## 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.

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Vision Statement

The residents 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 agricultural 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.
Chapter 1: Introduction

Overview of the Plan Area

The Mid-County Community Plan area is located in central Pierce County at the fringe of the County’s urban growth area. 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 community of 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 SR-167 (River Road) and Brookdale Road East/160th Street East represents the southern boundary. The western boundary shifts between the City of Tacoma, 20th Avenue East, and Golden Given Road East. Woodland Avenue East 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. The plan area includes smaller, distinct communities 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 SR-7, SR-161, 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 boundary, 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. 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.
**DEMOGRAPHICS**

Mid-County is home to over 32,000 people with an average of 2.61 persons per household. Females make up 50.8 percent of the population while males make up 49.2 percent.

About 77 percent of Mid-County residents are white. Interracial and Asian make up the next highest categories, totaling 13 percent. Black/African American makes up 4 percent of the plan area and other Races make up 3 percent. Pacific Islanders and American Indian/Alaska Native make up the lowest percentages at 1 percent and 2 percent, respectively.

**Figure H-1: Mid-County Race Distribution (2019)**

**HISTORY OF MID-COUNTY**

**1800s to 1900**
- **1830s**: Europeans began to arrive.
- **1850**: Donation Land Act claims made logging and agriculture prominent.

**1900 to 1950**
- **1908-1928**: Puget Sound Interurban Electric Railway “Short Line” ran through community.
- **1920s**: Collins and Waller Granges organized.
- **1925**: Private water utility organized.
- **1928**: Puget Power began to serve area with electricity.
- **1948**: Fire District #9 formed.

**1950 to 1980**
- **1950s**: Farming and dairies are major activities in area.
- **1952**: SR-512 construction began (complete in 1972).
- **1967**: Swan Creek Park established.
- **1960s-70s**: Area began dividing into smaller residential properties.

**Early 1990s**: Fire District merged with Midland, Parkland, and Spanaway to form Central Pierce Fire and Rescue.
- **1994**: Orangegate Park was established.

**1980 to 2000**
- **1994**: Orangegate Park was established.

**2000 to Today**
- **2005**: The Mid-County Community Plan was originally adopted. There were more than 23,000 residents in the area.
**EARLY HISTORY**

Native Americans lived in the Mid-County area for thousands of years before Europeans started to arrive in the 1830s. The Puyallup Tribe of Indians inhabited and utilized the Puyallup River area and hold reservation lands in the 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 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 Plan area.

Some segments of present-day roadways in the area 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 East)
- Jordan-Chesney Road (a segment of Waller Road East)
- Malcom McLarty Road (a segment of Canyon Road East)
- Tacoma-Puyallup Road (Pioneer Way East)
- Collins Road (a segment of 128th Street East)
- Moeller-Mahon Road (a segment of Vickery Avenue East)
- 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 East)

**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, 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 the 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. A fire destroyed the building in 1925, and in 1927 a much larger brick building was built at 4505 104th Street East to house only the elementary school children. 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, Central Avenue, and Parkland schools.

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. In 1960, 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**

In the 1920s, the Collins and Waller Road Granges were organized to promote the area farmers' interests as a political entity and to provide educational and social opportunities for the local community. The granges still operate as 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 10409 Canyon Road East in 1930.

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, have 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), and then connected with the Spanaway line at Parkland. The electric railway stopped operating in 1928 due to 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, causing 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 East in 1950. Soon thereafter, Fire District No. 9 expanded from one station to three, from 10 volunteers to 40, from one fire truck to 12, adding 10 paid personnel, and extending the fire protection coverage to a 38 square-mile area by the 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 hobby farms and support the protection of the rural heritage, rural lifestyle, and land use pattern.

In 1967, 40 acres surrounding Swan Creek was established as a regional-level Pierce County park. Since the dedication of the original 40 acres, Pierce County, Metro Parks, and Port of Tacoma have assembled 450 acres of park land surrounding Swan Creek. 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.

**History of the Mid-County Community Plan**

**1988 Summit-Waller Community Plan**

The Summit-Waller Community Plan was adopted by Pierce County in 1989, under Ordinance No. 88-209. The plan area consisted of the northern portion of the Mid-County plan area, extending from Pioneer Avenue to SR-512. This plan is a subarea plan of the larger 1962 Pierce County Comprehensive Plan. When the 1994 Comprehensive Plan was adopted, subarea plans remained in effect, despite inconsistencies with many Countywide Planning Policies, until the Mid-County Community Plan was adopted in 2005.

**2005 Mid-County Community Plan**

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 ensured that the plan represented 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 18 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 No. R99-103s directed the Frederickson CPB to hold joint meetings with the Mid-County 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 CPB held its first open house in March 2005. The open house was attended by over 130 community members. An overview of the planning process and information on the work completed to date by the CPB was provided.

An open house showcasing the CPB’s final recommendations was held in July 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. The CPB was able to gather important community feedback regarding their recommendations. Both open houses were advertised in The News Tribune and with a community-wide mailing distributed to 16,776 residences and businesses within and adjacent to the plan area boundaries.

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 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.

The survey 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 helped staff and the CPB 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 percent. Statistically, a sufficient number of surveys were returned to obtain an accurate representation of household opinion within approximately +/- 5 percent.

The survey results showed that the areas of greatest concern related to quality of life 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.

2020 Community Plan Update

Pierce County Council Ordinance No. 2015-40 directed the Planning and Public Works department (PPW) to develop a schedule for the update of community plans. PPW determined that the four community plans within the County’s central Urban Growth Area (Frederickson, Mid-County, Parkland-Spanaway-Midland, and South Hill) should be updated simultaneously, because of commonalities between the areas.

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

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

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

• High value of rural atmosphere and natural environment.
• Concerns about increased development pressure, increasing traffic, increasing crime, and loss of natural areas.
• Desire to see more jobs in the community, especially concentrated along Canyon Road East; most respondents currently commute to work outside of the plan area.
• Desire to see safe bicycle and pedestrian facilities and transit on Canyon Road East.

Based on public feedback, PPW and the LUAC proposed revisions to policies, zoning, and transportation improvement priorities. The draft plan and regulations were released and reviewed by the LUAC in 2018. The public process to adopt the draft plan began in spring 2019 and included a public open house, a series of LUAC and Planning Commission hearings, and hearings before the County Council Community Development Committee and Full Council.

**Purpose 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 emphasize and retain the desired character of the community. The desired outcomes of the Mid-County Community Plan include:

• Replace the Summit/Waller Community Plan;
• Develop 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.
The Mid-County Community Plan contains policies and implementing actions for the following subject areas:

<table>
<thead>
<tr>
<th>Subject Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Land Use Element</strong></td>
<td>Addresses the allowed type, intensity, and location of land uses.</td>
</tr>
<tr>
<td><strong>Community Character Element</strong></td>
<td>Addresses community character, heritage, and social interaction. Guides the design of both commercial and residential development.</td>
</tr>
<tr>
<td><strong>Economic Element</strong></td>
<td>Analyzes the economy of the area and opportunities to diversify the economic base. Provides guidance on maintaining a viable economic environment.</td>
</tr>
<tr>
<td><strong>Environment Element</strong></td>
<td>Defines existing resources and guides future development with consideration of on-site environmental constraints.</td>
</tr>
<tr>
<td><strong>Facilities and Services Element</strong></td>
<td>Addresses infrastructures and services needed to support development and seeks potential partnerships and funding sources.</td>
</tr>
<tr>
<td><strong>Parks and Recreation Element</strong></td>
<td>Identifies local park, recreation, and trail needs and design.</td>
</tr>
<tr>
<td><strong>Transportation Element</strong></td>
<td>Identifies future transportation needs and improvements.</td>
</tr>
</tbody>
</table>
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. The Land Use Element of the Pierce County Comprehensive Plan provides general policy guidance for land use throughout Pierce County.

This Chapter supplements and further refines 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 policies of the Pierce County Comprehensive Plan.

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 of its residents. Land use 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.

**POPULATION AND HOUSING TRENDS**

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 SR-512 was completed, opening the door for development.
During the years between 1990 and 2000, the Mid-County Community Plan area had a similar percentage of population growth compared to Pierce County as a whole, but less growth compared to surrounding communities. Mid-County saw a 16 percent increase in population. From 2000 to 2015, the population grew by 4,547 persons. Since 2015, the community has grown by another 3,000 persons. However, the more recent increase in population is less than the growth occurring in surrounding communities. The growth in the plan area over the last 25 years has been 37 percent, while neighboring communities have doubled in population in the same time frame. This is due to the primarily rural designation of most of the community plan area.

The average persons per household in 2019 was 2.61. The average has gradually lessened from 1990 with 2.77 persons per household to 2.66 in 2000, then lowered again in 2010 to 2.59 average persons per household.

![Figure H-2: Population and Household Growth (1990-2019)](image)

The number of housing units in the area has grown by more than 50 percent in the past 25 years, but only by 30 percent in the last 19 years. The larger increase between 1990 and 2000, as opposed to the decreased growth from 2000-2010, is likely due to the build-out of developments approved prior to the Growth Management Act. After the early 2000s, growth should have slowed due to changes in policy and regulations for the rural area.

