific silver fir zone generally occupies hillsides at elevations of 2,000 to 4,250 feet in the plan area. The mountain hemlock zone is the highest forested zone and it is also the wettest and coolest. Elements of this zone can be found from 4,000 to 6,000 feet (timberline). Timberline is found about 5,100 feet. The alpine zone begins at timberline. Alpine vegetation communities are generally restricted to the higher mountains regions.

**Fish and Wildlife**

The community plan area is abundant with wildlife. The Nisqually River and associated wetlands, the land within the National Park and National Forests, and the numerous large tracts of vacant land all contribute to the rich diversity of wildlife found in the area. Forests provide habitat for birds and mammals. Forest canopies help shade streams and wetlands for a variety of fish species.

Riparian areas, such as those adjacent to the Nisqually River, provide essential corridors for wildlife movement. Riparian areas and wetlands provide nesting, migratory, and wintering areas for over 50 percent of the nation’s migratory bird species.

Vegetative cover plays a vital role in providing habitat for all species of wildlife. Forested areas within the plan area are utilized by wildlife for cover, foraging, and movement corridors. The
removal of forest cover from timber harvesting or land development activities can remove valuable habitat. Removal of forests near streams and wetlands can also impact water quality of surface waters upon which both fish and wildlife depend. Although limited removal of forested vegetation may improve habitat for some species (e.g., elk utilize open areas for grazing), the cumulative impacts of vegetation removal can be significant to wildlife. With losses in vegetation, most wildlife species have fewer places to use for food, water, cover, or nesting.

Many of the species found in the Upper Nisqually communities are large mammals such as cougar, bobcat, bear, elk, and deer. These animals need large home ranges and unrestricted movement corridors such as forest lands, open space, and parks. At this time, most of the Upper Nisqually is undeveloped and supports the habitat required for large mammal species.

### Species Found in the Community Plan Area

#### Fish

The Nisqually River is home to anadromous and resident fish populations. The river provides prime spawning habitat for anadromous steelhead, cutthroat trout, and four known species of salmon: Coho, pink, chum, Chinook, and possibly sockeye. All six species of salmonids are vital to the river’s ecology, but chum are perhaps the most important. The Nisqually Rivers’ annual chum migration is a unique late run which begins in December and continues into March. It is the single largest salmon run in the river. The wild (in contrast to hatchery raised) fish are the latest run of salmon in the State. There are no anadromous fish found above LaGrande and Alder dams.

No fish passage facilities are located at the dams. Table K-10 details the status, spawning habits, and origin of these anadromous species.

#### Table K-10: Anadromous Fish Species

<table>
<thead>
<tr>
<th>Species*</th>
<th>Status</th>
<th>Origin and Type</th>
<th>Spawning</th>
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<tbody>
<tr>
<td>Chinook Salmon- Fall Run</td>
<td>Healthy</td>
<td>Mixed/Composite</td>
<td>September - November</td>
</tr>
<tr>
<td>Coho Salmon</td>
<td>Healthy</td>
<td>Mixed/Composite</td>
<td>November - January</td>
</tr>
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<td>Chum Salmon</td>
<td>Healthy</td>
<td>Native/Wild</td>
<td>November - February</td>
</tr>
<tr>
<td>Pink Salmon</td>
<td>Healthy</td>
<td>Native/Wild</td>
<td>August - October</td>
</tr>
<tr>
<td>Steelhead Trout</td>
<td>Healthy</td>
<td>Native/Wild</td>
<td>March - June</td>
</tr>
<tr>
<td>Searun Cutthroat</td>
<td>N/A</td>
<td>N/A</td>
<td>February - March</td>
</tr>
</tbody>
</table>

Information from 1992 Washington State Salmon & Steelhead Stock Inventory; WDOF, WDOW, Western Washington Treaty Indian Tribes

*All salmon and trout species found in the Nisqually are considered priority species by the Department of Fish and Wildlife.

The Nisqually River is also home to other species of fish such as kokanee salmon, rainbow and cutthroat trout. Information on resident fish species is limited. The small, self-sustaining population of kokanee are found above Alder dam. In the fall, the kokanee swim upstream to spawn in tributaries to the lake. The Nisqually River rainbow and cutthroat trout populations are also small, but are found in some of the tributary streams in the plan area. The May 1997
Draft Environmental Impact Statement contains detailed information on fish and wildlife species within the Upper Nisqually Valley.

**Wildlife**

The Upper Nisqually Valley is abundant with wildlife including large and small mammals, amphibians, reptiles, bird species, and invertebrates. Some species are declining in numbers and are protected through Federal or State laws. Federally endangered and threatened species that range within portions of the plan area are the gray wolf, spotted owl, grizzly bear, bald eagle, marbled murrelet, and the peregrine falcon.

The Washington State Department of Fish and Wildlife (WDFW) has established a Priority Habitats and Species Program which designates habitats and species as *priority* and represents a proactive measure to help prevent species from becoming threatened or endangered. The category of Priority Species includes all species that are presently State or Federal endangered, threatened, sensitive, or candidate. Priority Species also include species that the WDFW believes are vulnerable to future listing and species with recreational importance that are vulnerable to impacts because of lost or degraded habitat. The WDFW designates endangered and threatened species in Washington State pursuant to RCW 77.12.020. In addition, sensitive, monitor, and candidate species are recognized by the WDFW.

The Upper Nisqually Valley contains significant diversity of species. Most species utilize several different types of habitats throughout their life cycles and often use a different habitat for breeding, feeding, and cover. There are numerous habitat types found in the plan area including caves, cliffs, riparian areas, old-growth and mature forests, wetlands, snags, talus slopes, and meadows. Bald eagles, for example, utilize saltwater areas, lakes, and rivers particularly during feeding. Breeding territories are located in predominantly coniferous, uneven-aged stands with old-growth components usually with an unobstructed view of nearby water.

Table K-11 lists the Priority Wildlife Species that are likely to be found in or near the plan area. Certain species such as the grizzly bear and gray wolf may be only infrequent visitors to the plan area. Table K-12 lists the Priority bird species that are likely to be found in or near the plan area.

**Table K-11: Potential Wildlife Species**

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Primary Habitat</th>
<th>State Status</th>
<th>Federal Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carnivores</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fisher</td>
<td>Riparian¹; Nontimber²</td>
<td>Candidate</td>
<td>Candidate</td>
</tr>
<tr>
<td>Gray Wolf</td>
<td>Nontimber; Coniferous³</td>
<td>Endangered</td>
<td>Endangered</td>
</tr>
<tr>
<td>Grizzly Bear</td>
<td>Nontimber; Coniferous</td>
<td>Endangered</td>
<td>Threatened</td>
</tr>
<tr>
<td>Marten</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Mink</td>
<td>Riparian; Nontimber</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td><strong>Ungulates</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Black-Tailed Deer</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Common Name</td>
<td>Primary Habitat</td>
<td>State Status</td>
<td>Federal Status</td>
</tr>
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<td>-----------------------------------</td>
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<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Mountain Goat</td>
<td>Nontimber; Rocky Slopes</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Roosevelt/ Rocky Mt. Elk</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td><strong>Bats</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Big Brown Bat</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>California Myotis</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Fringed Myotis</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Keen’s Myotis</td>
<td>Riparian; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Little Brown Myotis</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Long-Eared Myotis</td>
<td>Riparian; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Long-Legged Myotis</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Townsend’s Big-Eared Bat</td>
<td>Nontimber; Coniferous</td>
<td>Candidate</td>
<td>Candidate</td>
</tr>
<tr>
<td>Yuma Myotis</td>
<td>Riparian; Coniferous</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td><strong>Rodentia</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Gray Squirrel</td>
<td>Riparian; Nontimber; Coniferous</td>
<td>Threatened</td>
<td></td>
</tr>
<tr>
<td>Western Pocket Gopher</td>
<td>Riparian; Nontimber</td>
<td>Candidate</td>
<td>Candidate</td>
</tr>
<tr>
<td><strong>Other Species</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley Silverspot Butterfly</td>
<td>Nontimber</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Johnson’s Hairstreak</td>
<td>Coniferous</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Oregon Spotted Frog</td>
<td>Riparian</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Van Dykes Salamander</td>
<td>Riparian, Coniferous</td>
<td>Candidate</td>
<td></td>
</tr>
</tbody>
</table>

1 Riparian areas are rivers, streams, springs, seeps, lakes, ponds, swamps, marshes, and wetlands.
2 Nontimber lands include shrub steppe, grasslands, shrub mosaic, meadows, deciduous stands, and wet meadows.
3 Coniferous areas include mixed conifer, hardwoods, subalpine, and alpine.
Source: Washington Department of Fish and Wildlife

Table K-12: Potential Bird Species

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Habitat Type</th>
<th>State Status</th>
<th>Federal Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bald Eagle</td>
<td>Riparian-Snags</td>
<td>Threatened</td>
<td>Threatened</td>
</tr>
<tr>
<td>Band-Tailed Pigeon</td>
<td>Forested</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Barrow’s Goldeneye</td>
<td>Snags-Riparian</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Blue Grouse</td>
<td>Shrub-Forest</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Bufflehead</td>
<td>Snags-Riparian</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Common Goldeneye</td>
<td>Snags-Riparian</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Common Loon</td>
<td>Lakes</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Golden Eagle</td>
<td>Mature Forest-Shrub-Forest</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Goshawk</td>
<td>Mature Forest</td>
<td>Candidate</td>
<td>Candidate</td>
</tr>
<tr>
<td>Great Blue Herron</td>
<td>Riparian</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Common Name</td>
<td>Habitat Type</td>
<td>State Status</td>
<td>Federal Status</td>
</tr>
<tr>
<td>--------------------------</td>
<td>-----------------------</td>
<td>--------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Hooded Merganser</td>
<td>Snags-Riparian</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Marbled Murrlet</td>
<td>Mature Forest</td>
<td>Threatened</td>
<td>Threatened</td>
</tr>
<tr>
<td>Mountain Quail</td>
<td>Mature Forest-Shrub-Forest</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Osprey</td>
<td>Snags-Riparian</td>
<td>Monitor</td>
<td></td>
</tr>
<tr>
<td>Peregrine Falcon</td>
<td>Cliffs</td>
<td>Endangered</td>
<td>Endangered</td>
</tr>
<tr>
<td>Pileated Woodpeckers</td>
<td>Mature Forest</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Purple Martin</td>
<td>Snags-Shrub-Forest</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Ring-Necked Pheasant</td>
<td>Shrub-Grass</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Spotted Owl</td>
<td>Mature Forest</td>
<td>Endangered</td>
<td>Threatened</td>
</tr>
<tr>
<td>Vaux’s Swift</td>
<td>Snags-Mature Forest</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Western Bluebird</td>
<td>Shrub-grass</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Wild Turkey</td>
<td>Shrub-Forest</td>
<td>Priority</td>
<td></td>
</tr>
<tr>
<td>Wood Duck</td>
<td>Snags-Riparian</td>
<td>Priority</td>
<td></td>
</tr>
</tbody>
</table>

* Source: Washington Department of Fish and Wildlife

Many species found in the Upper Nisqually Valley are not on Federal or State listings. Coyote, red fox, mountain lion, bobcat, and black bear are common mammals that make the west side of the Cascades their home. River otter, muskrat, and beaver can be found along the Nisqually River and other animals such as shrews, voles, frogs, snakes, and birds can be found throughout the valley.

The Upper Nisqually Valley is home to elk species which are generally thought to be Rocky Mountain elk, but may also be a Roosevelt-Rocky Mountain cross. The elk are part of the valley pride of local residents. The winter range of elk often occurs at lower elevations along foothills, valley edges, and steep canyons, although actual use areas during a given year vary depending on the severity of weather, the accessibility of various vegetation types, and the amount of disturbance. Summer range consists of well-distributed, moderate-sized patches of forage openings and cover areas. If possible, elk will avoid sites with snow accumulation in excess of 46 cm. (18”). Elk can do well in the absence of traditional conifer cover as long as the elk are not disturbed. They are very sensitive to disturbance on open winter ranges. Elk calving habitat needs water within 300 m. (1,000’), occurs on terraces or slopes less than 15 percent, and is generally found on south or west slopes. Elk are particularly susceptible to human disturbance on calving grounds during the period from May 1 to June 30. Special features of elk habitat include travel corridors and wallows. These features are characterized by screening vegetation and lack of disturbance. Elk show reduced use of habitat areas adjacent to roadways. All human disturbance can impact survival and effective reproduction during crucial times of the year.
DESCRIPTION OF DESIRED CONDITIONS

EARTH RESOURCES

LANDSLIDE AND EROSION HAZARD AREAS

The valley contains slopes and hillsides that are susceptible to erosion and landslide hazards. Sluffing of slopes and erosion of hillsides is a concern to local residents because of the various impacts such as the loss of natural contours and topography, loss of stabilizing vegetation, increased site runoff, and increased sediment to streams and creeks. Erosion due to logging and development activities are of concern to the community. The desired condition is to minimize erosion and potential landslides and preserve the natural resources of the area. The policies of the community plan strive to ensure land use activities will not detrimentally impact hillsides and slopes. Development is to be located away from areas that might experience high erosion.