The vacancy rate is 4.5 percent as of 2019, which is lower than a healthy average of 6 to 7 percent. The area is primarily owner-occupied, with only 25 percent occupied by renters.

Buildable Lands Inventory

Since 1997, Pierce County and its 23 cities and towns have worked collaboratively to collect annual development permitting data, inventory developable land, and enhance information relating to wetlands and steep slopes. Commonly referred to as the Buildable Lands Program, this effort is aimed at improving accuracy in the information used to determine the capacity of the County’s Urban Growth Areas. Pierce County published its first residential/employment capacity analysis in August 2002, second in September 2007, and third in June 2014.

The Buildable Lands Report is broken into three parts:

1. An analysis of past development trends;
2. An inventory of lands that are vacant, underutilized, built out, or undevelopable, and those associated with pipeline projects; and
3. A capacity analysis that uses the inventory to calculate the 20-year housing and employment capacities.

While the inventory is parcel specific, the capacity analysis is calculated by zone classification. This method restricts the ability to calculate capacity for smaller geographies. An explanation of the full methodology can be found in the Pierce County 2014 Buildable Lands Report.

In the Mid-County Community Plan area, the Buildable Lands Report only analyzes those areas which are within the urban growth area (21.7 percent, 3,170 acres of the community plan area). The following information is specific to the area within the urban growth area.

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

Figure H-5 shows that 39 percent of urban land in the Mid-County community has been developed or is too constrained to develop. Another seven percent of the urban land is already slated for development and has potentially developed since the inventory was established using 2010 conditions. Vacant land makes up 12 percent of the urban area, averaging 1.73 net acres per vacant subdividable lot and 0.49 gross acres per vacant single unit lot. The remaining 42 percent is considered underutilized, averaging 2.14 net acres per lot.
The Pierce County Assessor-Treasurer’s Office classifies how parcels are used for purposes of calculating assessed value for taxation. Pierce County uses this information to determine the distribution of land uses within specific areas. The information is known to contain errors, but is considered accurate for planning purposes. It reflects how land is currently being used but does not reflect zoning.

Figure H-6 shows that the two prevailing categories of land use in the plan area are residential and vacant. Together, these two use categories account for almost 75 percent of total acreage in the community.

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

- Residential: 62.4%
- Vacant: 12.7%
- Other: 7.3%
- Resource: 7.6%
- Civic: 5.2%
- Commercial: 2.5%
- Industrial: 2.3%

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

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>2003</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>9,455</td>
<td>8,431</td>
</tr>
<tr>
<td>Civic</td>
<td>779</td>
<td>707</td>
</tr>
<tr>
<td>Commercial</td>
<td>455</td>
<td>341</td>
</tr>
<tr>
<td>Industrial</td>
<td>121</td>
<td>307</td>
</tr>
<tr>
<td>Resource</td>
<td>951</td>
<td>1,021</td>
</tr>
<tr>
<td>Vacant</td>
<td>2,490</td>
<td>1,716</td>
</tr>
<tr>
<td>Other</td>
<td>401</td>
<td>990</td>
</tr>
</tbody>
</table>

Source: Pierce County Assessor-Treasurer Tax Parcel Data accessed 2003 and 2016
Table H-1: Change in Number of Lots by Land Use Category (2003 vs. 2016)

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>2005 Lots</th>
<th>2016 Lots</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>8,472</td>
<td>9,274</td>
<td>802</td>
</tr>
<tr>
<td>Civic</td>
<td>213</td>
<td>255</td>
<td>42</td>
</tr>
<tr>
<td>Commercial</td>
<td>214</td>
<td>213</td>
<td>-1</td>
</tr>
<tr>
<td>Industrial</td>
<td>91</td>
<td>144</td>
<td>53</td>
</tr>
<tr>
<td>Resource</td>
<td>115</td>
<td>119</td>
<td>4</td>
</tr>
<tr>
<td>Vacant</td>
<td>1,397</td>
<td>1,151</td>
<td>-246</td>
</tr>
<tr>
<td>Other</td>
<td>316</td>
<td>417</td>
<td>101</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>10,818</strong></td>
<td><strong>11,573</strong></td>
<td></td>
</tr>
</tbody>
</table>


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

Land Use Trends

The primary changes from 2003 to 2016 are a decrease in vacant land and an increase in residential land. While the number of acres consumed by residential development decreased by 1,024 acres, the number of lots has increased substantially by 802 lots, and the lot size has decreased by a tenth of an acre. This trend shows the mix of urban and rural densities within the plan area.

Single-family residential makes up 55 percent of the plan area, or 59 percent when adding mobile homes on individual lots. Multifamily housing comprises only 2.22 percent of the total land uses within Mid-County, more than half of which are duplexes. Civic uses cover 5.23 percent and are primarily utilities and schools. Commercial makes up 2.54 percent of the plan area, while industrial makes up 2.26 percent. Resource land is predominantly used for agriculture at 5.95 percent of the total 7.56 percent.

Duris Cucumber Farm Store
**Land Use Designations and Zone Classifications**

Land use designations indicate the permitted type, intensity, and density of land uses, but do not necessarily reflect the current use of land. There is a total of 12 land use designations and 14 implementing zone classifications in the plan area, shown in Table H-2.

**Table H-2: Land Use Designations and Zone Classifications**

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Zoning Classification</th>
<th>Acres</th>
<th>Zone %</th>
<th>Designation Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Rural/Resource</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Resource Land (ARL)</td>
<td>ARL</td>
<td>499.9</td>
<td>3.4%</td>
<td>499.9</td>
</tr>
<tr>
<td>Rural Farm (RF)</td>
<td>RF</td>
<td>100.4</td>
<td>0.7%</td>
<td>100.4</td>
</tr>
<tr>
<td>Rural Neighborhood Center (RNC)</td>
<td>RNC</td>
<td>48.6</td>
<td>0.3%</td>
<td>48.6</td>
</tr>
<tr>
<td>Rural Separator (RSep)</td>
<td>RSep</td>
<td>10,561.1</td>
<td>72.1%</td>
<td>10,561.1</td>
</tr>
<tr>
<td><strong>Rural/Resource Total</strong></td>
<td></td>
<td>11,210.0</td>
<td>76.6%</td>
<td>11,247.7</td>
</tr>
<tr>
<td><strong>Urban</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corridor (COR)</td>
<td>Urban Corridor (UCOR)</td>
<td>310.3</td>
<td>2.1%</td>
<td>418.7</td>
</tr>
<tr>
<td></td>
<td>Neighborhood Corridor (NCOR)</td>
<td>131.0</td>
<td>0.9%</td>
<td></td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>Employment Corridor (ECOR)</td>
<td>994.1</td>
<td>6.8%</td>
<td>994.1</td>
</tr>
<tr>
<td>High Density Residential District (HRD)</td>
<td>Moderate-High Density Residential District (MHR)</td>
<td>43.1</td>
<td>0.3%</td>
<td>43.1</td>
</tr>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>Single Family (SF)</td>
<td>1,139.2</td>
<td>7.8%</td>
<td>1620.5</td>
</tr>
<tr>
<td></td>
<td>Residential Resource (RR)</td>
<td>481.2</td>
<td>3.3%</td>
<td></td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>MUD</td>
<td>51.4</td>
<td>0.4%</td>
<td>51.4</td>
</tr>
<tr>
<td>Neighborhood Center (NC)</td>
<td>NC</td>
<td>19.7</td>
<td>0.1%</td>
<td>19.72</td>
</tr>
<tr>
<td><strong>Urban Total</strong></td>
<td></td>
<td>3,170.1</td>
<td>21.7%</td>
<td>3,170.1</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks and Recreation (PR)</td>
<td>PR</td>
<td>261.7</td>
<td>1.8%</td>
<td>261.7</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td></td>
<td>14,641.8</td>
<td>100.0%</td>
<td>14,641.8</td>
</tr>
</tbody>
</table>
Pierce County’s unincorporated Urban Growth Area (UGA) is expected to experience an increase of approximately 57,000 persons from 2010 to 2030. With the number of large, vacant, buildable lots decreasing, the County is expecting an increase in infill development and redevelopment.

The majority of the UGA is centralized within four community plan areas between two major east-west roadways (SR-512 and 176th Street East) and three major north-south roadways (SR-7, Canyon Road East, and SR-161). The urban portions of the Mid-County Community Plan area are among the four community plan areas that need to address future growth within this central UGA, along with Frederickson, Parkland-Spanaway-Midland, and South Hill.

The four plan areas are primarily moderate-density, single-family residential neighborhoods. There is a desire to preserve the single-family neighborhoods and focus growth near existing higher intensity uses along the major transportation corridors.

The Corridor (C) land use designation provides supplemental commercial and various residential uses along the major transportation corridors connecting to Towne Centers. The designation is implemented by the Neighborhood Corridor (NCOR) and Urban Corridor (UCOR) zone classifications.

The NCOR zone allows smaller, limited neighborhood commercial and civic uses, and all residential uses at a density of 6 to 25 units per net acre. The NCOR zone is applied in the plan area along 112th Street East.

The UCOR zone allows auto-oriented and pedestrian-friendly commercial uses, civic uses, and attached single-family and multifamily residential uses at a density of 12 to 60 units per net acre. The UCOR zone is applied in the plan area at 112th Street East and Canyon Road East.
**Moderate Density Single-Family**

The Moderate Density Single-Family (MSF) land use designation is intended to provide areas for urban single- and two-family residential development. The MSF designation is the predominant designation in the urban residential areas along the 112th Street East corridor and in Summit View. MSF is implemented by the Residential Resource (RR) and Single Family (SF) zone classifications. Areas with significant critical area complexes are zoned RR and allow for 1 to 3 units per acre and is limited to single-family detached housing. SF allows 4 units per acre.

**Employment Center**

The Employment Center (EC) designation provides land for industrial, manufacturing, and office jobs. Uses in the EC designation 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 EC designation is implemented through the Employment Corridor (ECOR) zone classification. The ECOR zone allows a variety of industrial uses and supplemental commercial and civic uses to encourage employment and economic development. The ECOR zone is applied in the plan area along 112th Street East and Canyon Road East.
**High Density Residential District**

The High Density Residential District (HRD) designation provides areas of multifamily and high-density single-family housing, along with limited neighborhood commercial retail and service uses. Allowed residential densities in 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 Road East and Vickery Avenue. The HRD designation is implemented by the Moderate-High Density Residential District zone classification.

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**Mixed Use District**

The Mixed Use District (MUD) designation allows 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 MUD designation is located north of SR-512 on Canyon Road East. The MUD land use designation is implemented by the Mixed Use District (MUD) zone classification.
**Neighborhood Center**

The Neighborhood Center (NC) land use designation is intended to provide local residents daily goods or frequently needed services without having to travel to larger commercial areas. NCs may include a mix of multifamily residential and small-scale retail, commercial, and offices that serve the daily needs of residents within the immediate neighborhood.

The NC designation is implemented through the Neighborhood Center (NC) zone classification. 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.

**Rural Designations**

**Rural Separator**

The majority of the Mid-County Community Plan area is designated Rural Separator (RSep), which allows a density of 1 dwelling unit per 5 acres. Density incentives are provided when 50 percent or more of the property is designated as open space. RSep includes rural lands that provide a buffer or separation between urban zone classifications. RSep allows for single-family or two-family dwellings, resource uses, and limited civic uses. Multifamily housing, commercial, and industrial uses are prohibited.

The RSep designation is implemented by the Rural Separator (RSep) zone classification. The primary land use allowed is rural housing with compatible civic and resource uses.
**Rural Neighborhood Center**

The Rural Neighborhood Center (RNC) designation serves the everyday needs of local rural residents. RNCs provide limited convenience shopping and services, are limited in size, and retain a scale and intensity that is appropriate for maintaining the rural character.

The RNC designation is implemented by the Rural Neighborhood Center (RNC) zone classification.

**Figure H-16: Rural Neighborhood Center Designation**

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**Rural Farm**

The Rural Farm (RF) designation includes properties that are currently being used for or have historically been used for farming activities or have been previously designated as Agricultural Resource Land (ARL). The 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. A variety of agricultural-related uses are allowed within the RF designation as well as the protections and incentives afforded to ARL.

The RF designation is implemented by the Rural Farm (RF) zone classification.

**Figure H-17: Rural Farm Designation**
RESOURCE LANDS

AGRICULTURAL RESOURCE LANDS

Agricultural Resource Lands (ARL) are distinct from rural lands and are classified as a resource lands per the Growth Management Act. The ARL designation includes 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 AR Land.

The ARL designation is implemented by the Agricultural Resource Lands (ARL) zone classification. ARL is applied to parcels outside of the urban growth area that meet Comprehensive Plan criteria.

OTHER DESIGNATIONS

PARK AND RECREATION

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

The PR designation is implemented by the Park and Recreation (PR) zone classification.
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 rural character, surrounding activities, development patterns, and environmental constraints. Future high-density residential, commercial, and industrial development will be focused within urban areas on the 112th Street East and Canyon Road East corridors.

RURAL

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.

RURAL RESIDENTIAL

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 Rural Separator designation shall provide a rural buffer between the urban areas of Tacoma and Puyallup.

   MC LU-2.2  The continuation of agricultural practices should be encouraged and shall be promoted when such practices are conducted in an environmentally responsible manner.

   MC LU-2.3  Land uses shall be limited primarily to low density residential, agricultural, forestry, and recreational uses.

   MC LU-2.4  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-2.5  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-2.5.1 Examples of such limited light commercial and industrial uses include agricultural product and supply sales, horticultural nurseries, veterinary services, and commercial stables.

MC LU-2.5.2 These uses should only be allowed when they can be designed to reduce impacts to neighboring residential properties.

MC LU-2.6 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.

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 percent 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 zone 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 East 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**  
Noise, dust, odorous gas, and lighting shall not be permitted to adversely affect the adjacent residential neighborhood.

**MC LU-8.5**  
New commercial and civic uses shall be buffered from adjacent lower intensity rural uses outside of the RNC designation.

**MC LU-8.6**  
All new or redeveloping civic and commercial uses in RNCs 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 (ARL) 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 ARL-designated properties in the north section of the plan area shall be given high priority because of the value of the agricultural soils in those areas.

**MC LU-9.2.2**  
Surface mining uses shall be prohibited in ARL-designated areas to avoid loss of agricultural soils.
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 in the Neighborhood Corridor and Urban Corridor when 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 within 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.

MC LU-11.2  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 Planned Development District (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.

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**Urban Commercial**

**GOAL MC LU-13** The majority of commercial uses within the plan area should be located within Urban Corridor (UCOR) and Mixed Use District (MUD). Neighborhood-oriented commercial uses may be located within Neighborhood Corridor (NCOR) and Neighborhood Center (NC) designations.

**GOAL MC LU-14** Encourage commercial centers, corridors, and districts to contain a diverse mix of uses.

**GOAL MC LU-15** The Neighborhood Center (NC) designation is located along 112th Street East at the intersection of Bingham Avenue and is recognized as an important neighborhood civic and commercial focal point.

- **MC LU-15.1** New developments in the NC designation shall strive to improve architectural characteristics that will shape and enhance the appearance of the 112th Street East.
- **MC LU-15.2** Any future expansion of the land utilized as an NC shall be on those parcels adjacent to the existing centers.
- **MC LU-15.3** Any development within an NC shall have access onto a major or secondary County arterial road.

**GOAL MC LU-16** 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-16.1** 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-16.2** 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-17** 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-18** Encourage the appropriate use of areas adjacent to heavily traveled arterials while minimizing land use and traffic conflicts.

- **MC LU-18.1** 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-19  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-19.1  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 multifamily development with densities between 12 and 25 units per acre.

GOAL MC LU-20  Manufacturing operations may be located within commercial areas as long as such sites are compatible with the use intensity of the surrounding area.

**CENTERS & CORRIDORS**

The Mid-County Community Plan urban area is included in the County’s Centers and Corridors area. Portions of 112th Street East and Canyon Road East make up two of the major Corridors within the Centers and Corridors area. These Corridors connect to the Parkland-Spanaway-Midland Communities Plan area (SR-7/Pacific Avenue, 112th Street East, and 176th Street East), South Hill Community Plan area (SR-161/Meridian East and 112th Street East), and Frederickson Community Plan area (Canyon Road East).

**CANYON ROAD EAST CORRIDOR**

GOAL MC LU-21  Designate Canyon Road East as a Corridor.

MC LU-21.1  Zone the portion of Canyon Road East from SR-512 to approximately 118th Street East as Urban Corridor (UCOR).

GOAL MC LU-22  Designate 112th Street East within the plan area as Corridor, except for the areas designated Rural Separator (RSep) and Moderate-Density Single Family (MSF).

MC LU-22.1  Zone the portion of 112th Street East in the area of Canyon Road East as an Urban Corridor (UCOR).

MC LU-22.2  Zone areas of existing single-family, multifamily, and civic uses in the Corridor as a Neighborhood Corridor (NCOR).

MC LU-22.3  Zone the areas along 112th Street East from approximately 50th Avenue East to 63rd Avenue East and Canyon Road East from SR-512 to 118th Street East as Urban Corridor (UCOR).

MC LU-22.4  The UCOR should not be expanded to the area north of SR-512.

GOAL MC LU-23  UCOR is zoned in areas appropriate for regional commercial and high-density residential uses.

MC LU-23.1  The UCOR allows opportunities for large, auto-oriented businesses.

MC LU-23.2  The type of commercial uses in the UCOR should serve a regional market (i.e., a market greater than Mid-County residents and businesses).
MC LU-23.3 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).

MC LU-23.4 The building footprint of the individual commercial buildings should not be limited when other site requirements are met.

MC LU-23.5 Single-family residential uses are incompatible with regional commercial uses and should not be allowed.

MC LU-23.6 Regional commercial uses shall comply with design standards that lessen the impacts of noise, light, and glare.

GOAL MC LU-24 The UCOR should serve as a transportation and transit hub for the community.