Design standards provide opportunities for development to work with the natural features and contours of a site as opposed to using large amounts of cut and fill. Finally, the plan actions include coordinating with the timber companies and forest agencies to work toward future consideration of developing viewshed guidelines that could help reduce erosion from logging activities as well as provide aesthetically pleasing views from the valley.

SEISMIC HAZARD AREAS

The valley does not contain a significant number of seismic hazard areas. Landslides and volcanic hazards are a greater potential threat to residents and visitors. The plan policies do not specifically address seismic hazards. The community wants to continue to follow County standards for seismic hazards.

VOLCANIC HAZARD AREAS

Due to its proximity to Mount Rainier, most of the valley is located within a volcanic hazard area. The community recognizes the greatest threat of volcanic activities occurs along the Nisqually River where debris flows, lahars, and jokulhlaups are likely to be more common. The desired condition is to protect property, residents, and visitors from the greatest threat by zoning Case II volcanic hazards areas Rural 40 which would allow one unit per 40 acres. All of the Case II volcanic hazard areas are located along the Nisqually River. The plan policies also address designing educational brochures and informational handouts to be distributed at kiosks and any visitor center, museum, or information center to inform visitors and residents about the risk of volcanic hazards. The community would also like to develop an evacuation plan for valley residents in the event of an emergency. Community plan policies call for the evacuation plan or emergency management plan to be in place by the year 2001.
**Water Resources**

Water resources are an important component of life in the Upper Nisqually Valley. The plan area contains the Nisqually River, Alder Lake, and numerous creeks and streams that feed into the Nisqually from adjacent hillsides. The Nisqually River and its tributaries are in good condition with extraordinary water quality and much vegetative cover intact. Flooding is a concern and a relatively frequent occurrence within the valley. There are a variety of wetlands and floodplains associated with the Nisqually River. The plan area appears to have abundant groundwater.

The policies in the plan describe the desired condition to be an ongoing maintenance of clean and abundant water resources. Development is to occur outside of floodplains, wetlands, streams, and creeks wherever possible. The community values the conservation of the natural resource over the potential economic benefit of development. The community also recognizes that building away from wetlands, streams, and particularly floodplains helps to ensure against loss of property as well. The plan policies also ask for further research into the current condition of water resources through the completion of a study to determine today’s baseline. This data can then be used to measure future impacts on the water resources and adjust community plan policies, zoning, or regulations where necessary.

**Vegetation**

The Upper Nisqually Valley is abundant with a variety of vegetation including old growth coniferous forest, mature/second growth coniferous forest, young coniferous forest, a mix of pasture, farmfields, clearcuts, meadows, and mixed deciduous/coniferous forest. The mix and abundance of natural vegetation contributes to the overall quality of life by contributing to diverse wildlife and excellent water quality in rivers and streams. Unlike urban areas of Puget Sound where the earth has been paved with development or other towns nestled in the Cascade foothills where mini-malls and parking lots have taken much of the natural vegetation and been replaced with manicured lawns, the Upper Nisqually Valley remains in a more wild, rustic state.

The maintenance and conservation of this environment is of upmost importance to the community. Policies in the community plan speak to the preservation of the natural vegetation and restrict the most intensive development to within four centers. All development is encouraged to retain as much natural site vegetation as possible. Design standards provide guidelines for integrating a development with the natural vegetative features of the site. If the natural features of the valley are denuded as development occurs, then much of the rural
character, privacy, and pristine surroundings that comprise that plan area will be considered lost.

**FISH AND WILDLIFE**

The Upper Nisqually Valley is abundant with fish and wildlife. The large tracts of land used for forestry, single-family, or left vacant contribute to a continuous habitat for species with a large home range. The National Park and Forest Service lands also provide a safe haven for many wildlife species. The people of the Upper Nisqually Valley choose to conserve and protect the local wildlife to maintain the health of the environment and preserve the enjoyment of the harmony of living with the wildlife for future generations.

The policies and practices in the community plan promote the management of forests and forest edges to provide habitat for wildlife. Policies within the Community and Cultural Element also ask for coordination between the local community, private timber companies, and public land managers to consider developing viewshed guidelines in the future. The viewshed guidelines could indirectly contribute to furthering wildlife conservation. The viewshed protection plan could indirectly contribute to furthering wildlife conservation. Natural Environment policies address waste disposal practices and problems that are harmful to fish. Upgrading failing septic systems and proper maintenance of septic systems are addressed through educational measures. Pesticides are a concern to local citizens and plan policies address reducing the use of unsafe pesticides that can harm human health and wildlife. This reduction is intended to be accomplished through educational measures. Finally the plan asks for further research into the current condition of wildlife habitat and inventory through the completion of a study to determine today’s baseline.

This data can then be used to measure future impacts on the fish and wildlife and adjust community plan policies, zoning, or regulations where necessary.

**ENVIRONMENT POLICIES**

**GOALS**

We envision a valley where healthy habitats exist for humans and wildlife; where clean air and unpolluted water resources are enhanced through responsible management of our natural resources.

**CRITICAL AREAS AND NATURAL RESOURCES**

The intent of the critical areas and natural resources policies is to recognize that current County regulations sufficiently protect critical areas and to emphasize the importance of conservation of unprotected resources such as vegetation.

**GOAL UNV ENV-1** Recognize that the community prefers to preserve the environment in its natural state to the greatest extent possible.
UNV ENV-1.1 Development proposals which have significant adverse impacts to critical areas that cannot be mitigated to less than significant levels shall be denied.

UNV ENV-1.2 Manage forests and forest edges realizing that they provide habitat for wildlife.

UNV ENV-1.3 Recognize that recent changes in forest practices help retain forest resources.

UNV ENV-1.4 Direct growth and commercial activities into planned community centers to reduce sprawl and preserve the natural environment and rural character.

UNV ENV-1.5 Protect the elk herds and habitat that are part of the important wildlife resources of the Upper Nisqually.

UNV ENV-1.6 Landowners are encouraged to retain a contiguous area of open space when developing and subdividing properties in the Rural 10 or Rural 40 lands for the purposes of providing elk corridors from the forest lands to the Nisqually River.

GOAL UNV ENV-2 Improve the information currently available on the quality and state of the natural resources, critical areas, and environmentally sensitive lands in the valley.

UNV ENV-2.1 Support the completion of baseline information and inventories about valley resources for the purposes of monitoring, scientific research, and enhancement.

UNV ENV-2.2 Investigate a partnership to complete the water resources study and the fish and wildlife resources study by contacting possible cooperative agencies such as the Nisqually and Puyallup tribes, Trout Unlimited, US Forest Service, State department of Natural Resources (DNR), National Park Service, private timber companies, local businesses, and other environmental interest groups.

PESTICIDES

The intent of the pesticides policies is to recognize that pesticide use can be detrimental to the health of the community and resources, and to educate businesses and landowners to best management practices for safe pesticide use.

GOAL UNV ENV-3 Protect the health of humans and the environment by minimizing the use of pesticides.

UNV ENV-3.1 Reduce the use of pesticides and herbicides in the valley and recognize they may damage the health of humans and wildlife, impact water resources, and destroy native vegetation.

UNV ENV-3.2 The use of pesticides within critical areas and their buffers shall not be allowed except under extreme circumstances.

UNV ENV-3.3 Initiate a dialogue with the Washington State Department of Transportation, U.S. Forest Service, DNR, Pierce County, City of Tacoma, and private timber companies to discuss the reduction of pesticide use for the general management of their resources.
IMPLEMENTING ACTIONS

The following is a list of actions that should 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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-20 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Gateway Community Advisory Board (GCAB), the Upper Nisqually Advisory Commission (UNAC), or Pierce County Planning and Land Services (PALS). Those actions assigned to the GCAB are completed as part of the adoption and implementation of this plan.

SHORT TERM ACTIONS

1. Amend the County’s official mine hazard map in the Ashford area to more accurately reflect the area of potential danger. (PALS)
2. Develop a procedure in which a property owner may use the Draft Supplement EIS for the Upper Nisqually Valley Community Plan (December, 1998) to minimize environmental review for a development within the commercial centers. (PALS)
3. Request local timber companies to have public meetings with the community when applying to the state or county for a timber cut within the plan area. (UNAC)
4. Designate and zone portions of the valley to allow for a variety of transportation modes and facilities. (GCAB, UNAC)
5. Designate and zone portions of the valley to allow for a variety of transportation modes and facilities. (GCAB, UNAC)
6. Work with the Nisqually Indian Tribe and the Department of Fish and Wildlife to establish Elk Management Corridors and migration routes which will link the forest lands to the Nisqually River. Specific geographic areas of concern include, but are not limited to, Section 25, R5E and the East ½ of Section 30, R6E and Section 30 of R7E. (UNAC)

MID-TERM ACTIONS

1. Work with the Washington State Department of Transportation to stop or reduce pesticide use along roadways. (UNAC)
2. Encourage the City of Tacoma to investigate cutting vegetation instead of pesticide spraying along the train right-of-way. (UNAC)
3. Investigate funding opportunities to assist homeowners in the upgrading of older or inefficient woodstoves. (UNAC)
4. Develop criteria to determine which residents qualify for assistance in replacing older stoves. (UNAC)
5. Publicly support development proposals which do not impact critical areas. (UNAC)
6. Develop a process to encourage developments which are integrated with the natural resources of the site and avoid critical areas. The process could include:
   - Bypassing UNAC approval;
   - Scheduling special or emergency UNAC meetings to facilitate process;
   - Demonstrating support for the project before the Hearing Examiner; or
   - Using the Supplemental Environmental Impact Statement for threshold determinations where possible. (PALS, UNAC)

7. Work with the U.S. Forest Service, DNR, National Park, private timber companies, and Pierce County to develop a public education program about sustainable management of natural resources including forest and agricultural lands. (UNAC)

8. Work with the public agencies to ensure enforcement of all provisions and mitigation measures of forest practice permitting. (UNAC)

9. Support land exchange proposals between private and government agencies which help preserve resource lands in the Upper Nisqually Valley. (UNAC)

10. Enter into a partnership with private organizations, public organizations, or local tribes to initiate a study and inventory of all water resources including streams, wetlands, groundwater, flooding areas, and water quality. (UNAC)

11. Enter into a partnership with private organizations, public organizations, or local tribes to initiate a study and inventory of wildlife resources which includes species, habitat location, and condition. (UNAC)

12. Investigate the possibility of allowing various school districts (elementary, secondary, or college) to use the Upper Nisqually Valley as a field laboratory for natural science classes or projects. (UNAC)

13. Establish an outreach program to educate landowners and correct failing septic and woodburning systems. (Pierce County, UNAC)

14. Work with the existing homeowner associations and property managers in educating absentee homeowners about the importance of maintaining septic tanks. (Pierce County, UNAC)

15. Develop a brochure which discusses the installation, maintenance, and operations of septic tanks and mail them to property owners. (Pierce County, UNAC)

16. Develop strategies to assist property owners in replacing or correcting failing systems. (Pierce County, UNAC)

17. Actively pursue correction of any septic tanks that are adversely impacting water resources. (Pierce County, UNAC)

18. Find a method of guaranteeing State Revolving Loans to ensure monies are available to those in need of septic corrections. (UNAC, Pierce County)

19. Review State grant opportunities and apply for funds if applicable. (UNAC, Pierce County)

20. Research non-profit organizations which may provide funding for environmental improvement projects. (UNAC)

21. Contact City, State, and Federal representatives to stop the dumping of sewage on the tracks and request holding tanks be placed on all trains passing through the valley. (UNAC)
22. Work with the National Park to develop transportation alternatives for Park visitors that shuttle groups from the Village Centers to the Park. (UNAC)
23. Develop educational materials for distribution at kiosks, local businesses, and schools about air resources and actions to improve air quality. (UNAC)

**LONG TERM ACTIONS**

1. Research and identify alternatives to the use of pesticides and share the information with residents, U.S. Forest Service, DNR, and private timber companies. (UNAC)
2. Investigate the type and extent of spraying occurring on forest service lands and work with private timber companies and the Forest Service to find natural alternatives to pesticide spraying. (U.S. Forest Service, UNAC)
3. Review proposed changes to the current Critical Area Regulations and provide comments to the County through the adoption/review process. (UNAC)
4. As new information is obtained, UNAC may propose or recommend regulations to the County Council to protect resources in the Upper Nisqually Valley after formal public comment and review. (UNAC)
5. Develop a rideshare program. (UNAC, Pierce County, Pierce Transit)
6. Based upon research and data resulting from the studies, increase public education or recommend regulatory changes to protect water and wildlife resources. (UNAC)
7. Review the completed studies and incorporate appropriate recommendations into community plan policies and regulations. (UNAC, PALS)
8. Establish a monitoring program to measure the impacts of development with established baseline data to determine whether community plan policies and regulations are effective. (UNAC, PALS)
9. Work with the State, County, National Park Service, and Puget Sound Air Pollution Control Agency to establish baseline air quality standards that can be monitored. (UNAC)
10. Incorporate air quality education in the public outreach forums conducted through campground programs. (UNAC, National Park)
Water Resources

- Wetland
- Watershed Boundary
- Water Course

The boundaries of wetlands are approximate and are intended only to provide an indication of the presence of wetland areas. Additional wetlands that have not been mapped may be present.