MC LU-24.1 Development within UCOR should be pedestrian-oriented, with safe pedestrian and bicycle access, while being auto-accommodating.

GOAL MC LU-25 Designate the existing single-family and multifamily residential uses and civic uses along 112th Street East as Neighborhood Corridor (NCOR).

MC LU-25.1 Densities in the NCOR shall be transit-supportive with at least 6 dwelling units per acre.

MC LU-25.2 NCOR allows all housing types at densities of 6 to 25 units per acre and height not to exceed 45 feet.

MC LU-25.3 Neighborhood-scale commercial and civic uses are allowed within NCOR only when those uses meet the needs of the neighborhood, not the wider community.

GOAL MC LU-26 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-26.1 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-26.2 Uses which support industrial and warehouse activities should be located near those uses in areas designated Employment Center.

MC LU-26.3 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.

MC LU-26.4 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.).
MC LU-26.5 All storage yards shall be entirely screened from the view of adjacent properties which contain dissimilar uses.

GOAL MC LU-27 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.

MC LU-27.1 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).

EMPLOYMENT CORRIDOR

GOAL MC LU-28 Zone areas along 112th Street East between Golden Given Road East and approximately 50th Avenue East and areas along Canyon Road East south of 118th Street East as Employment Corridor (ECOR).

GOAL MC LU-29 The ECOR provides an area for industrial and office uses that generate employment in the community.

MC LU-29.1 Residential and civic uses are prohibited in ECOR.

MC LU-29.2 Commercial uses within ECOR shall be limited to those that service the needs of employment uses within the corridor.

MC LU-29.3 Access to transit within ECOR is a priority.

GOAL MC LU-30 Allow the following densities in the applicable zones:

<table>
<thead>
<tr>
<th>Land Use Designation</th>
<th>Zoning Classification</th>
<th>Minimum Dwelling Units per Net Acre</th>
<th>Maximum Dwelling Units per Net Acre</th>
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</tr>
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<td>Maximum Dwelling Units per Net Acre</td>
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<tr>
<td>--------------------------------------</td>
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</tr>
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Map H-6: 2014 Buildable Land Inventory (2010 Parcels)
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 an integral part of the 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 that will enhance the image the community would like to portray to its 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 is also closely linked with, and provides support for, policy direction in the Economic, Environment, and Facilities and Services Elements of the Community Plan.

The residents of the Mid-County Community Plan area want to keep their communities as 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.
RURAL

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. Residents have determined a high priority should be given to recognizing and preserving the environmental character of the area.

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.

URBAN

RESIDENTIAL

As the area developed, there were no design standards required for residential development within the Summit View portion of the plan area. The residential complexion of the area is largely single-family and duplex with high concentrations of multifamily along the major arterials of Canyon Road East and 112th Street East.

While 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.

New urban residential areas will have a diversity of housing types reflecting community identity, a small town atmosphere, and respect for the natural environment. Neighborhood and residential design elements will:

- Accentuate the living area of houses and de-emphasize carports and garages;
- Separate roadways from pedestrian and bicycle pathways to encourage a variety of modes of transportation;
- Highlight streetscapes with trees and other plantings;
- Minimize vehicular access points;
- Feature a variety of architectural features that minimize the scale of larger buildings to blend with the desired scale for the neighborhood; and
- Integrate natural features, such as wetlands, streams, and significant stands of trees, into the site design for residential developments, thereby resulting in developed areas that complement the surrounding landscape.
COMMERCIAL AND INDUSTRIAL

Historically, the commercial portions of the plan area have developed without 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.

One State highway and two major arterials travel through 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.

Commercial areas in Mid-County should be well-screened from fronting arterials when possible and enhanced with well-designed architectural features to emphasize their character and unique sense of place.

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 can occur using a number of methods:

- Blend uses through compatible design.
- Mitigate problems associated with potentially conflicting adjacent uses with a variety of site design and landscaping techniques.
- Assure a smooth transition between residential, commercial, industrial, and civic uses.
- Preserve and incorporate natural features and critical areas into site design.
- Reduce the apparent scale of large commercial and industrial buildings through the design and placement of structures and through the effective use of landscaping.
- Separate pedestrian walkways from automobile circulation and locate to provide ease of access between businesses and throughout neighborhoods.
- Emphasize safety through effective use of lighting, site design, and landscaping.
- Enhance the appearance of streetscapes by using attractive signs that provide information while blending with the surrounding area.
- Mitigate impacts to the natural environment 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 East 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**

Mid-County residents 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 are encouraged, and new developments should 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 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 these communities.

**MC D-1.2**

Provide distinctive designs reflecting the area’s historic rural character 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.

**MC D-1.4**

Community entries consisting of tree plantings, signage, or public art shall be established to create a gateway effect and recognize individual communities.

**MC D-1.5**

The entries should recognize reasonable gateway points into the community. Locations to consider include:

- **MC D-1.5.1** Canyon Road East at Pioneer Way (Summit-Waller);
- **MC D-1.5.2** Waller Road East at Pioneer Way (Summit-Waller);
- **MC D-1.5.3** 112th Street East at Woodland Avenue East (Summit-View);
- **MC D-1.5.4** 72nd Street East in the vicinity of Swan Creek (Summit-Waller);
- **MC D-1.5.5** Golden Given Road East at Brookdale Road East (North Clover Creek Collins);
- **MC D-1.5.6** 112th Street East and Golden Given Road East (North Clover Creek); and
- **MC D-1.5.7** Canyon Road East and 128th Street East (NCCC and Summit View).

**MC D-1.6**

Pierce County shall support and assist the communities in developing and maintaining entrances.

**MC D-1.6.1** 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 MC D-2**

Promote the planting of street trees and other vegetation along all arterial roadways within the community.
MC D-2.1 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.

MC D-2.2 In urban areas, develop detailed streetscape plans addressing streets, crosswalks, sidewalks, signage, landscaping, street furniture, utilities, public spaces, etc.

GOAL MC D-3 Establish specific and consistent design standards for commercial areas along the 112th Street East and Canyon Road East corridors.

MC D-3.1 Develop a standard streetscape design for Canyon Road East and 112th Street East.

MC D-3.2 Vegetative screening for aesthetics, noise abatement, screening of light sources, and air quality shall be established between development and SR-512.

MC D-3.3 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.

MC D-3.4 New development along SR-512 shall provide buffering. Areas devoid of 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 Commercial and industrial developments are required to address 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 for 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 Employment Corridor 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 CHARACTER

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 underground stormwater retention systems or systems integrated into design features by providing development incentives.

MC D-8.3 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 or pedestrian pathway 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 conifers.

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 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 amenities 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** Sign standards shall 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 two 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** 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.

MC D-11.10.5 Electronic reader board signs should be permitted for civic uses within the urban and rural areas of the plan area.

**Lighting Design**

**GOAL MC D-12** In the urban area, 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** In the rural area, lighting should be limited to only that which is necessary for public safety. All other lighting shall only light the property it is serving with minimal impact on surrounding properties.

**GOAL MC D-14** School bus stops should be lit and safe.

**MC D-14.1** The school district should plan the stops and developments should contribute to construction and safety.

**GOAL MC D-15** 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-15.1** Parking lot lighting shall not exceed Illuminating Engineering Society of North America (IESNA) recommended lumens.

**GOAL MC D-16** Reduce the amount of lighting and glare onto adjacent sites and roads.

**MC D-16.1** 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-16.2** Artificial light from commercial businesses and signs shall not be directed into the night sky, toward the road, or toward neighboring properties.
Cultural Resource Inventory Details:

1. Collins Grange #893
2. House
3. House
4. House
5. Original Collins School
6. Sundell House
7. John Moore House
8. Midland School
9. Parental School
10. Evergreen Baptist Church
11. Walker Rd. Feed
12. House
13. House
14. House
15. Collins School
16. Vitory Chapel
17. House
18. House
19. Building
20. House
21. House
22. School
23. Evangelistic Church
24. House
25. House
26. House
24. Building
28. House
29. House
30. House
31. Building
32. Church
33. Woodrow School
34. Woodland Groceries
35. House & Orchard

Historic Roads
Historic Railroads
Historic Buildings


Historic Register - PCR

Cultural Resource Inventory*

*Source: 1982 Inventory, Pierce County Planning and Public Works
Chapter 4: 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.

The plan recognizes the variety of home-based businesses and encourages the types of uses that are considered compatible with 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.

industry and employment

Labor Force Participation

With a labor force participation rate at 64 percent, residents of the Mid-County Community Plan area are about as engaged in the workforce as are U.S., Washington, and Pierce County residents, on average. The unemployment rate is slightly below the average for other areas. The impact of Joint Base Lewis–McChord (JBLM) is not as strong as in other surrounding communities, with Armed Forces employment lower than Pierce County, about equal to Washington, and slightly above the U.S., on average.
Labor force participation facts for the Mid-County Community Plan area:

- Total population over 16 years of age (working age): 25,785
- Of the working age population, 16,255 (63 percent) are in the labor force
- Of those in the labor force, 15,008 (58 percent) are working, while 1,053 (4 percent) are unemployed
- Civilian 16,061 (62 percent), Armed Forces 194 (1 percent)

Source: US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

**Figure H-20: Labor Force Participation Comparison by Geography (2018)**

Educational attainment of the Mid-County population is similar to the rest of Pierce County, with about 9 percent having attained less than a high school education, a rate well lower than the U.S. population, on average. Pierce County residents, when compared to Washington and the U.S., tend to have a higher portion of people with “some college, no degree” and associate degrees, and lower rates for having received a bachelor’s or advanced degree.