Sources: Washington Department of Natural Resources Hydrography Digital Database.
Pierce County Wetlands Inventory Digital Database.

Upper Nisqually Valley Community Plan

Pierce County, Washington

Department of Planning and Land Services
Plot Date: November 26, 2007

Water Resources
Chapter 5: Economic Element

INTRODUCTION

While the Upper Nisqually Valley is abundant with natural resources and wildlife, it is scarce on jobs and economic opportunities for local residents. Balancing economic development and quality of life are key concerns in nearly every small town. Rural towns across the State have struggled with economic decline as their traditional resource-based industries of forestry, mining, and agriculture have declined. The Upper Nisqually Valley has been slow to diversify away from an economy dependent upon the forest industry which declined significantly in the 1940's and 1950's.

However, the slow growth has helped maintain some of the community's greatest assets--the pristine river valley, forest lands, steep slopes, abundant wildlife, and large tracts of open space. The community plan strives to conserve the natural environment while improving economic opportunities for local citizens by directing business and employment opportunities into three small community centers and diversifying the economy.

The residents of the Upper Nisqually Valley would like to diversify the economy and provide year-round family wage jobs to local residents. The community would like to make economic improvements that build upon the unique talents and historic strengths of local residents.

Enhancing the tourism industry, marketing mountaineering opportunities, capitalizing on changes in the forest products industry, and encouraging environmentally-appropriate natural resource manufacturing and businesses are key steps to achieving the community vision. The Land Use Element supports the Economic Element by directing growth into three centers (see Map K-1: Land Use Designations): two Village Centers which serve as the main focal points of the valley; and one center oriented toward serving tourists. All three centers in the plan area are targeted for development of commercial and, where appropriate, light manufacturing business.

Local ownership is another important component of the community plan. Many of the successful businesses in the valley are presently owned by local citizens and families. Cottage industries, home occupations, and bed and breakfast facilities are common throughout the valley. The community would like to see this trend continue as it provides a sense of cohesiveness among residents while promoting individualism and uniqueness. Design standards accompany the plan and do not allow corporate or franchise styles to be constructed.
The Economic Element emphasizes the community’s vision by setting forth the community’s goals and objectives related to economic development. The element is divided into three parts: the first part briefly describes the existing economic conditions in the valley; the second part describes the economic conditions desired by the community; and the third part sets forth the actions to be taken to achieve the community’s vision. In addition, a technical appendix to this plan provides a detailed economic analysis of the valley and a feasibility analysis of the action items.

**DESCRIPTION OF CURRENT CONDITIONS**

As with many small communities in the West, residents of the Upper Nisqually Valley are attempting to navigate the currents of change as they move from dependence on natural resource extraction to a more diverse economic base. The communities in the valley got their start as timber towns, helping to supply the raw materials for development of the western frontier.

During the second half of the twentieth century, the dominance of forestry in the local economy has declined, and there has been no organized effort to fill the void left by the changing timber industry. The changing economy has culminated in higher unemployment and lower business and personal income than in other parts of Pierce County and Washington State as a whole. In 1997, Chase Economics was retained to complete an economic analysis of the Upper Nisqually community. Chase Economics completed a series of reports which are included with the source documents for this community plan.

**LABOR MARKET AND EMPLOYMENT**

Based on the 1990 census, the 1996 labor force residing in the Upper Nisqually Valley is estimated at 511 persons. The employed workforce residing within the area is estimated at 463 persons, implying an annual average unemployment rate of 9.1 percent. In comparison, Pierce County’s 1996 unemployment rate was 6.2 percent. In addition, a large percentage (43.6 percent) of the employed residents commuted 30 minutes or more to work sites outside of the area. Although this high rate of commuting leads to the characterization that the Upper Nisqually is a bedroom community, these jobs bring in outside earnings (e.g., wages, salaries, and proprietors’ incomes) to the area. A sizable portion of the labor force is employed outside of the area or is unemployed. This large percentage implies that there is an overall lack of job opportunities within the local area.

Employment within the Upper Nisqually Valley is largely oriented toward service sector jobs such as government, wholesale and retail trade (e.g., eating and drinking establishments, souvenir shops, art dealers), and personal services (e.g., motels and lodges, tourist cabins). In 1990, the ratio of service-producing jobs to goods-producing jobs for the valley was 7.76, meaning for every one goods-producing job in the area, there were nearly eight service-producing jobs. The statewide ratio in 1990 was 3.43 which shows proportionately far more people working in the service industry in the Upper Nisqually Valley than statewide.
Table K-13 provides an illustration of employment and earnings in the valley. In 1996, average earnings for all jobs in the Upper Nisqually Valley was $21,379. In comparison, the 1996 average earnings per job in Washington State and Pierce County was $30,476 and $29,975 respectively.

Area workers employed by the Federal government garner the highest annual earnings followed by manufacturing (logging) and State and local government. The lowest annual earnings in the area were found in agriculture, trade, and services. For the latter two sectors, the reason for the low average earnings are due to the pronounced seasonality of employment in the valley.

While tourism-related services currently provide the majority of private-sector jobs and income in the Upper Nisqually, Federal, State and local governments account for more than half of all jobs and nearly seventy percent of wages generated within the valley. The majority of government jobs are found in the administrative headquarters for Mount Rainier National Park. The U.S. Forest Service and the Washington Department of Natural Resources also employ Valley residents.

### Table K-13: Industry Earnings & Employment

<table>
<thead>
<tr>
<th>Industry</th>
<th>Earnings ($1,000)</th>
<th>% of Total Earnings</th>
<th>Total Persons Employed</th>
<th>% of Total</th>
<th>Avg. Earnings per Job</th>
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</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>$11.80</td>
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<td>3</td>
<td>.7</td>
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<td>Other Retail Trade</td>
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<td>38.5</td>
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<td><strong>Total</strong></td>
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<td><strong>403</strong></td>
<td><strong>100.0</strong></td>
<td><strong>$21,379</strong></td>
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</tbody>
</table>

Notes: Earnings include both wages & salaries and proprietor income; total employment include both full and part-time wage & salaried workers and self-employed. Earnings and employment is by place of work, i.e., employment and earnings associated with establishments located within the Upper Nisqually Valley. Sources: U.S. Bureau of Economic Analysis, Washington Employment Security Dept., Chase Economics.
**PERSONAL INCOME**

Per capita personal income for Valley residents in 1996 was approximately $14,773. In comparison, Pierce County per capita income for the same year was $21,728, a difference of 47 percent. Per capita income figures indicate that Upper Nisqually households and families are less affluent compared with the State and Pierce County. Not surprisingly, the Chase Economic Analysis showed the number of residents living in poverty is substantially above that of the State and Pierce County. Personal income consists of three major components, identified by earnings, property incomes, and transfer payments. Earnings accounted for 77.6 percent of the area’s total personal income in 1996. Labor earnings accounts for a far greater share (77.6 percent) to the Valley’s total income compared with Pierce County (67.8 percent) and the State (66.5 percent). Income from self-employment represent a greater share in the Valley’s total (8.3 percent) than in Pierce County (6.6 percent). The remaining 22.4 percent of personal income is split between dividends, interest, rent, and transfer payments. (Transfer payments are from the government to people for reasons other than payment of labor services.) The proportion of transfer payments related to retirement is smaller when compared to the rest of Pierce County and Washington State. Consistent with the relatively lower per capita income figures and smaller percentage of retirement-related transfer payments, there is also a higher incidence of poverty in the plan area and a greater proportion of households receiving some form of public assistance than in either the County or State taken as a whole.

**BUSINESS INCOME**

After rising steadily in the late 1980's and early ‘90's, gross business income for firms operating in the valley began to fall in the mid ‘90's. In addition, taxable retail sales for valley businesses increased an average of only .23 percent, after adjusting for inflation, from 1987 through 1997, and actually finished the period 3.84 percent lower than they started. That decline occurred at a time when retail sales for all of Pierce County increased by 29 percent, and 33 percent for all of Washington State. Several factors contribute to the business income trends including: seasonal weather patterns affecting visitation to Mount Rainier; road closures and construction projects, again affecting visitation to the Park; and the tendency of many local residents, especially those who commute to work, to travel to larger communities for shopping. Given that much of the local economy now relies upon tourist-related expenditures, this is an issue facing the Upper Nisqually business community. In addition to capturing tourism dollars, valley merchants must contend with the increased tendency of local residents to travel to nearby larger communities for shopping.

**MOUNT RAINIER NATIONAL PARK**

The grandeur of Mount Rainier is the symbol of the Cascade Mountains that is most familiar to Americans. It is located within 75 miles of major urban centers on both the east and west sides of the Cascades. Over three million people live within one hundred miles of the Park. On the basis of proximity, a significant share (44 percent) of Mount Rainier visitors come from these
urban centers. In addition to the pristine areas contained in the Park, numerous recreational opportunities abound. Mountain and rock climbing, snowshoeing, cross-country skiing, hiking, and camping are just a few of the recreational activities available in the Park.

**Visitor Estimates**

The National Park Service has the responsibility to manage Federal parks in a manner which minimizes the environmental impacts of visitors on the Park's natural environments, while still providing various recreational opportunities for the public. The National Park Service estimates 2,181,396 people visited Mount Rainier National Park in 1995. This estimate reflects an annual visitor increase of 1.8 percent since 1975. Although the annual visitation rate has increased over the past twenty years, the number of visitors to Mount Rainier has fluctuated, in some instances dramatically from year to year. Fluctuations in annual attendance are the result of a number of factors including weather, flooding damage, road closures, road construction, avalanche hazard, fuel prices, local and national economies, and government shut downs.

Until the 1990's it was very rare for the Park to attract more than 2,000,000 visitors. However, between 1989 and 1995, visitation exceeded two million persons in six of the seven years. The National Park Service estimates 245,333 vehicles entered Mount Rainier National Park through the Nisqually entrance in 1995. This estimate reflects an annual visitor increase of 1.3 percent since 1988. This annual rate is slightly lower than experienced during the same time for the entire Park, a 2.4 percent annual increase.

The economy of the Upper Nisqually Valley is largely influenced by Mount Rainier National Park. Fluctuations in the local economy may occur due to weather conditions, road closures, or other factors that influence visitation to the Park.

The average summer visitation (June through September) to Mount Rainier National Park accounts for 70 percent of the yearly total. The peak month of visitation is in August, consisting of 24 percent of the yearly total. January and December are the months experiencing the lowest visitation, two percent each month, during the year.

**The Vail Agenda**

In 1991, the National Park Service celebrated its 75th anniversary. While most organizations focus on past achievements during their anniversary year, the National Park Service concentrated on improving its organization and management of its resources. The Park Service, in cooperation with institutions concerned about the management of the national park system, initiated an intensive review of its responsibilities. This effort was coordinated by a steering committee with working groups discussing specific problems and challenges.

In October 1991 at the 75th Anniversary Symposium, "Our National Parks: Challenges and Strategies for the 21st Century," held in Vail, Colorado, the working groups presented a draft report to nearly 700 experts and interested parties from inside and outside the Park Service. The draft report facilitated debate and discussion regarding the future of the national park system. The outcome of this event was a report which clarified the evolving role of the National Park Service and identified strategic objectives and specific recommendations for the
organization for the 21st century. This report was published in 1992, titled, "National Parks for the 21st Century; The Vail Agenda, Report and Recommendations to the Director of the National Park Service."

The report contains a variety of recommendations related to gateway communities. Among the recommendations that impact the Upper Nisqually Valley are limiting the number and type of facilities within national park boundaries, improving transportation systems, and translating the importance of the park through coordination and planning with agencies responsible for management of lands outside the national park boundaries.

Throughout the evolution of the national park system, facilities have been constructed within park boundaries which are for the convenience of visitors and not necessarily needed to enjoy the park's resources. Examples of such facilities are gas stations and grocery stores. The Vail Agenda calls for these facilities to be provided outside park boundaries by the private sector within surrounding gateway communities. The outcome of implementing these recommendations would be a greater demand for visitor facilities and services in the communities surrounding park entrances. For the Upper Nisqually Valley, this demand would be focused on the commercial areas providing tourist services such as the communities of Ashford and Elbe.