**Figure H-21: Educational Attainment Comparison by Geography (2018)**

Source: US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates
Workers in the Mid-County area have a higher rate of employment in construction, extraction, and maintenance than Washington and the U.S. on average, but about the same rate as Pierce County overall. Production, transportation, and material moving occupations are also slightly above the average of the comparison areas, while management, professional, and related are somewhat lower, especially when compared with Washington State overall. Women are much more highly represented than men in management, professional, and related occupations, as well as in sales and office occupations. Men are much more highly represented than women in construction, extraction, and maintenance, as well as in production, transportation, and material moving occupations.

**Figure H-22: Mid-County Occupation Comparison by Sex (2018)**

**Figure H-23: Occupation Comparison by Geography (2018)**
Commuting patterns for Mid-County workers are similar to those for Pierce County workers overall. They are slightly less likely to have commutes of less than 15 minutes than other workers in the County, but much less likely than Washington and U.S. workers on average. The largest portion of workers have commute times ranging from 15 to 29 minutes. They are also somewhat more likely to have commutes in excess of one hour than are workers in Washington and the U.S. on average. About 96 percent of workers living in the Mid-County plan area commute to work outside the plan area. Of the jobs located within the plan area, about eight percent are filled by Mid-County residents.

Figure H-24: Mid-County Commute Pattern

Source: US Census Bureau, LEHD On The Map

Figure H-25: Mid-County Commute Times (2018)

Table H-3: Commute Times Comparison by Geography (2018)

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<tr>
<td>&lt; 5 minutes</td>
<td>1.9%</td>
<td>2.0%</td>
<td>2.7%</td>
<td>2.8%</td>
</tr>
<tr>
<td>5-14 minutes</td>
<td>14.0%</td>
<td>18.0%</td>
<td>21.7%</td>
<td>23.1%</td>
</tr>
<tr>
<td>15-29 minutes</td>
<td>41.5%</td>
<td>32.2%</td>
<td>35.7%</td>
<td>36.1%</td>
</tr>
<tr>
<td>30-44 minutes</td>
<td>20.1%</td>
<td>22.5%</td>
<td>21.3%</td>
<td>20.7%</td>
</tr>
<tr>
<td>45-59 minutes</td>
<td>8.5%</td>
<td>10.4%</td>
<td>8.7%</td>
<td>8.2%</td>
</tr>
<tr>
<td>1 hour+</td>
<td>14.0%</td>
<td>14.8%</td>
<td>9.9%</td>
<td>9.1%</td>
</tr>
</tbody>
</table>

Source: US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates
INDUSTRIES

About 39 percent of the jobs within the plan area are in services industries and almost 32 percent are in construction and resource industries. A comparable proportion of Mid-County residents (about 55 percent) work in service industries, but most commute outside the plan area for employment. Even with the large proportion of jobs in the construction and resource industries (32 percent), only about 12 percent of plan area residents work in those industries.

Table H-4: Mid-County Covered and Industry Employment (2018)

<table>
<thead>
<tr>
<th>Industry</th>
<th>Jobs Located in Community Plan Area¹</th>
<th>Occupation of Residents of Community Plan Area²</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>Percent</td>
</tr>
<tr>
<td>Const/Res</td>
<td>2,377</td>
<td>31.70%</td>
</tr>
<tr>
<td>FIRE</td>
<td>199</td>
<td>2.70%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>347</td>
<td>4.60%</td>
</tr>
<tr>
<td>Retail</td>
<td>742</td>
<td>9.90%</td>
</tr>
<tr>
<td>Services</td>
<td>2,175</td>
<td>29.00%</td>
</tr>
<tr>
<td>WTU</td>
<td>428</td>
<td>5.70%</td>
</tr>
<tr>
<td>Government</td>
<td>460</td>
<td>6.10%</td>
</tr>
<tr>
<td>Total</td>
<td>7,500</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

¹ Surveyed jobs are limited to those positions that are covered by unemployment insurance (Covered Employment). Source: Puget Sound Regional Council; Washington State Employment Security Department
² Source: US Census Bureau, 2014-2018 American Community Survey 5-Year Estimates

BUSINESS SIZE

Like most areas, businesses in the plan area are generally small, with the vast majority having fewer than 20 employees. Only about 10 percent of firms have 20 or more employees, and just over one percent have 100 or more.

Table H-5: Mid-County Number of Firms by Employees

<table>
<thead>
<tr>
<th>Employer Size</th>
<th>Count</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-4</td>
<td>381</td>
<td>58%</td>
</tr>
<tr>
<td>5-9</td>
<td>117</td>
<td>18%</td>
</tr>
<tr>
<td>10-19</td>
<td>78</td>
<td>12%</td>
</tr>
<tr>
<td>20-49</td>
<td>49</td>
<td>7%</td>
</tr>
<tr>
<td>50-99</td>
<td>22</td>
<td>3%</td>
</tr>
<tr>
<td>100+</td>
<td>13</td>
<td>2%</td>
</tr>
<tr>
<td>Total</td>
<td>660</td>
<td>100%</td>
</tr>
</tbody>
</table>

Source: Puget Sound Regional Council; Washington State Employment Security Department
The number of retail establishments within the plan area declined during the “Great Recession” by nearly 10 percent, although the drop actually began in 2006, before the worst of the downturn had taken hold. Year-over-year sales per establishment began falling in 2008 and continued to decline until 2013. Through 2014, per-establishment sales had returned to 85% of their pre-recession levels.

**Table H-6: Mid-County Taxable Retail Sales**

<table>
<thead>
<tr>
<th>Year</th>
<th>Taxable Retail Sales</th>
<th>Retail Establishments</th>
<th>Sales Per Establishment</th>
<th>Year-Over Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>$311,305,367</td>
<td>1,394</td>
<td>$223,318</td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>$323,437,995</td>
<td>1,422</td>
<td>$227,453</td>
<td>1.9%</td>
</tr>
<tr>
<td>2003</td>
<td>$338,521,653</td>
<td>1,477</td>
<td>$229,195</td>
<td>0.8%</td>
</tr>
<tr>
<td>2004</td>
<td>$382,387,351</td>
<td>1,464</td>
<td>$261,194</td>
<td>14.0%</td>
</tr>
<tr>
<td>2005</td>
<td>$493,725,619</td>
<td>1,530</td>
<td>$322,696</td>
<td>23.5%</td>
</tr>
<tr>
<td>2006</td>
<td>$522,542,935</td>
<td>1,519</td>
<td>$344,005</td>
<td>6.6%</td>
</tr>
<tr>
<td>2007</td>
<td>$537,560,848</td>
<td>1,517</td>
<td>$354,358</td>
<td>3.0%</td>
</tr>
<tr>
<td>2008</td>
<td>$456,262,208</td>
<td>1,426</td>
<td>$319,959</td>
<td>-9.7%</td>
</tr>
<tr>
<td>2009</td>
<td>$347,592,887</td>
<td>1,379</td>
<td>$252,062</td>
<td>-21.2%</td>
</tr>
<tr>
<td>2010</td>
<td>$336,516,799</td>
<td>1,408</td>
<td>$239,003</td>
<td>-5.2%</td>
</tr>
<tr>
<td>2011</td>
<td>$334,065,519</td>
<td>1,396</td>
<td>$239,302</td>
<td>0.1%</td>
</tr>
<tr>
<td>2012</td>
<td>$334,640,026</td>
<td>1,407</td>
<td>$237,839</td>
<td>-0.6%</td>
</tr>
<tr>
<td>2013</td>
<td>$374,859,936</td>
<td>1,421</td>
<td>$263,800</td>
<td>10.9%</td>
</tr>
<tr>
<td>2014</td>
<td>$429,624,493</td>
<td>1,422</td>
<td>$302,127</td>
<td>14.5%</td>
</tr>
</tbody>
</table>

Source: Washington State Department of Revenue

**Retail Clusters**

The largest groups of retail establishments are classified as either miscellaneous store retailers or clothing and clothing accessories stores, which together account for about 36 percent of all retailers. When combined with motor vehicle and parts dealers and food and beverage stores, they represent well over half of all retail establishments.

**Table H-7: Mid-County Retail Clusters**

<table>
<thead>
<tr>
<th>NAICS</th>
<th>Description</th>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>453</td>
<td>Misc. Store Retailers</td>
<td>205</td>
<td>22.58%</td>
</tr>
<tr>
<td>448</td>
<td>Clothing and Accessories Stores</td>
<td>116</td>
<td>12.78%</td>
</tr>
<tr>
<td>445</td>
<td>Food and Beverage Stores</td>
<td>88</td>
<td>9.69%</td>
</tr>
<tr>
<td>441</td>
<td>Motor Vehicle and Parts Dealers</td>
<td>99</td>
<td>10.90%</td>
</tr>
<tr>
<td>451</td>
<td>Sporting Goods, Hobby, Book, and Music Stores</td>
<td>83</td>
<td>9.14%</td>
</tr>
<tr>
<td>443</td>
<td>Electronics and Appliance Stores</td>
<td>54</td>
<td>5.95%</td>
</tr>
<tr>
<td>444</td>
<td>Building Material &amp; Garden Equip. and Supplies Dealers</td>
<td>68</td>
<td>7.48%</td>
</tr>
<tr>
<td>446</td>
<td>Health and Personal Care Stores</td>
<td>46</td>
<td>5.07%</td>
</tr>
<tr>
<td>442</td>
<td>Furniture and Home Furnishing Stores</td>
<td>66</td>
<td>7.27%</td>
</tr>
<tr>
<td>454</td>
<td>Non-store Retailers</td>
<td>56</td>
<td>6.17%</td>
</tr>
<tr>
<td>452</td>
<td>General Merchandise Stores</td>
<td>14</td>
<td>1.54%</td>
</tr>
<tr>
<td>447</td>
<td>Gasoline Stations</td>
<td>13</td>
<td>1.43%</td>
</tr>
</tbody>
</table>

**Total Retailers**

<table>
<thead>
<tr>
<th>Count</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>908</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: Dunn & Bradstreet
ECONOMIC 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 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.

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.
Chapter 5: Environment Element

INTRODUCTION

The 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.

The Mid-County community assigns 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 community 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 community realizes that action must be taken to ensure the integrity of the natural environment is preserved for present and future generations.

Policies and implementing regulations set forth in the community plan contain a variety of strategies addressing these areas.

Environmental Goals

- Maintain the quality of riparian zones and the natural hydrologic functions within the plan area.
- Ensure that development practices respect the integrity of the natural environment.
- Provide long-term protection of the community's ground and surface water systems.
- Ensure growth and development will not contribute to the degradation of the ground and surface water systems or increase flooding events.
- Protect the quality of other important environmental attributes, including native fish and wildlife habitat, air quality, and noise levels.
- Conserve open space and 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.

Earth Resources


The protection of soils and natural vegetation is a priority of the Mid-County community. Education is a key element to the protection of these resources and will move the community toward awareness of illegal and harmful acts, like clearing and grading. The community
recognizes the importance of holding one another accountable for the destruction of the natural environment. It is imperative that more innovative techniques be utilized when developing environmentally-sensitive areas.

The community is concerned with 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.

**SOILS**

Soil types determine the ability of the ground to absorb rainfall. According to the Pierce County Soil Survey, there are a variety of soils that occur within the plan area. The major soil 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 Avenue East, south of SR-512, and within the north/south ravines draining towards the Puyallup River. 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.

**Vegetation**

Conifer woodlands with a very limited amount of prairie and savannah were the historic plant communities within the plan area. The prairies (grasslands) and savannas (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 of alder and maple and conifer trees of 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

**Hydrologic Soil Groups**

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
- **Group D**: high runoff potential
impacts from adjacent development. Understory brush is typically dominated by elderberry, Oregon grape, bracken fern, and sword fern.

It is estimated that in 1972, 45 percent of the plan area was considered as having heavy tree cover (areas with more than 50 percent tree canopy cover). By 1996, as a result of land clearing and development activities, less than 12 percent of the plan area was considered heavily forested. The same study indicated that in 1996, approximately 83 percent 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.

**TOPOGRAPHY**

The plan area consists of relatively flat uplands with slopes of 20 percent 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 percent. Areas with slopes of 20 percent or greater total approximately 700 acres, or 4 percent 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, Pierce County Code 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. These soil types make the gorges extremely vulnerable to erosion.

**POTENTIAL SEISMIC HAZARD AREAS**

Approximately 11 percent (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.

**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 Public Works).

The plan area is within the Clear/Clarks Creek and Clover Creek Basin Plan areas. These creeks are significant natural features in the community and provide essential habitat to a variety of fish and wildlife species. Continued development activities in the community pose a significant threat to the health of the drainage basins. Ensuring the Clear Creek, Clarks Creek, and Clover Creek drainage basins are adequately protected as the community grows is a key component of the Community Plan. Clarks Creek and Clover Creek have been classified as 'impaired' by the
Washington State Department of Ecology (Ecology) due to pollution. Pierce County is working with Ecology to improve water quality by reducing the amount of sediment, stormwater, and bacteria in these creeks. The efforts outlined in the Clarks Creek Total Maximum Daily Load (TMDL) Plan are already well underway but will take many more years to fully implement. The County is developing a similar plan for the Clover Creek basin. Similarly, the Swan Creek Characterization and Action Plan identifies actions for pollution and sediment reduction.

The protection of aquifer recharge areas, protection of the various streams and wetlands, and mitigation of flood hazards is of 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.

Pierce County works with local and regional groups, such as Washington State University 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.

### Creeks in the Plan Area

The Clear Creek and Clarks Creek 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 Creek
- Canyon Creek
- Squally Creek
- Woodland Creek
- Diru Creek
- Rody Creek
- Several unnamed creeks

The southern portion of the plan area drains to Clover Creek, which eventually reaches Puget Sound via Chambers Creek. The streams in the plan area that drain to Clover Creek are North Fork Clover Creek and two unnamed tributaries.

### 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...
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 of low gradient and channelized. The upper sections of these streams contain little or no surface flow from late May through September.

**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. Flooding occurs 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 also occurs in the floodplain adjacent to the Puyallup River. Flooding on the Puyallup River is typically associated with regional weather events outside the plan area from “atmospheric rivers” that cause heavy rain in the upper Puyallup watershed. The River Road
levee protects the land within the lower Clear-Creek basin from all but the largest mainstem floods. The area outside the mainstem levee are still subject to chronic flooding as the interior drainage of multiple tributaries are unable to flow to the Puyallup River for an extended period while the Puyallup and White rivers are high.

Hydrologic analysis predicted a significant increase in peak flow rates under future land use conditions in Swan and Woodland creeks. The largest increases occur for the more frequent events. The creek analysis also predicted that the duration of flow above the two-year peak flow rate will increase in Swan and Woodland creeks and in the upland reaches of Canyon Creek.

Wetlands

Wetlands are of significant biological and physical value and are required to be protected under federal, state, and local laws. Pierce County uses a number of indicators, such as 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.

The CWI indicates that there are 1,419 acres of wetlands in the plan area. Approximately 10 percent of the plan area is classified as wetland. The most significant area is located within the Summit View community. Wetlands within the Summit View community tend to follow a north/south alignment. Another area of extensive wetlands is associated with the north fork of Clover Creek and its tributaries. The riparian corridor associated with Clear Creek along Pioneer Way also contains significant wetlands. These areas of extensive wetlands typically contain Group D, hydrologic soils that contain a significant

Wetlands

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

- **Category I** wetlands are the most valuable wetland systems and are typically large, diverse wetlands that provide habitat for threatened or endangered species. They are protected with a 50- to 300-foot buffer.
- **Category II** wetlands are typically large, diverse systems that provide significant habitat. They are protected with a 50- to 300-foot buffer.
- **Category III** wetlands are wetlands that do not meet the criteria of Category I, II, or IV. They are protected with a 150-foot buffer.
- **Category IV** wetlands are the least valuable. They are protected with a 25- to 50-foot buffer.
amount of clay near the surface. The upland portions of streams like Swan Creek are believed to have been wetlands before flow was directed into ditches to convey water off of developing property.

**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. Pierce County regulates aquifer recharge areas based on three criteria:

1. Wellhead Protection Areas,
2. The two highest DRASTIC zones (rates 180 or higher), and
3. 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 half of the plan area, is within the 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.

Protecting both groundwater quality and quantity is important. The County is working with a stakeholder group of state regulators, Tribes, city governments, environmental groups, and drinking water suppliers on basin-by-basin projections of new domestic groundwater use. With this information, stakeholders will identify and implement actions that offset the new use by returning water to the system. These projects are expected to provide an overall benefit to the area's ecological health over the next 20 years.

Groundwater flooding is a major cause of many of the flooding problems identified for the Upper Clover Creek sub-basins. In this sub-basin, groundwater flooding occurs along ephemeral and intermittent channels that are also associated with wetlands and ponds. Since ephemeral channels are dry most of the time and often do not resemble a typical stream channel, they do not outwardly appear to be an area that would convey surface water or be an area where flooding may occur. Ephemeral channels can be wide and flat, resembling a flattened, low-lying area rather than a stream channel.

Groundwater flooding is also an infrequent occurrence, as opposed to significant flood events on perennial streams. As a general comparison, significant groundwater flooding may have a frequency or recurrence of between 10 and 25 years, while out of bank flooding on streams may occur every 2 to 5 years. Although groundwater flooding tends to occur less frequently, it can be just as damaging, if not more so, than stream flooding. Groundwater flooding tends to have a long duration, and it can take several weeks to months for the floodwaters to recede. The disruption and destruction to property that occurs during this time can easily exceed what
would be caused by a stream-related flood. Residents can live in a groundwater flood hazard area for a long period of time without knowing of the flood hazard potential.