The National Park Service also wants to encourage improved public transportation systems. Improved transportation systems would help protect natural resources and enhance the visitor experience. The Park Service would like to coordinate in-park transportation systems with public transportation systems and design innovative transportation alternatives. The result of these recommendations could be a better transportation system to the National Park through the Upper Nisqually Valley. Additional public transportation facilities, such as shuttle systems, could be located in one or more of the centers. Although the improved transportation system is intended to accommodate visitors to Mount Rainier National Park, local residents, rail for light industry, and employees of the National Park could also benefit.

In past years, managers in the National Park Service have focused their attention on the activities within the Park Service’s boundaries. This was in part due to the fact that much of the land surrounding the parks was undeveloped. In recent years, as development began to occur outside national park boundaries, park managers have observed adverse impacts to park resources. These impacts may affect components of the environment ranging from air and water quality to cultural landscapes. Participants in the Symposium believed the Park Service must work closer with the communities outside their boundaries. As a result, various recommendations contained in the Vail Agenda address how park managers can deal with their neighbors and their activities. The result of these recommendations should be a greater presence of National Park Service representatives in surrounding communities. Both the National Park Service and the residents should have a better understanding of issues and limitations. Working closer with the surrounding communities should also bridge communication better than what has been experienced in previous years.
**Gifford Pinchot National Forest**

The U.S. Forest Service is responsible for the lands within the Gifford Pinchot National Forest. The Forest Service is responsible for managing the forest for long-term timber production while providing recreational and natural opportunities for public enjoyment. The forest is managed through the Land and Resource Management Plan of 1990, as amended, which addresses timber harvest and recreational activities.

Many of the lands suitable for timber production in the Forest have been extensively harvested in the past. The forest plan identifies 2,284 acres of the Pierce County portion of the Forest as being suitable for timber production.

Although estimates for existing recreational usage are not available, day visitors are taking advantage of the roads and trails for hiking and biking. All Forest Service roads are designated as secondary forest routes. Various trailheads are located off the main route accessing the forest from the Nisqually Valley floor, Forest Road 59. The trails within the National Forest lie mostly within the Glacier View Wilderness Area.

**Elbe Hills State Forest**

The Washington Department of Natural Resources (DNR) manages approximately 23,000 acres of land as the Elbe Hills State Forest. Approximately 20,774 acres of the Forest lies within the Plan Area. The Elbe Hills State Forest is part of an original 1889 land grant from the federal government.

**Forest Condition/Character**

An inventory of the age of timber stands in the Elbe Hills State Forest was issued in July 1990 as part of a draft Nisqually Resource Management Plan prepared by the DNR. The management plan was never finalized. The 1990 inventory identified, northeast of Elbe, scattered stands of less than 1,800 acres in overall area with an origin in the 1920's or earlier. The 1990 inventory identified that the overwhelming majority of timber has origins in the 1930's and 1940's. In addition, the inventory identified scattered stands with origins in the 1950's, 1960's, 1970's, and 1980's.

**Recreation Use**

In addition to its role as a timber producer, the Elbe Hills State Forest plays a significant role in providing recreation opportunities. The forest contains two large trail systems for different types of recreation users. The Elbe Hills Off-Road Vehicle (ORV) Trail System located off 9 Road, west of Busywild Creek, is used by mountain bike, motorcycle, and four-wheel drive vehicle enthusiasts. The Sahara Creek/Nicholson Horse Trail System located on the hillsides and ridges above the Nisqually River Valley between Elbe and Ashford is used by horseback and hiking enthusiasts. In addition to the designated trail systems, there are numerous roads open to the public for exploration of the forest.
DESCRIPTION OF DESIRED CONDITIONS

Residents of the Upper Nisqually Valley would like to improve the economy and job opportunities available closer to home through tourism, commercial business and light industry. However, there is a certain reluctance in the community to accept growth and change. There is an underlying, and quite valid fear of losing some of the qualities that make life in the Upper Nisqually unique. All of the elements of the community plan work together to try to balance these sometimes opposing goals of improving the economy while retaining a rural character and pristine natural resources. Growth is directed into three designated centers and is not allowed to spread haphazardly throughout the valley. These centers are targeted for development of commercial business. The rest of the valley is zoned into large tracts of land in order to continue the rural landscape. Within the centers, shopping and service opportunities would be provided not only for tourists, but local citizens as well, thus reducing the need for local residents to travel to larger communities outside of the valley to do their everyday shopping.

The economic strategies build upon the traditional strengths and talents of the local community by: encouraging local ownership, encouraging home occupations and cottage industries, growing the tourism, mountaineering, and natural resources sectors of the economy.

TOURISM

Residents of the Upper Nisqually Valley would like to change the seasonal nature of their economy by strengthening and lengthening the tourist season to better capture the dollars otherwise bypassing the communities. Residents would like to see the early spring and late fall become important times in the tourist trade, allowing local business owners to realize profits through more of the year. The plan policies contain a myriad of strategies to achieve the desired condition of improving and lengthening the tourist season. These strategies focus on building upon the outdoor recreational opportunities, artistic skills of local residents, history of the region, and natural resources of the valley. Expanding upon these opportunities will be accomplished through improved marketing (regionally and nationally), zoning areas for opportunities to occur (such as allowing for rental of recreational equipment or micro-breweries within centers), building infrastructure (such as connections between the valley and mountain biking opportunities or a museum for historical information), organizing annual events (such as an arts festival), and coordinating the local business community with other regional and national networks (coordination with the Park Service, Visitor Convention Bureau, etc.).

NATIONAL HARBOUR PLYWOOD CORP. CIRCA 1930s

The tourist season may extend into the fall, winter, and spring seasons if marketing of existing amenities is properly expanded. The valley has ample access to winter sports and recreational opportunities such as cross-country skiing, snowshoeing, and snowmobiling. Further, there are
ample opportunities for relaxing in the fresh mountain rain at one of the many bed and breakfast facilities with jacuzzi or spa facilities.

**Mountaineering**

The Upper Nisqually Valley is in a prime location for those interested in learning or furthering their mountaineering skills. The proximity to Mt. Rainier, the Cascade Range, Mt. Adams, Mt. St. Helens, and the Olympic Range allows numerous opportunities for mountaineering challenges. The desired condition is to build upon this opportunity by promoting mountaineering opportunities, advertising the local guide schools, and coordinating with the National Park to offer more mountaineering experiences. The area’s heritage and local expertise in mountaineering can be developed as a significant portion of the local economy, as well as provide a unifying theme for economic development efforts. Plan policies also promote and encourage the manufacturing of mountaineering equipment, outdoor clothing, or other spin-off industries.

**Forestry**

The desired condition is to maximize timber dollars with sustainable forestry and to diversify forestry employment from the cutting of raw timber to promoting other forest-related activities. Plan policies allow for the continuation of timber harvesting but, recognize that diversification of the forest industry is likely to have stable long-term economic results. The community plan promotes offering the valley for ecosystem, wildlife, and forest research to universities, scientists, and Washington State. Federal, State, and private timber companies are also encouraged to provide management or administrative offices within the community. Finally, forest-related industries such as cabinet-making, log cabins, or other hand-crafted wood products are encouraged and should be actively marketed. Adding value to local timber products and developing the specialty forest products industry would allow valley residents to enter increasingly profitable niche markets.

**The National Park and Other Public Lands**

A sustainable economy and community development will best be achieved through improved coordination and cooperation with the public agencies and private interests that control large land holdings in the valley and influence the tourist industry. Cooperation and coordination should also occur between communities that are located at the base of Mount Rainier. The
desired condition is to develop a working partnership between the community, other public agencies, and private timber companies. An improved relationship will result in better information and resource sharing to further the interests of the local community and the public land administrators. For example, information such as visitor data and traffic counts should be shared to allow local businesses and residents to better plan and provide for the needs of visitors. Easily accessed up-to-the-hour information regarding Park closures and road conditions should also be disseminated throughout the community. Furthermore, the public land administration and private timber companies have resources that can benefit the community. These resources can include knowledge, skills, and monies.

The community also needs to begin to take a more active role in participating in and influencing the decisions regarding the public lands. Public land representatives and local citizens need to interact and discuss proposed changes in the management of the public lands that affect the community. The community also needs to be clear about stating its position and goals. If the community wants the Park Service to consider constructing an information center in the valley, it needs to be clearly stated. Finally, the local citizens should strive to improve the relationship with the Park Service by providing support for the public lands through such activities as volunteering.

**ECONOMIC DEVELOPMENT POLICIES**

**GOALS**

We envision a healthy economy that recognizes our unique talents and builds on our historic strengths. We envision a valley economy that is based on environmentally sound businesses and industry which provides year-round family wage jobs while encouraging local ownership.

**TOURISM, MOUNTAINEERING, AND FORESTRY/NATURAL RESOURCES**

The intent of the tourism, mountaineering, and forestry policies is to improve and diversify the economy through a myriad of strategies which build upon the outdoor recreational opportunities, artistic skills of local residents, history of the region, and natural resources of the valley.

**GOAL UNV EC-1**

Strengthen the economy by building upon the traditional strengths of the valley in tourism, mountaineering, and forestry.

**UNV EC-1.1**

Strengthen and extend the tourist season into spring, winter, and fall by capitalizing on outdoor recreational, artistic, heritage, ecotourism, and natural opportunities of the valley.

**UNV EC-1.1.1**

Improve the local economy by marketing interpretive tourist opportunities in the valley.

**UNV EC-1.1.2**

Promote arts-related business and activity.
UNV EC-1.1.3 Coordinate an organized network of local artists that can support and market the wares of the artistic community.

UNV EC-1.1.4 Market the recreation opportunities in the valley such as snowmobiling, mountain biking, cross-country skiing, hiking, and fishing.

UNV EC-1.1.5 Display the historic and cultural heritage of the community.

UNV EC-1.1.6 Encourage visitors to Mount Rainier to stop at local retail and service establishments in the valley by designing pedestrian-oriented centers that entice people to stop.

UNV EC-1.1.7 Encourage ecotourism through tours of the national forests, national park, Nisqually River, and natural resource amenities in the valley.

UNV EC-1.1.8 Encourage a diversified tourist economy with small-scale industries such as wineries, breweries, natural resource manufacturing with interpretive experiences, or manufacturing of outdoor mountaineering gear.

UNV EC-1.1.9 Work closely with the Tacoma-Pierce County Visitor & Convention Bureau and the Washington State Division of Tourism to coordinate, publish, and distribute information.

UNV EC-1.1.10 Allow the use of wineries and breweries within centers.

UNV EC-1.1.11 Develop an annual festival in the valley that could consist of a sport competition, or local Washington products, or theater plays.

UNV EC-1.1.12 Target each of the Rural Gateway Communities for development of commercial business to serve visitors.

UNV EC-1.2 Work with public and private agencies to market the wares of local artists.

UNV EC-1.2.1 Allow for a centralized retail sales location for local arts (possible business incubator) within Village Centers.

UNV EC-1.3 Work with public land representatives to market the recreation opportunities, particularly for winter activities such as snowmobiling, mountain biking, and cross-country skiing.

UNV EC-1.3.1 Allow for sporting goods stores and sales/rental of outdoor gear within centers.

UNV EC-1.3.2 Encourage local businesses to coordinate and design package deals for lodging/recreation activities.

UNV EC-1.3.3 Allow for U-Cut Christmas tree farms throughout the rural lands in the Upper Nisqually.

UNV EC-1.4 Promote the Upper Nisqually Valley as a premier destination for mountaineering.

UNV EC-1.4.1 Recognize that Mount Rainier provides an ideal location for developing and promoting mountaineering guide schools.
UNV EC-1.4.2 Promote year-round mountaineering opportunities, including diversification of permitted outfitted guide services.

UNV EC-1.4.3 Work closely with the national park to open guide service opportunities to more than one provider a year.

UNV EC-1.4.4 Promote interpretation and education of Rainier mountaineering.

UNV EC-1.4.5 Encourage manufacturing of associated mountaineering equipment.

UNV EC-1.4.6 Maximize timber dollars with sustainable forestry and diversify forestry employment from the cutting of raw timber to promoting other forest-related activities.

UNV EC-1.4.7 Support and promote opportunities to make the valley a place where forest research can occur.

UNV EC-1.4.8 Encourage federal, state, and private timber companies to provide offices within the community so foresters and their management can be located in the valley.

UNV EC-1.4.9 Support the wholesale and retail sale of forest products.

UNV EC-1.4.10 Encourage the DNR, U.S. Forest Service, and private timber companies to contract with valley operators when harvesting timber in the valley.

UNV EC-1.4.11 Promote forest industry employment by encouraging active management of sustainable forest lands.

INDUSTRY

The intent of the industry policies is to diversify the economy and provide year-round family wage job opportunities for local citizens.

GOAL UNV EC-2 Change the seasonal nature of the economy and provide year-round jobs to local residents.

UNV EC-2.1 Encourage diversification of the local economy and improve the existing transportation infrastructure.

UNV EC-2.2 Encourage environmentally-friendly resource manufacturing businesses that have little or no impact on the environment.

UNV EC-2.3 Environmentally friendly cottage industries and home occupations are strongly encouraged as a means of employment throughout the valley.

UNV EC-2.4 Diversify the economy through ecotourism opportunities unique to the Upper Nisqually Valley.
COORDINATION

The intent of the coordination policies is to improve the relationship of the local community with public land managers and agencies which have a role in the Upper Nisqually Valley.

GOAL UNV EC-3

Develop the relationships with the National Park Service; U.S. Forest Service, Department of Natural Resources; Department of Transportation; Department of Community, Trade, and Economic Development; Tacoma Regional Convention + Visitor Bureau; private timber companies; and the community to promote the economic vitality and environmental preservation of the community.

UNV EC-3.1 Create a working partnership with public land representatives, private timber companies, and the community.

UNV EC-3.2 Foster a relationship between the National Park Service and the community that strengthens and encourages communication and cooperation.

UNV EC-3.3 Strengthen coordination of the local business community with the National Park Service, U.S. Forest Service, and Department of Natural Resources.

UNV EC-3.4 Develop partnerships with the National Park Service, U.S. Forest Service, Department of Natural Resources, and private timber companies to fund improvements within the communities or place seed money into the community and lend technical assistance.

UNV EC-3.5 Encourage business operators and residents of the Upper Nisqually Valley to take a more active role in participating in and influencing decisions made by the National Park Service, U.S. Forest Service, State Department of Natural Resources (DNR), and timber companies.

UNV EC-3.6 Encourage the DNR to develop a fee-based recreation program for forest recreation activities such as tours, guided activities, trail uses, etc.

UNV EC-3.7 Encourage the Mount Rainier concessionaires to move some or all facilities into designated centers.

IMPLEMENTING ACTIONS

The following is a list of actions that should 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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-20 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Gateway Community Advisory Board (GCAB), the Upper Nisqually Advisory Commission (UNAC), the Washington Department of Natural Resources (DNR), the U.S. Forest Service (USFS), Mount Rainier National Park, or Pierce County Planning and Land Services (PALS). The local business association is also listed as they are
recognized as a major influence within the Upper Nisqually Valley. Those actions assigned to the GCAB are completed as part of the adoption and implementation of this plan.

**SHORT TERM ACTIONS**

1. Establish a subcommittee of the UNAC to work with the National Park Service, U.S. Forest Service, Department of Natural Resource, Department of Transportation, Department of Community, Trade, and Economic Development, Visitor Convention Bureau and private timber companies.
2. The subcommittee should set a schedule for discussing:
   - Specific actions the community can participate in to aid the public lands; and
   - Specific actions on behalf of the public lands and large timber companies that will market the recreation or environmental aspects.
3. The subcommittee should set a method for communicating and coordinating with the UNAC, business association, and the community so that all can be involved. (UNAC)
4. Advertise valley opportunities by:
   - Developing brochures that advertise valley attractions and are distributed in the valley and throughout Puget Sound;
   - Attending trade shows to market valley attractions such as snowmobile shows, mountain bike shows, etc;
   - Developing a web page that tells of valley amenities and links to other public land web pages; and,
   - Developing an advertising slogan for the valley. (UNAC, business association)
5. Conduct a market analysis to determine which businesses are most likely to be successful in the valley. (UNAC, business association, Pierce County)

**MID-TERM ACTIONS**

1. Develop an interpretive forest tour that shuttles visitors through wild and managed forests. (UNAC, U.S. Forest Service, DNR)
2. Advertise the opportunity to learn mountaineering in one of the world’s best locations and from some of the world’s best mountain guides. (UNAC, business association)
3. Pursue dedication of areas in the valley for forest research opportunities with universities, public forest lands, and private timber companies. (UNAC)
4. Work with the Washington State Division of Tourism to develop a “mountain loop drive” that could include Mount Adams, Mount St. Helens, and Mount Rainier. (UNAC, PALS)
5. Organize an annual or bi-annual arts festival in the valley. (UNAC, Pierce County)
6. Coordinate with public land representatives regarding proposed changes in the management of public lands in decisions that affect the community. (UNAC)
7. Actively pursue public and private funding opportunities to support businesses and capital facility improvements:
   - Pursue grants to help small businesses and to recruit new businesses;
   - Pursue grants to assist in redevelopment of centers to comply with themes; and
• Work to keep hotel/motel taxes in the community for community improvements. (UNAC, Pierce County)

8. Market the valley for cottage industries and home occupations (including home-based computer operators). (UNAC, business association)

9. Investigate the establishment of a local business incubator to provide space for start-up industries consistent with the rural policies of the Comprehensive Plan. (UNAC, business association, Pierce County)

10. Develop performance standards for small scale industry which prevent the degradation of the natural environment (standards may relate to air or noise pollution). (UNAC, Pierce County)

11. Encourage the establishment of a master craftsmen’s guild that could market handcrafted wood products that use local hardwoods. The guild may offer apprenticeships and/or tours of the craftsman at work. (UNAC, business association)

12. Place advertisements in outdoor/backpacking/environmental magazines which inform readers that the valley is looking for strong, environmentally friendly businesses to locate in the valley. (UNAC, DNR, business association)

13. Create maps/brochures illustrating biking, hiking, skiing, horse trails -- distribute at sporting goods stores throughout Puget Sound. (UNAC, business association, U.S. Forest Service, DNR)

14. Encourage the Department of Natural Resources, U.S. Forest Service, and private timber companies to develop a policy for soliciting bids from valley operators. (UNAC)

15. Coordinate with the National Park so that information such as visitor data and traffic counts could be shared with the community to allow local businesses and residents to better plan and provide for the needs of visitors and local citizens. Information such as easy access to up-to-the-hour information regarding Park closures and road conditions should be disseminated throughout the community. (UNAC, business association, National Park)

16. Work in partnership with Mount Rainier National Park to encourage economic sustainability in the community by:
   • Encouraging development of private sector visitor services so as to improve competition, increase choices for visitors, and minimize the need for in-park facilities;
   • Providing camping facilities within the community based on needs assessment;
   • Marketing appropriate winter use activities within the park to encourage more off-season use;
   • Encouraging more weekday and off-season use to help distribute visitation “loading” away from peak, overcrowded summer weekend days;
   • Enhancing park interpretative capabilities within the “gateway community”; and
   • Becoming a transportation, housing, and food services hub to support park visitation and use. (UNAC, PALS, National Park)
LONG TERM ACTIONS

1. Establish linkages with technical/vocational colleges for training of employees. (UNAC, business community)
2. Establish an art exchange program with one of the urban areas. (UNAC)
Chapter 6: Facilities and Services Element

**Introduction**

The Infrastructure and Services Element articulates the need for facilities and services that will implement the visions and goals of the community plan. Facilities and services are collectively considered “infrastructure” and may include public and/or privately funded projects. The adoption of policy statements regarding infrastructure provides direction to investors and decision-makers about what investments are desired and needed by the community.

The policies of the Infrastructure and Services Element call for facilities and services that meet the needs of the local community (such as developing a community park or museum) while accommodating the needs of tourists without impacting the local citizens. The element also prioritizes the projects and suggests potential funding sources to complete the projects.

**Description of Current Conditions**

The Upper Nisqually Valley is rural and sparsely populated. Urban facilities and services such as bus services, libraries, parks, public restrooms, or sewer service are not available. However, in the summertime when more than ½ million tourists move through the area, some of these facilities or services would be helpful to defray the impact. The community plan recognizes the need for improved infrastructure. Some of the proposed improvements meet the needs of tourists while mitigating impacts to local residents and other proposed improvements are intended to strictly serve the local community. The most immediate need, and a top priority within the community plan, is for public restrooms. This need becomes ever more pressing as the Park celebrates its centennial in 1999.

**Sewer and Wastewater Treatment**

Two sewage treatment plants exist within the plan area: the Elbe wastewater treatment plant and the Tahoma Woods sewage treatment plant. The plant at Elbe is operated by the Elbe Water and Sewer District and services the community of Elbe. The Tahoma Woods plant is operated by Mount Rainier National Park and serves only the Tahoma Woods administration and housing facilities.
The Elbe treatment plant utilizes a mound system with sand filter providing secondary treatment. The plant has a treatment capacity of 29,000 gallons per day and presently serves approximately 35 households. There is a remaining treatment capacity for approximately 45 additional households. The Tahoma Woods treatment plant provides tertiary treatment which involves chlorination and percolation into the ground. The treatment plant has a permitted capacity of nine to ten thousand gallons per day and is currently operating at four to five thousand gallons per day.

**Domestic Water Systems**

Domestic water within the plan area is provided by individual on-site wells and six community water systems. The community water systems are the Ashford Water District, Elbe Water and Sewer District, Tahoma Woods water system, Holiday Hills water system, Nisqually Park Water Company, and the Alpine Village water system (see Map K-5: Water Systems). The largest of these systems is the Ashford Water District which is licensed for 500 connections with only 179 of those connections being utilized. Although the valley has six water systems, the conditions of the systems and their ability to expand is questionable. Tahoma Woods is currently operating at 40-50 percent capacity, however, it is unlikely that water service will be provided to adjacent landowners, as excess capacity is being reserved for future expansion of National Park facilities on the site. Four of the remaining five community water systems have a combined total of 385 licensed connections with 76 of those connections still available.

**Transportation**

**Roads and Highways**

The Upper Nisqually Valley is accessed through a variety of regional State highways and county arterials that provide access to and from the I-5 corridor. In Pierce County, SR 7 and SR 161 provide north/south access to Puyallup and Tacoma, while SR 702 provides east/west access to 507/510 leading to the I-5 corridor. Ashford and Elbe are both located along SR 706, which begins in Elbe and terminates at the entrance of the National Park. Access to the Upper Nisqually community through Lewis County is via SR 508, US 12 and SR 7. SR 508 extends from I-5 south of Chehalis eastward to Morton. US 12 begins at I-5, south of Chehalis and SR 508, through Morton where it intersects with SR 7 before continuing eastward over the Cascades to eastern Washington.

There are few County roads in the plan area due to the rural nature of the community. The County roads with the highest traffic volumes are Alder Cutoff Road, Kernahan Road, and Mt. Tahoma Canyon Road. Many of the County roads are narrow and have poor visibility. Drivers often cannot see far enough at intersections because of hills, curves, or brush overgrowth. Some of the roadways do not cross at 90 degree angles, which also reduces intersection visibility. Another concern is the condition of the roadway pavement.

Congestion is an important transportation issue in the Upper Nisqually Valley. While southern Pierce County does not experience a significant amount of commuter traffic, it does have high
volumes of recreational travel, which clogs the roadways and creates long traffic lines and parking problems. The recreation related congestion is seasonal, occurring in the warm summer months.

Visitors and tourists come to the South County area to boat on numerous lakes, tour Mount Rainier National Park, or to participate in any of a number of other activities, such as horseback riding, bicycling, or using recreational vehicles (four-wheeling).

Mount Rainier National Park has three main entrance stations located at Nisqually (SR 706), Stevens Canyon (SR 123), and the White River (SR 410). About 50 percent of the vehicle entries occur at Nisqually while Stevens Canyon and the White River each accommodate 25 percent (Final Report Transportation Feasibility Study, Mt. Rainier National Park, May 1995). The road from Nisqually entrance to Paradise is open year round.

The primary local routes in the Gifford Pinchot National Forest are Forest Roads 59, 5900037, and 5900079. Forest Service Road 59 extends north of SR 706 east of Ashford. It provides access into the Gifford Pinchot Forest and from it extends Forest Service roads 037 and 079. These roads are used for access to forest lands and recreational opportunities, such as hiking and trails.

The Washington Department of Natural Resources manages the Elbe Hills State Forest located immediately north of SR 706 between the areas of Elbe and Ashford and the Tahoma State Forest located south of SR 706 in the vicinity of Ashford. Elbe Hills has two entrances, Stoner Road which is open year-round, and the Elbe entrance which is open to motorized vehicles for the hunting season. The main roads in the Elbe Hills Forest are Roads 8, 9, and 800 which are open year-round and roads 5, 57, 7, 923, and 92 which are open seasonally. Tahoma State Forest has one entrance which is open year-round. The main roads in the Tahoma Forest are 1, 2, and 23 which are open in varying parts of the year.

### Rail Services

Railroad tracks are in place from the Port of Tacoma to National, with a branch line that extends through Mineral to Morton in Lewis County. Mount Rainier Scenic Railroad, which is funded by Washington Forest Industry Museum, operates an excursion train on a part of the line between Elbe and Mineral. In addition, the Mount Rainier Dining Company operates a dinner train over this same line segment extending to Morton.