**Fish and Wildlife Habitat**

(Source: WDFW PHS Digital Database).

Extensive fish and wildlife habitat exists within the plan area. The community will pursue educational opportunities and provide information to 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 that benefits individual species.

**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, floodplains, 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 salmon presence is known on the Puyallup River, Clear Creek, and Clarks Creek.

A 2008 National Marine Fisheries Services Biological Opinion determined that continued development to FEMA’s minimum standards will cause jeopardy to listed species of Salmonids and Orcas. Pierce County was recognized as having some of the best practices in the region for protecting the habitat in flood hazard areas, but must now continue to meet the federally required practices and increase habitat review for projects near streams and floodplains.

Known wildlife locations are found within the plan area. Wildlife locations may include a bald eagle, peregrine falcon, great blue heron, Western pond turtle, 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.

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 10 consecutive years. As of 2015, 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 10 years in the Puget Sound region has been one of continuing improvement.

**Open Space**

Conservation of open space is a high priority of the community. Residents wish to establish and maintain an open space network that will provide a system of open space corridors along streams and within areas heavily constrained by environmentally-sensitive features.

As development continues in the plan area, a network of open space corridors should be retained, especially as buffers to sensitive areas. The community plan identifies high-value open space areas and encourages public and private acquisition of these areas for long-term preservation.
## 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 response to 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 responding to violations that take place on the weekend.

### 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**  Plant supplemental trees as necessary to achieve the standards.

**MC ENV-3.2**  Construction of detached single-family residences on existing lots 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.
**WATER RESOURCES**

**GOAL MC ENV-5**  
Preserve and protect the function and value of drainage courses.

**MC ENV-5.1**  
Protect creeks and their gorges through control of runoff and erosion.

**MC ENV-5.2**  
Discourage intensive development along the riparian corridors in the community, including Swan Creek.

**MC ENV-5.3**  
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-6**  
Expand the County's in-lieu fee wetland mitigation program to serve the portions of the plan area outside of the Clover Creek basin.

**GOAL MC ENV-7**  
Continue to work with Pierce Conservation District to encourage property owners to voluntarily provide fencing to keep animals out of streams and other water quality improvement practices.

**FISH AND WILDLIFE RESOURCES**

**GOAL MC ENV-8**  
Protect native fish and wildlife species through protecting habitat and by removing barriers that restrict movement of fish and wildlife species.

**MC ENV-8.1**  
Coordinate ditch maintenance activities and streamside restoration with the drainage districts to promote best management practices.

**MC ENV-8.2**  
Require the elimination of fish barriers when constructing or reconstructing all roads.

**MC ENV-8.3**  
Implement the actions outlined in the Clarks Creek Total Maximum Daily Load (TMDL) Plan and the Clover Creek TMDL Alternative Plan.

**MC ENV-8.4**  
Prioritize stream restoration and water quality improvement projects based on the stream’s likelihood of providing a sustainable fishery resource. Restoration projects to consider include:

**MC ENV-8.4.1**  
County reclaimed gravel pit on 50th Street East and Waller Road adjacent to Swan Creek;

**MC ENV-8.4.2**  
Current projects along Swan, Clover, and Clear creeks; and

**MC ENV-8.4.3**  
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-8.5**  
Enhance movement along streams and creeks by decreasing the amount of fences that obstruct lineal passage in and along the riparian corridor.

**MC ENV-8.6**  
Encourage buffers within designated open space corridors which could provide wildlife habitat.
**OPEN SPACE**

**GOAL MC ENV-9**  Establish 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-9.1**  Provide connections between open space corridors in those areas that contain environmentally constrained land.

**MC ENV-9.2**  Provide connections between open space corridors in those areas that provide opportunities for wildlife movement.

**MC ENV-9.3**  Look for opportunities to permanently protect or acquire environmentally constrained land within open space corridors.

**MC ENV-9.4**  Support Pierce County’s effort to acquire frequently flooded areas within open space corridors.

**MC ENV-9.5**  Utilize open space areas to retain or restore fish and wildlife habitat when appropriate.
Map H-8: Aquifer Recharge Areas

*Note: The aquifer recharge areas are based on the criteria for the Pierce County Aquifer Recharge and Wellhead Protection Critical Areas. The detailed criteria can be found in the Pierce County Code, Chapter 18E.50.020.

The Pierce County Code can be found at: www.piercecountywa.org/code
Map H-9: Fish and Wildlife Resources

*Note: The source of the wildlife and habitat data are Washington Department of Fish and Wildlife, Habitat Program - Priority Habitat and Species Section.*
*Note: Flood Hazard areas are based on the criteria for the Pierce County Flood Hazard Critical Areas. The detailed criteria can be found in the Pierce County Code, Chapter 19E.70.

The Pierce County Code can be found at: www.piercecountywa.org/code
Landslide Hazard Areas are based on the criteria for the Pierce County Potential Landslide Hazard Critical Areas. The detailed criteria can be found in the Pierce County Code, Chapter 18E.80 020.B.

The Pierce County Code can be found at: www.piercecountywa.org/code
*Note: The open space corridors identify areas most suitable for designation as open space in Pierce County. The specific designations are found in the Pierce County Code, Chapter 19A.30.170 Open Space.

The Pierce County Code can be found at: www.piercecountywa.org/code
*Note: Seismic Hazard areas are based on the criteria for the Pierce County Potential Seismic Hazard Critical Areas. The detailed criteria can be found in the Pierce County Code, Chapter 18E.00.020.S.

The Pierce County Code can be found at: www.piercecountywa.org/code
*Note: Soil Types are based on the NRCS Soil Survey of Pierce County Area, Washington. Data can be downloaded at: https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm
Map H-16: Wetland Inventory

*Note: The County Wetland Inventory is regularly updated by Pierce County, Department of Planning and Public Works. The data was most recently updated on 10/31/2017. National Wetland Inventory is maintained by the US Fish and Wildlife Service and was most recently updated on 12/31/2013.*
Chapter 6: Facilities and Services Element

INTRODUCTION

The Facilities and Services Element of the Mid-County 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, and public schools. Transportation projects are identified in the Transportation Element.

One of the principal goals of the Growth Management Act (GMA) is for jurisdictions to efficiently and cost-effectively provide the necessary urban facilities and services within urban growth areas (UGAs). 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 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.

The following sections provide an analysis of the existing infrastructure and services in the plan area. This information provides the basis for developing related policies. The UGA is intended to accommodate the majority of new growth and development in the community plan area. Therefore, it is important that the majority of public expenditures for urban facilities and service should also be directed to the 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. 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.

**PARKS AND RECREATION**

The Parks and Recreation policies 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.

There are 257 acres of public parks within the Mid-County Community Plan area. The plan area also contains two sport fishing areas. Table H-8 provides the breakdown of public parks in the plan area:

<table>
<thead>
<tr>
<th>Name</th>
<th>Acres</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orangegate Park</td>
<td>147</td>
<td>Park</td>
<td>Total includes the undeveloped Waller Road properties. Contiguous with Metro Parks Tacoma’s 213-acre Swan Creek Park.</td>
</tr>
<tr>
<td>Swan Creek Park</td>
<td>100</td>
<td>Park</td>
<td></td>
</tr>
<tr>
<td>Lidford Playfield</td>
<td>10</td>
<td>Playfield</td>
<td></td>
</tr>
</tbody>
</table>

Policies identify high-priority locations for possible acquisition, with several located within or adjacent to the Open Space corridor. The potential acquisition sites are not listed in order of priority:

- Regional trail along Tacoma Pipeline Road.
- Regional trail along Tacoma Rail right-of-way.
- Surface mine reclamation sites.

Public trails, hiking, and biking provide a valuable resource to the public. Within the plan area there are 29 miles of existing trails and seven miles of proposed trails. Table H-9 provides a breakdown of the proposed and existing trails in the plan area:

<table>
<thead>
<tr>
<th>Name</th>
<th>Acres</th>
<th>Type</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train to the Mountail Rail with Trail</td>
<td>3.3 miles</td>
<td>Proposed</td>
<td>Total Trail is 45 miles</td>
</tr>
<tr>
<td>(Nisqually Delta – Mt. Rainier Trail)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pipeline Trail</td>
<td>3.6 miles</td>
<td>Proposed</td>
<td></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>
LAW ENFORCEMENT

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 precincts located in the plan area. The South Hill Precinct is the nearest, located a few miles southeast. 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 Recruiting and Training.

A number of detectives whose primary duty is to investigate property crimes are based at the South Hill Precinct. In addition, a number of 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 issues in Pierce County.

In addition to the services described above, the plan area benefits from the ability of PCSD to provide additional special services 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 East. This office dispatches detachments to 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 depending on the calls for service in other areas of Pierce County.
Central Pierce Fire and Rescue, Fire District 6 (CPFR), has two stations within the plan area: Station 6-7, located at 8005 Canyon Road East, and Station 6-8, located at 5401 136th Street East. These stations serve an area of approximately 13,614 acres.

Station 6-7 operates one fire engine, one paramedic unit, one water tender, and the Medical Services Officer vehicle. The training division office and training tower are adjacent to this station. Station 6-8 operates one fire engine and one part-time paramedic 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.