The City of Tacoma owns the railroad tracks from near Freighthouse Square in Tacoma to Ashford and is interested in starting a “Train to the Mountain” passenger rail service. This train could bring tourists to the Upper Nisqually and Park areas. Shuttles would likely be established to transport people from place to place once in the Upper Nisqually area. The train trip from Tacoma to the Upper Nisqually would be completed in approximately 1.5 to 2 hours. A layover in the valley of at least three hours would be likely. Therefore, a round trip to the mountain would total approximately seven hours or a trip from 9:30 a.m. to 4:30 p.m.

Significant capital investments are necessary to complete the Train to the Mountain concept. Currently the rail line is a single track branch line with numerous curves and steep grades. The track would need to be brought to appropriate standards that would allow for freight and
passenger movement. Needed improvements include tie replacement, track improvement, resurfacing and lining of track, bridge rehabilitation, slope stabilization, ditch and culvert improvements, automatic crossing protections, and signage for public safety.

**PUBLIC AIRPORTS**

The Federal Aviation Administration (FAA) identifies no airports in the plan area. The closest facility is the Eatonville Airport, also known as Swanson Field, located east of Eatonville adjacent to the city limits and approximately six nautical miles (seven miles) north of Elbe. The airport, at an elevation of 850 feet, has a 3,000 foot long by 36 foot wide paved, lighted runway that is attended continuously. It is within the FAA’s Seattle Center airspace and can accommodate prop and turboprop airplanes, but not jets. There are two other public airfields in the vicinity. Strom Field in Morton and an airfield in Packwood can accommodate prop airplanes only.

**LAW ENFORCEMENT AND FIRE PROTECTION**

**Pierce County Sheriff**

The Pierce County Sheriff’s Department provides police protection to the plan area. The Department's Mountain Detachment office is located north of Eatonville at the junction of SR 161 and the Eatonville Cutoff, and serves a population of 30,000 in an area bounded by Fort Lewis, the Nisqually River, Mount Rainier National Park, the Puyallup River, and 224th Street South.

The detachment has a staff of one sergeant and ten deputies, with no clerical support. A minimum of two deputies are on duty between the hours of 7:00 a.m. and 3:00 a.m. If necessary, two mountain detachment deputies who reside in the plan area may be called in to provide additional support when necessary during off-duty hours.

**Washington State Patrol**

The plan area is within the Washington State Patrol's Zone 8. This zone serves all of Pierce County east of I-5. State troopers assigned to Zone 8 are dispatched from an office at 2502 112th Street E. There are two detachments on duty at all times, with one trooper in each detachment assigned to a region which includes the plan area.

**Fire Protection**

The plan area is served by Pierce County Fire District No. 23. The District has two fire stations: Station One is on SR 706 on the west side of Ashford, and Station Two is at 18109 541st Street in Elbe. Currently, the average response time is 10 minutes, 13 seconds. Equipment at Station One in Ashford includes:

- 1 Life Support)
- 1 1985 pumper (1,250 gallons-per-minute (GPM) with 750 gallon tank)
- 1 1994 tender (1,500 gallon capacity manufactured in 1975)
- 1 1988 3/4 ton utility rescue truck (carries pump and 75 gallon tank for brush fires in the summer time)
- 1 1973 Snow Cat (used for winter rescues)
- 1 trailered breathing air compressor and 5 KW generator

Equipment at Station Two in Elbe includes:
- 1 1988 ambulance (Basic Life Support)
- 1 1979 pumper (1,000 gallons-per-minute (GPM)) with 750 gallon tank
- 1 1992 tender (1,500 gallon capacity manufactured in 1975)
- 1 1986 4x4, 1 ton brush truck with 240 gallon tank and pump
- Assigned 24 hour response vehicles:
  - 1993 4X4 sport utility command vehicle (Fire Chief)
  - 1986 1-1/4T 4X4 brush-utility flatbed (Assistant Chief)

The combined staff at the two fire stations include:
- 1 full-time paid fire chief
- 1 assistant volunteer chief
- 1 part-time paid secretary
- 5 volunteer lieutenants
- 1 part-time, paid maintenance person (2 days a week) responds as a volunteer on calls
- 1 volunteer paramedic
- 10 volunteer firefighter emergency medical technicians (EMT’s)
- 5 volunteer first responders
- 3 volunteer firefighters
- 3 volunteer support members (traffic control, rehab, support functions)

Both stations have restroom and kitchen facilities. Both stations are frequently used as community meeting facilities. Station One at Ashford is also used as a base for search and rescues and natural disasters by the Pierce County Sheriffs office, Lewis County Sheriffs office, DNR and other agencies as needed. Both stations are equipped with emergency power, blankets, and emergency first aid supplies, as well as two-way VHF radio, CB communications and HAM radio antennas.

PUBLIC SCHOOLS

The plan area is served by Eatonville School District No. 404. The District includes three elementary schools, a middle school, and a high school, with a total capacity of 1,819 students. Columbia Crest Elementary School is located between Elbe and Ashford. From 1990 to 1996, enrollment at the school has ranged from a low of 207 students to a high of 228 students. As of September 1998, enrollment at the school is 212 students.
### Parks and Recreational Areas

There are numerous parks and recreational areas within the Upper Nisqually Valley. Most of these facilities are built to attract visitors on a regional, State, or national basis. Park and recreational areas within the plan area include:

<table>
<thead>
<tr>
<th>Park Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alder Lake Park</strong></td>
<td>The 148-acre Alder Lake Park is located off State Highway 7 near Alder Dam, and is owned and maintained by the City of Tacoma. The park is open throughout the year and includes numerous amenities such as boat ramps and docks, campgrounds, an RV dump station, picnic areas, swimming beaches and restrooms.</td>
</tr>
<tr>
<td><strong>Sunny Beach Point Day-Use Park</strong></td>
<td>The 9-acre Sunny Beach Point is a day-use park located off of State Highway 7 at the Eatonville Cut-off Road, and is owned and maintained by the City of Tacoma. Facilities include a swim beach, sunning area, water ski dock and area, picnic shelter, 20 picnic sites with tables and grills, restrooms, and parking for 65 vehicles. The park operates only in summer.</td>
</tr>
<tr>
<td><strong>Rocky Point Day-Use Park</strong></td>
<td>Rocky Point is a small day-use park located on the north shore of Alder Lake, off State Highway 7, west of Elbe, owned and maintained by the City of Tacoma. The park operates only in summer.</td>
</tr>
<tr>
<td><strong>Elbe Hills State Forest</strong></td>
<td>Elbe Hills State Forest is owned and managed as timber and recreational resource area by the State Department of Natural Resources. Several recreational facilities are located within the state forest including Sahara Creek Campground, Sahara Creek/Nicholson Horse and Hiking Trail System, and the Elbe Hills Off-Road Vehicle (ORV) Campground.</td>
</tr>
<tr>
<td><strong>Tahoma State Forest</strong></td>
<td>Tahoma State Forest is owned and managed as a timber and recreational resource area by Washington State Department of Natural Resources. Tahoma State Forest is located south of Ashford, outside of the Upper Nisqually Valley Community Plan area. It is accessible only through the National entrance off the State Highway 706.</td>
</tr>
<tr>
<td><strong>Mount Tahoma Ski Trails</strong></td>
<td>The ski trails system consists of 100 miles of cross country skiing on snow covered logging roads. The trail system is a partly connected system of ski trails and huts located in Elbe Hills State Forest, Tahoma State Forest land, privately owned Champion Company timberland, Mt. Baker Snoqualmie National Forest Land, and Mt. Rainier National Park.</td>
</tr>
</tbody>
</table>
**Mt. Baker Snoqualmie National Forest**

A part of the Mount Tahoma Ski Trails is located in Mt. Baker Snoqualmie National Forest. A snowpark and trailhead located near Copper Creek off Road 453 provide access to the Mount Tahoma Ski Trails.

**Mt. Rainier National Park**

Visitor centers, hiking trails, lodging, mountain climbing, auto camping, back country camping, and picnic areas are located throughout the Mt. Rainier National Park. The following summarizes major recreational facilities within the Park:

- Visitor centers are located at Longmire, Paradise, Ohanapecosh, and Sunrise.
- There are approximately 240 miles of hiking trails which are generally accessible from June or early July until early October. Nearly 100 miles of park trails are open to equestrian use.
- There are 11 different picnic areas with a total of approximately 320 tables within the Park in addition to 211 roadside tables and one picnic shelter scattered around the Park.
- There are two hotels located within the Park. The hotels are managed by Mount Rainier Guest Services. National Park Inn at Longmire has 25 rooms, a full service restaurant, and gift shop. Six rooms are fully accessible for individuals with disabilities. Paradise Inn at Paradise has 126 rooms, full service restaurant and lounge, gift shop, and snack bar.

Five automobile campgrounds provide a total of approximately 580 sites. They are in five locations within the Park:

- Sunshine Point (SW entrance): 18 individual sites, open year round, approximately 0.5 mile from the Nisqually entrance.
- Cougar Rock (SW entrance): 200 individual sites (including 60 pull-through sites) and 5 group sites, open late May to mid-October, approximately 7.25 miles from the Nisqually entrance.
- Ohanapecosh (SE entrance): 205 individual sites, open late May to mid-October, approximately 1.25 miles from the Stevens Canyon entrance.
- White River (NE entrance): 117 individual sites, open late June to late September, approximately 6 miles from the White River entrance.
- Ipsut Creek (NW corner): 29 individual sites and 2 group sites, open year-round (weather permitting), approximately 4.5 miles from the Carbon River entrance.

**Pierce County Library System**

The plan area is served by the Pierce County Library System. The Eatonville branch library is the closest Pierce County library to the plan area. The library has a total floor space of 4,200 square feet, 2.6 full-time library staff, and approximately 14,000 catalogued books in its collection.
total collection size is 26,503. The library is open 28 hours per week. In addition, a bookmobile travels to Elbe and Ashford on one weekday and on Saturday.

**Electricity**

Electric power is supplied to the plan area from two sources. The Lewis County Public Utility District (PUD) supplies electric power to the area outside of the Alder area, generally from Elbe to Mt. Rainier National Park along the SR 706 corridor. The other is the Alder Mutual Light Company supplying electric power to the Alder area.

The Lewis County PUD distribution line for the district’s Elbe substation has a maximum capacity of 5 megawatts, with 3.7 megawatts of that capacity currently being used by customers, leaving available capacity for future use at 1.3 megawatts. The district estimates that the 1.3 megawatts of future reserve capacity can serve an additional 150 residential customers. Both the size of the distribution line and the current voltage at which it is operated limit growth beyond 5 megawatts.

The Lewis County PUD is in the process of upgrading the Elbe Substation and the distribution feeders extending east and south from the town of Elbe. The project involves increasing the substation distribution voltage and upgrading the distribution feeder voltages from 14 Kv to 25 Kv. Phase I of the project includes replacement of the substation transformer and increasing the distribution voltage of the substation and the distribution feeders approximately 3 miles east and 4 miles south. To date the District has completed most of the design and material’s procurement work for Phase I. Phase I is scheduled to be completed this summer, with work starting in June.

Phase I will increase the District’s service capability to the area upgraded approximately twofold. Phases II and III, which will upgrade the feeder voltage to Ashford and the Kernahan Road, are expected to be completed within the next 5 years.

**Solid Waste**

Refuse collection and curbside pickup of recyclables is available to residential and commercial customers by Harold LeMay Enterprises, Inc., franchised under the authority of the Washington Utilities and Transportation Commission. Yard waste pickup service is not available, as the plan area is located outside the permanent burn ban area established by the Puget Sound Air Pollution Control Authority. Household hazardous wastes are not collected on a regular basis in the plan area, however, they can be brought to disposal facilities at the City of Tacoma Landfill.

**Description of Desired Conditions**

The community wants to be able to meet the summertime needs of the tourist population without overburdening the local citizens with taxes to complete infrastructure projects. Further, the community is interested in retaining its rural character and privacy. The plan policies recognize the need for new facilities and services for both the tourists and the local community. These projects are intended to help improve the economy and mitigate the
impacts of the large numbers of visitors. Table K-14 lists a number of potential facility and infrastructure improvement projects which are not imperative to implement the plan. The projects simply provide more amenities to the community or provide a more cost-effective means of development. Project costs are not identified on Table K-14 because: (1) the projects are not necessary to implement the community plan; and (2) the majority of projects require a feasibility study which would reveal the true costs of capital improvements. For example, a feasibility study is necessary to determine whether development in Ashford would be better served by a community septic system or individual onsite septic systems. Until the feasibility study is complete, it is difficult to estimate the costs of a community septic system. The feasibility studies will assist in determining the most cost-effective and efficient manner in which to provide public facilities for future growth.

Permits are not issued in Pierce County if septic disposal, storm drainage, potable water, and fire flow are not available. If a development proposal does not have the appropriate facilities and services available to meet Pierce County level of service standards, no permit will be issued.

Table K-14: Community Plan Improvement Projects

<table>
<thead>
<tr>
<th>Project/Phases</th>
<th>GCAB Rank</th>
<th>Implementation Periods</th>
<th>Funding Source</th>
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</thead>
<tbody>
<tr>
<td>Transportation</td>
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<tr>
<td>Rest Area</td>
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<tr>
<td>1) Determine Suitable Location</td>
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<tr>
<td>2) Construct Rest Area</td>
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<td>X</td>
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<tr>
<td>Community Benefit: Encourage visitors to stop and get out of their cars, provide public restrooms, and increase the “sanitariness” of the Upper Nisqually Valley. (Note: Funds for this project have been secured through the federal and State government.)</td>
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<tr>
<td>Boardwalks, Sidewalks, Crosswalks, and Street Lighting</td>
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<td></td>
<td>BPIA Various loan funds</td>
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<tr>
<td>1) Determine Preliminary Areas to be Improved</td>
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<td>X</td>
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<tr>
<td>2) Pursue Funding Opportunities</td>
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<td>X</td>
<td>(X)</td>
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<tr>
<td>3) Complete Preliminary Improvements</td>
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<td>X</td>
<td>(X)</td>
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<td>Community Benefit: Increase pedestrian friendliness, provide links between businesses as well as to the residential areas, and help direct tourists to the enhanced areas of the village centers.</td>
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<td>Shuttle System to Park</td>
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<td></td>
<td>Private investment; Park Service; Pierce Transit</td>
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<tr>
<td>1) Feasibility Study of Creation and Operation</td>
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<td>X</td>
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<tr>
<td>2) Pursue Funding Opportunities</td>
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<td>3) Implementation</td>
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<td>Project/Phases</td>
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<td>Implementation Periods</td>
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<td><strong>Community Benefit:</strong></td>
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<td>Encourage visitors to stop in</td>
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<td>a gateway community and use</td>
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<td>the shuttle to access the</td>
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<td>park in order to reduce</td>
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<td>single occupancy vehicles,</td>
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<td>preserve air quality, and</td>
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<td>reduce traffic congestion</td>
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<td>State Route 7 and SR 706. A</td>
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<td>shuttle system may be</td>
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<td><strong>Infrastructure</strong></td>
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<td><strong>Community Septic System</strong></td>
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<tr>
<td>Community Benefit:</td>
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<td>Remove unsightly drainage</td>
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<td>**Underground Distribution</td>
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**Recreation**
Bike and Barrier Free Trails | 3 | | | | 
1) Feasibility Study | | | (X) | | 
Community Benefit: Encourage outdoor recreation throughout the Upper Nisqually Valley as an alternative to the crowded National Park. Provide a connection between centers.

**Community Gatherings**
Community Center and Park | 2 | X | (X) | | 
Museum and Information Center | 7 | X | (X) | | 
Kiosks | 9 | X | (X) | | 
Community Benefit: Enable a greater sense of community by providing a community gathering place where people may relax. Encourage visitors to stop and leave their cars by providing information on the history of the Upper Nisqually Valley. Inform the community and its visitors of local & park events.

CDBG - Community Development Block Grant
Before CDBG funds could be used, an income eligibility survey for the centers would need to be conducted. Also, competition for these funds is extremely competitive and if awarded would probably provide only a portion of the total amount required.

USDA - US Department of Agriculture
The USDA offers several loan programs which could be accessed, including Community Facilities loans and Rural Development loans.

EPA - RCAP - Environmental Protection Agency Rural Community Assistance Program
RCAP is a network of non-profit agencies that can provide on-site technical assistance in needs assessment, financing, technology selection, operation, and maintenance practices.

## Sewer and Wastewater Treatment
Within the next 20 years, the Upper Nisqually Valley is expected to experience the majority of commercial and residential growth within the Village Center zone. In order to accommodate this growth, improvements will need to be made to the local sewer and wastewater treatment systems.

Since Elbe currently has a treatment system that has available capacity, the focus in the community plan is on Ashford. The desired condition is to have a treatment system that can support the planned growth in Ashford. This system may consist of one large community septic system, a series of smaller community septic systems, or individual on-site septic systems. The policies of the community plan call for an inventory of present conditions (capability of local soils to treat wastewater) and an evaluation of options to meet the treatment needs. The inventory may point to the need for one large community system or several smaller systems within Ashford.
DOMESTIC WATER SYSTEMS

Similar to sewer and wastewater treatment, the need for improving the water systems needs to be inventoried and evaluated. The desired condition is to have water facilities and services to accommodate the needs of residents and visitors. Although there appears to be an ample supply of available groundwater, some of the water systems need more water rights to access the water or need to upgrade facilities in order to convey the water to users. For example, the Ashford Water District would need to upgrade and resize its conveyance pipes and pumphouses in order to serve anticipated growth. The policies of the community plan call for an inventory of the current systems and an evaluation of upgrade and repair options to meet the future needs.

TRANSPORTATION

The desired condition for the Upper Nisqually Valley is to improve the transportation system to accommodate tourists while minimizing the impacts to local citizens. Public restrooms and rest areas are a top priority for the community as it cannot continue to be inundated with a summertime urban tourist population with no rest stop facilities. The policies in the community plan call for constructing pedestrian facilities such as sidewalks, boardwalks, and striped crosswalks in centers to encourage tourists to leave their cars and shop/tour the Upper Nisqually centers. A barrier-free trail system is desired to be constructed to provide a connection between Alder and the National Park with access to the Nisqually River and surrounding public lands. In order to accommodate large numbers of visitors to the National Park without impacting local citizens, two items are desired: a public parking facility to help accommodate RV and many cars, and a shuttle system which will move people from Puget Sound up to the Park or from the valley into the Park.

LAW ENFORCEMENT, FIRE PROTECTION, AND EMERGENCY MANAGEMENT

The desired condition is to improve the resources and funding available in law enforcement, fire protection, and emergency management to accommodate the summertime visitors and population without impacting local citizens. The strategies contained in the community plan ask for funding and support from other agencies such as the National Park, Forest Service, Department of Natural Resources, and Tacoma Power to help the local agencies handle the summertime overload.

Secondly, the community recognizes Mount Rainier as a volcanic hazard and chooses to take measures to ensure the safety of citizens and visitors. The policies in the community plan call for an evacuation plan with a public education program to be prepared by the year 2002.
**Public Schools**

The plan does not contain any policy direction pertaining to the elementary school. The plan does encourage the establishment of a work training program in the Upper Nisqually Valley through a technical college.

**Parks and Recreational Areas**

The Upper Nisqually Valley has numerous recreational opportunities that are designed to attract visitors on a regional, State, or national basis. These recreational opportunities include the National Park and national and State forests. The residents of the Upper Nisqually Valley would like a local park to be developed for the community to use for baseball games, basketball, tennis, picnicking, or other recreational opportunities.

At the present time, a 23-acre site in Ashford is being considered for a potential future community park. Once public ownership is secured, the community park would provide a central gathering place and recreational facility for area residents.

The community plan also calls for the development of a museum and/or an information center. The museum would be a historical museum that would house local development and history information. The information center would be oriented to sharing local information to tourist and visitors but would likely contain historical information as well.

**Pierce County Library System**

The community is content with the availability of the Eatonville Library and bookmobile. The plan does not contain any policy direction pertaining to the library system.

**Electricity**

Electrical supply is not an issue within the community plan area; however, the community would like to see utility lines placed underground whenever possible. Recently, a bald eagle was lost after becoming entangled in utility lines. Community plan policies strive to improve the appearance of the valley and reduce risks to wildlife by placing utility lines underground.

**Solid Waste**

The community plan does not contain any policy language pertaining to solid waste disposal.

**Stormwater Facilities**

Currently, each development or property owner is expected to meet standards for stormwater retention in accordance with Pierce County Code. In recent years, this code has become more stringent regarding the amount of discharge that leaves a developed site and can require a
significant portion of land to be dedicated to stormwater holding ponds. The policies in the community plan call for stormwater facilities to be combined where possible.

**CAPITAL FACILITIES POLICIES**

**GOALS**

We envision a valley with infrastructure and services that meet the needs of area residents, businesses, and visitors while providing for the health and safety of individuals.

**GENERAL**

**GOAL UNV CF-1**  
Infrastructure placement should be compatible with the visual environment.

**UNV CF-1.1**  
The siting and design of infrastructure projects should blend with the natural and surrounding built environment.

**UNV CF-1.2**  
Capital facilities should conform to adopted design standards and guidelines.

**UNV CF-1.3**  
Any publicly-funded facilities should conform to adopted design standards and guidelines.

**UNV CF-1.4**  
Develop a museum/information center in one of the Village Centers for display of information relating to the history and natural resources of the Upper Nisqually Valley.

**UNV CF-1.5**  
Encourage the national park, U.S. Forest Service, and private timber companies to provide information for the museum/information center.

**UNV CF-1.6**  
Encourage the development of public parking lots in Elbe and Ashford.

**UNV CF-1.7**  
Developments that have a significant impact upon the schools, traffic, and housing availability shall be required to provide mitigation of impacts to less than significant levels.

**REST AREAS**

The intent of the rest areas policies is to address the need for restroom and rest area facilities.

**GOAL UNV CF-2**  
Provide capital facilities and services which mitigate impacts caused by tourists.

**UNV CF-2.1**  
Develop public rest areas and restrooms in the valley.

**UNV CF-2.2**  
Public restrooms should be available within centers.

**UNV CF-2.3**  
A rest area which serves motorists and non-motorists shall be located in or immediately adjacent to one of the Village Centers.

**UNV CF-2.3.1**  
The rest area should have a site design which encourages individuals to visit and shop in the center.

**UNV CF-2.3.2**  
The rest area shall meet the design standards of the Village Center.
UNV CF-2.3.3 The rest area should display historical information about the Upper Nisqually Valley.

UNV CF-2.4 In siting a rest area, consideration should be given to minimizing potential traffic hazards and congestion.

UNV CF-2.5 Rest area buildings should represent the historic character through a train station design.

QUALITY OF LIFE

The intent of the quality of life policies is to identify those facilities and services that are needed in the Upper Nisqually Valley to maintain or improve the quality of life and mitigate the impacts of new development.

GOAL UNV CF-3 Develop capital facilities and services which maintain or improve the community’s quality of life and mitigate the impacts of development.

UNV CF-3.1 Construct facilities and provide services which improve the health, safety, and welfare of community residents.

UNV CF-3.2 Identify the Upper Nisqually Valley as a high priority for developing an emergency evacuation plan.

PARKS AND RECREATION POLICIES

GOAL UNV PR-1 Provide facilities and services for the community and visitors.

UNV PR-1.1 Develop a barrier-free trail system for walkers, hikers, and cyclists that provides access to the Nisqually River, public lands, and the national park along the trail system.

UNV PR-1.2 Place historical or environmental interpretive signs along the trail.

UNV PR-1.3 Develop a park for use by local residents and supported by Pierce County Parks and Recreation.

UNV PR-1.3.1 Include indoor and outdoor facilities in the park along with passive and active recreation opportunities such as baseball fields, basketball courts, play equipment, a climbing rock, a community center, restrooms, natural areas, and picnic area.

UNV PR-1.3.2 Encourage residents and businesses to donate labor and materials for the construction of community facilities.

UNV PR-1.3.3 The design of the park should be oriented away from SR 706.

UNV PR-1.3.4 Buildings in the park should meet design standards for Village Centers.
TRANSPORTATION POLICIES

The intent of the transportation policies is to recognize that traffic congestion can be a detriment to the community during the peak tourist season and to seek alternative modes of transporting visitors through the valley to reduce congestion.

GOAL UNV T-1

Provide a variety of transportation alternatives to decrease seasonal traffic congestion, maintain the rural character, and conserve air and water resources.

UNV T-1.1 While encouraging tourism, reduce the number of vehicle trips through the Upper Nisqually Valley.

UNV T-1.2 Promote a variety of transportation options such as transit, bike trails, pedestrian facilities, and shuttle services.

UNV T-1.3 Permit land use patterns which allow residents and visitors to access multiple businesses and services with one stop.

UNV T-1.4 Permit facilities which support nonmotorized transportation and high occupancy vehicles.

UNV T-1.5 Encourage the national park to promote employee use of shuttles or carpools to work during the peak season.

UNV T-1.6 Pursue development of a bike shoulder along SR 706.

GOAL UNV T-2

Encourage transportation services that facilitate tourism.

UNV T-2.1 Transportation services that move large numbers of people and reduce reliance on the automobile are encouraged to reduce traffic.

UNV T-2.2 Encourage development of a shuttle system with stops in Alder, Elbe, Ashford, and the park entrance.

UNV T-2.2.1 Design the shuttle system to accommodate the needs of visitors and employees.

UNV T-2.3 Encourage development of the Train to the Mountain if financially feasible.

UNV T-2.4 The Village Center in Ashford is the preferred site for passenger rail.

UNV T-2.5 Develop public parking facilities within Rural Gateway Communities.

UNV T-2.6 Establish a transit connection or bus route between the communities of Ashford and Graham.

GOAL UNV T-3

New commercial, subdivisions, multifamily, and employee housing developments may be required to upgrade existing roads to meet an increased road standard.

UNV T-3.1 New development shall provide on-site pedestrian facilities in Village Centers.

UNV T-3.2 If a road improvement is required for a new development, installation of sidewalks shall be required along the improvement.
Rural Gateways

The intent of the Rural Gateway Communities infrastructure policies is to recognize the need for infrastructure improvements that would support pedestrian-oriented commercial centers.

GOAL UNV T-4 Construct pedestrian facilities throughout Village Centers.

UNV T-4.1 Improve pedestrian facilities within the Village Centers zone through boardwalks, sidewalks, and crosswalks.

UNV T-4.2 The materials used in the construction of the pedestrian routes should be consistent with the rural character of the Upper Nisqually Valley.

UNV T-4.3 The pedestrian circulation pattern should connect all the businesses within the Village Center.

GOAL UNV T-5 Street lighting should be provided to improve safety.

UNV T-5.1 Street lighting should be of historic character.

Utilities Policies

Septic

The intent of the waste disposal policies is to recognize that unsafe waste disposal practices are a detriment to water resources and community health. The policies are intended to educate and encourage cooperation to terminate unsafe waste disposal practices.

GOAL UNV U-1 Determine the need for community septic systems in Ashford.

UNV U-1.1 Support a soil assessment study to determine if a single community septic system or several smaller community septic systems are needed to achieve desired village densities. The study should make recommendations about the location, types of systems, and potential sources to construct systems.

UNV U-1.2 Investigate private and public funding sources available to construct community septic system(s).

UNV U-1.3 Pierce County shall provide guidance to the community in conducting the soil assessment and design and construction of any community systems.

UNV U-1.4 Educate local property owners about the financial and environmental benefits of a community septic system.

GOAL UNV U-2 Reduce the risk of unsafe waste disposal practices and septic tank failures.

UNV U-2.1 Recognize that improperly functioning septic systems can have detrimental impacts to the natural environment and human health.

UNV U-2.2 Educate residents and business owners about the:

UNV U-2.2.1 Importance of septic maintenance;
Proper installation of a system;
Proper maintenance of a system;
Latest technology in septic design;
Health department regulations and enforcement;
Latest technology in septic design;
Health department regulations and enforcement;
How and where to obtain loans and financial assistance.

Support public and private funding mechanisms for replacement or repair of failing septic systems.
Consider replacing individual systems with multi-user systems.
Work with the railroad companies to stop the dumping of sewage along tracks.

STORMWATER

GOAL UNV U-3 Determine the need for a community stormwater system in Ashford and Elbe.

UNV U-3.1 Support an assessment study to determine if a community stormwater system is needed to achieve desired commercial intensity. The study should make recommendations on the location, types of systems, and potential sources to construct systems.

UNV U-3.2 Investigate private and public funding sources available to construct community stormwater system(s).

UNV U-3.3 Educate local property owners about the financial and environmental benefits of a community stormwater system.

IMPLEMENTING ACTIONS

The following is a list of actions that should 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 immediately or within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long term actions should be completed within 5-20 years of plan adoption. The party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Gateway Community Advisory Board (GCAB), the Upper Nisqually Advisory Commission (UNAC), the Washington Department of Natural Resources (DNR), the U.S. Forest Service (USFS), Mount Rainier National Park, or Pierce County Planning and Land Services (PALS). The local business association is also listed as they are recognized as a major influence within the Upper Nisqually Valley. Those actions assigned to the GCAB are completed as part of the adoption and implementation of this plan.
Short Term Actions

1. Work with the Washington State Department of Transportation to ensure the rest area is designed to meet the design standards identified in the community plan. (UNAC, Pierce County)

2. Determine if the current rest area proposal meets the objectives and policies of the community plan. If necessary, review and propose other potential sites. (UNAC)

3. Work with Pierce County Fire District #23 to develop an emergency management evacuation plan by January 2002. (UNAC, Pierce County)

Transportation

4. Allow for transportation facilities that would accommodate a shuttle system in each of the centers. (GCAB, UNAC)

5. Allow a passenger rail station to be located in Ashford. (GCAB, UNAC)

Mid-Term Actions

1. Discuss possible funding opportunities or matching funds to improve community services with representatives from the National Park, U.S. Forest Service, DNR, and Tacoma Power. (UNAC, Pierce County)

2. Work with the Tourist Division of Washington State Department of Community, Trade and Economic Development to assist in funding community facilities. (UNAC, Pierce County)

3. Encourage the Pierce County Public Works and Utilities Department and Washington State Department of Transportation to include capital facility improvements in their appropriate planning documents. (UNAC, Pierce County)

4. Work with Pierce County to earmark a percentage of the hotel/motel tax revenue collected from businesses throughout the County for community facilities and services in the Upper Nisqually Valley. (UNAC)

5. Coordinate with the Lewis County Public Utility District (PUD) commissioners and managers about the goals and objectives of the Upper Nisqually Valley Community Plan. (UNAC)

6. Identify potential economic benefits to the PUD associated with the community plan. (UNAC, business association)

7. Pursue funding opportunities for public restrooms in Village Centers. (UNAC)

8. Investigate and pursue (if feasible) a community stormwater system:
   - Secure a grant for conducting a stormwater system study;
   - Implement the recommendations of the stormwater system study;
   - Convene a community forum which educates local property owners about establishing a community stormwater system;
   - Research funding opportunities for construction of a community stormwater system; and,
• Work with the Washington State Department of Community, Trade, and Economic Development to obtain funding for a community stormwater system. (UNAC, Pierce County)

9. Educate citizens and visitors about the emergency evacuation plan:
• Develop and distribute educational materials and brochures to citizens and visitors regarding volcanic hazards and the evacuation plan;
• Place maps of the emergency evacuation plan at community kiosks;
• Incorporate information about the evacuation plan into campground education programs; and,
• Place maps and information about the emergency evacuation plan at visitor centers within Mount Rainier National Park. (UNAC, National Park, USFS, business association, Pierce County)

10. Pursue improvement of emergency services:
• Meet with Pierce County Fire District #23 to assess funding, equipment, and staffing needs;
• Prioritize the list of needs within the District;
• Seek grant opportunities for improving emergency funding; and,
• Recruit commercial businesses as a means of expanding the tax base for emergency services. (UNAC, DNR, business association)

11. Investigate and pursue (if feasible) a community septic system in Ashford:
• Secure a grant for conducting a soil assessment study;
• Implement the recommendations of the soil assessment study;
• Convene a community forum which educates local property owners about establishing community septic systems;
• Research funding opportunities for construction of community septic systems; and,
• Work with the Washington State Department of Community, Trade, and Economic Development to obtain funding for a community septic system. (UNAC, Pierce County)

12. Investigate and pursue upgrading the Ashford water system:
• Secure a grant or a funding source to complete an update to the Comprehensive Water System Plan;
• Implement the recommendations of the Comprehensive Water System Plan update;
• Research funding opportunities for upgrading the water system; and,
• Obtain the approvals necessary to incorporate the updates through the Pierce County Health Department and the State Department of Health. (UNAC, Pierce County)

Parks

13. Develop a barrier-free trail system:
• Conduct a feasibility study to determine trail users, routes, cost estimates, potential funding sources, maintenance options, and a timeline for development;
• Conduct public workshops to solicit public comments on trail development; and
• Develop a strategy to fund and construct the trail system. (Pierce County Parks, PALS, UNAC)

14. Develop a park:
• Work with Pierce County Parks and Recreation and review the current proposal for a park and ensure it is consistent with policies and design standards of the community plan;
• Work with the Pierce County Parks Department to incorporate any new modifications and determine the roles and responsibilities in the maintenance of the park;
• Conduct public workshops to solicit public comments on park development; and
• Support Pierce County Parks and Recreation when seeking funds for park development. (PALS, UNAC)

Transportation

15. Encourage the Pierce County Public Works and Utilities Department and Washington State Department of Transportation to include capital facility improvements in their appropriate planning documents. (UNAC, Pierce County)

16. Map the public road right-of-way in the Village Centers where the pedestrian paths would be located. (Pierce County)

17. Identify the preferred placement of street lighting. (UNAC)

18. Work with Pierce County Public Works to develop a program to place pedestrian facilities within Village Centers. (UNAC, PALS)

19. Investigate and pursue the development of public parking facilities in Rural Gateway Communities. (UNAC, Pierce County)

20. Work with the Washington Department of Transportation to develop a bike shoulder along SR 706.

21. Work with the Pierce Transit Board to establish a transit connection or bus route between Ashford and Graham.

LONG TERM ACTIONS

1. Work with the Lewis County PUD to research funding options for moving utility lines underground. (UNAC)

2. Investigate the impacts of requiring all new development to place utility lines underground. (UNAC)

3. Periodically update the list of capital facilities needed to support the Village Center concept. (UNAC)

4. Develop a museum/information center:
• Conduct a feasibility study to determine museum users, locations, cost estimates, potential funding sources, maintenance options, and a timeline for development;
• Ask the National Park and US Forest Service to provide technical assistance in developing interpretive displays at the museum or information center;
• Conduct public workshops to solicit public comments on museum development; and
• Develop a strategy to fund and construct the center. (PALS, UNAC)

**Transportation**

5. Work with the National Park and Pierce Transit to develop a transit plan and encourage development of a shuttle system. (UNAC)
Domestic Water Systems

- Alder Lake Community Water System
- Alder Lake Park
- Alexander's Country Inn
- Alpine Village Property Owners
- Ashford Water District
- Citizens Water Association
- Columbia Crest Elementary School
- Gateway Inn
- Holiday Hills Comm Club Inc.
- Nisqually Park Water Co.
- Tahoma Woods *
- Wild Berry Restaurant

* Sewer and Wastewater Treatment also provided

Note: Updated with new water systems 2/5/99

Upper Nisqually Valley Community Plan

Pierce County, Washington

Department of Planning and Land Services
Plot Date: November 26, 2007

Water Resources
Chapter 7: 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 Upper Nisqually Valley 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 five elements of the plan.

This chapter provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to better fulfill each of the visions in the plan. Actions may include the development and implementation of regulations and design standards, working with State and Federal agencies to develop programs, organizing community groups and events, developing interpretive and educational programs, conducting community forums, and other actions. This framework for monitoring provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information obtained from the monitoring program will be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.

**How to Measure the Effect of Standards**

The Upper Nisqually Valley Community Plan identifies actions which should be implemented to meet its visions, goals, and objectives. Monitoring evaluates the effectiveness of the actions in fulfilling these visions, goals, and objectives. 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 fulfill the objectives they were intended to fulfill.

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 is discussed briefly here.

**Phase 1: Actions.**

Phase 1 monitoring would consist largely of reviewing the visions, objectives, policies, and actions stated in the plan and identifying all the actions which need to be undertaken to be consistent with the plan. The actions should be grouped according to the objectives they are intended to meet. PALS staff and the Upper Nisqually Advisory Commission (UNAC) would be the primary participants in this activity. A report from PALS would be submitted to UNAC for review.
PHASE 2: INPUTS:

Phase 2 monitoring would determine whether actions called for in the plan have actually been undertaken and completed. PALS staff would evaluate if regulations and design standards have been adopted. Review to determine if other actions, such as community forums or other events, have been completed could be done by UNAC, PALS staff, and event organizers.

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 these regulations and design standards would need to be involved in the evaluation. Citizen advisory boards which review such applications, as well as PALS staff, would also be included in the monitoring. PALS 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. Monitoring of other actions, such as events and ongoing activities, would include event organizers and participants, UNAC, and PALS staff.

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 events and ongoing activities, monitoring would determine whether the immediate objectives of the activity have been met. Participants would include residents, property owners, the UNAC, and PALS 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 UNAC and PALS staff. The UNAC would need to provide a forum in which adopted vision statements are reiterated to residents and property owners. PALS staff would assist in organizing public meetings, preparing and distributing questionnaires, and using other means to gather information.

TIMELINE

It is anticipated that the Upper Nisqually Valley 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 which 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 visions 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 visions.

**Documentation**

A review of baseline information is necessary to effectively monitor whether the objectives of the Upper Nisqually Valley 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.

The plan and other documents provide much of the baseline information. It may be necessary, however, to supplement that information prior to effectively monitoring the plan. As each phase of monitoring is completed, a report should be prepared by PALS staff which identifies the action being monitored, the specific purpose of the monitoring, methods used in monitoring, data collected, analysis of the data, findings, and recommendations for further action. The report should be submitted to the UNAC 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 vision of the Upper Nisqually community, a key component to monitoring would be the recommendations for further action. These recommendations should clearly identify the specific vision statement
being addressed, how the recommended action corrects a deficiency in the plan, how the recommended action will contribute to fulfilling the vision statement, and a timeline for completing the proposed action.