CPFR was formed in 1996 following a merger of Fire District 6 (Parkland/Midland), Fire District 7 (Spanaway), and Fire District 9 (Summit/South Hill). In 2009, the District grew to include the City of Puyallup through annexation and the community of North Puyallup through a merger. These mergers have provided for more efficient and effective service to the affected communities.

CPFR provides 24-hour emergency medical and fire suppression protection to approximately 220,068 citizens and covers an 85-square mile area encompassing the communities of Parkland, Midland, Spanaway, South Hill, Puyallup, Summit, and Frederickson, operating 12 fire stations that are staffed 24 hours per day by career personnel.

In addition to fire suppression and emergency medical services, CPFR provides hazardous materials response and technical rescue service. Technical rescue involves any situation where life is in danger (drowning, climbing, building collapse, etc.). CPFR also provides training and information to the public on fire and injury prevention, CPR, First Aid, fire extinguisher usage, and other safety-related topics.
Riverside Fire & Rescue, Fire District 14, has one station within the plan area located at 4114 56th Avenue East. The Fire District provides service along the lower Puyallup River Valley.

Staff includes primarily volunteer firefighters, which work alongside career fire chiefs. All firefighters are trained to the standards set in place by the Washington State Fire Marshal’s office.

The District provides fire and emergency medical services, water rescue, and hazardous materials investigation. These services are provided with a fleet of one front line fire engine, one reserve fire engine, one water tender, one basic life support aid unit, one reserve basic life support aid unit, one marine unit, one brush unit, and two command staff units.

The District has operating agreements with the City of Tacoma, East Pierce Fire & Rescue, and Brown’s Point/Dash Point Fire. Riverside firefighters also work alongside local law enforcement agencies, such as Washington State Patrol, Pierce County Sheriff, and Puyallup Tribal Police.

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 (Evergreen Lutheran High School) are also located in the plan area.

The Comprehensive 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.

**Bethel School District #403**

Bethel School District serves 763 acres (5 percent) of the Mid-County Community Plan area. There are no Bethel schools in the plan area. The Bethel School District’s capacity is based on the District’s standard of service.
and the existing inventory. Existing October 2013 inventory includes both permanent and modular (portable) classrooms. For this same period of time, student enrollment was 18,104. Enrollment is projected to increase to 19,927 by 2019.

**Franklin Pierce School District #402**

Franklin Pierce School District serves 7,841 acres (54 percent) of the Mid-County Community Plan area. There are three elementary schools and one high school located within the plan boundary: Central Avenue Elementary School, Midland Elementary School, Collins Elementary School, and Franklin Pierce High School.

**Puyallup School District #3**

The Puyallup School District serves 5,924 acres (41 percent) of the Mid-County Community Plan area. There is one elementary school located within the boundary of the plan area, Waller Road Elementary.

**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 Street East. There is also a Processing and Administrative Center located at 3005 112th Street East. Additionally, people that live in the plan area have the option to remotely connect to the Pierce County Library System via the internet.
The goal of the Pierce County Sewer Division of Planning and Public Works is to connect the entire 117 square-mile sewer service basin to the Chambers Creek Regional Wastewater Treatment Plant eliminating the need for new, and retiring existing, on-site septic installations.

The Mid-County service area is concentrated within three sewer service basins – Summit-Waller Basin and the Brookdale/Golden Given Basins. These areas are zoned largely rural with limited urban designations and constitute approximately 15 percent of the County’s sewer service area.

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

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

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

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

The Chambers Creek Regional Wastewater Treatment Plant (Plant) and associated Collection System is a sanitary system, meaning that the system collects and treats only wastewater and does not collect or treat stormwater. Collected wastewater is treated through anoxic secondary treatment utilizing primary sedimentation and anaerobic digestion and operates under a National Pollution Discharge Elimination System (NPDES) permit issued by the Washington State Department of Ecology. The Plant is currently rated to treat 45.25 MGD (million gallons per day). The average daily flow is currently 21 MGD collected from the 117 square-mile service basin.
Current State law prohibits the installation of sewers in rural areas unless installed/vested prior to the adoption of the State Growth Management Act in 1994, or as directed by the TPCHD. State law does not prohibit the installation of sewer lines through a rural area.

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

While on-site septic systems remain a viable alternative to connection, the installation of any new system is interim, that is, the septic system is to be abandoned and connected to sewer once collection lines become available as defined by the appropriate agencies. An on-site septic system shall be considered an interim as defined per Pierce County Code (PCC) 18.25.030 and shall be designed to comply with PCC 18J.15.160 and TPCHD’s Environmental Health Code, Chapter 2 On-site Sewage.

**STORMWATER**

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. Stormwater is precipitation that has interacted with the surface of the land, including the available pollutants found there, then has concentrated into runoff and is carrying pollutants from the land surface with it. If not properly addressed, the increase can result in flooding, water quality and habitat degradation, and soil erosion.

Within the Mid-County plan area there is a network of manmade and natural drainage systems. Mid-County’s storm sewer system is comprised of a system of conveyances including roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, manmade channels, and storm drains designed to convey stormwater. 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 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.

The drainage systems in the plan area include Clear-Clarks Creek and Clover Creek. Significant flood hazards exist in many areas of Mid-County, including 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 East and Woodland Avenue East, and 112th Street East and 144th Street East includes a major system of wetlands, including four creeks associated with the Clear-Clarks Creek drainage: Woodland Creek, Diru Creek, Rody Creek, and Canyon Creek.

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 hold drainage from the area.

The regional systems 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. Private systems associated with developments exist within the plan area. Private parties, such as homeowners associations, are responsible for maintaining those facilities. Pierce County’s Municipal National Pollutant Discharge Elimination System (NPDES) Permit requires that both public and private systems be inspected regularly to ensure proper function.

The discharge of stormwater to streams, wetlands, and other natural waters (receiving water) is regulated by Washington State through the County’s Phase I Municipal Stormwater Permit (Stormwater Permit). The permit system is required by the federal Clean Water Act and must be designed to protect the beneficial uses of surface waters. Some of these beneficial uses are recreation, swimming, salmon habitat, and a source of fresh water inputs to Puget Sound.

The Stormwater Permit is revised every five years to incorporate new information on stormwater management. The most recent permit became effective August 1, 2019. This permit requires the County to regulate land development and consider the impacts of land use decisions on stormwater discharges and surface water quality. The considerations must address the protection and restoration of receiving water quality during long-range 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.

Basin plans reflect Pierce County’s commitment to compliance with local regulations related to flooding and water quality management, in addition to the requirements of federal and State regulations. Requirements include the federal Clean Water Act and Code of Federal Regulations, State Water Quality Standards, Endangered Species Act, FEMA floodplain regulations and Community Rating System, State Hydraulic Code, Shoreline Management Act, and Growth Management Act.
Basin plans focus 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 Supply**

Mid-County residents and businesses receive their potable water (or drinking water) from one of several types of water systems operating under different ownership arrangements (e.g., municipal, mutual or investor-owned) or from “individual wells.” The majority of residents receive their drinking water from a Group A water system, which is 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.
### 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

#### PARKS

**GOAL MC PR-1** Monitor and maintain the level of service for the park system.

**MC PR-1.1** Evaluate the level of service for the parks system 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 parks within the plan area to serve the needs of community residents as well as providing countywide benefits. New 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 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 Public Utilities;

MC PR-3.2 Regional trail along the Tacoma Rail right-of-way. The site is currently owned by Tacoma Public Utilities; and

MC PR-3.3 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.

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 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 Appropriate active recreation may include:

MC PR-4.7.1 Multipurpose recreation building; and

MC PR-4.7.2 Multipurpose ball fields.

MC PR-4.8 Active recreational uses may be more appropriate on the northeast 40 acres.

MC PR-4.9 Passive recreational uses are more appropriate on the southwest 120 acres.

MC PR-4.10 Consider development of a trailhead parking lot with restroom facilities to serve Orangegate Park and the proposed Pipeline Trail.
GOAL MC PR-5  Pierce County shall support the creation of a park service area or district to help fund and develop local parks throughout the plan area.

MC PR-5.1  Establish level of service (LOS) standards for local park and recreation facilities.
MC PR-5.2  Design and locate new parks within the plan area to serve the needs of all segments of the community. These parks should meet the following criteria:

MC PR-5.2.1  Locate new park sites in a manner to take advantage of the physical amenities within the plan area;

MC PR-5.2.1.1  Priorities include stream corridors, forested sites, historical areas, and scenic vistas;

MC PR-5.2.2  New parks may provide passive or active recreational areas;
MC PR-5.2.3  Access to a park should be from a local, residential, or arterial street if traffic volumes are anticipated to be high;
MC PR-5.2.4  Restroom facilities should be provided at parks;
MC PR-5.2.5  Smaller parks are appropriate when location is considered and larger sites are not available;
MC PR-5.2.6  Parks should be separated from one another in a relatively even manner throughout the plan area; and
MC PR-5.2.7  Typically a one- to two-mile separation is desirable.

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 Pipeline Trail located along Tacoma Pipeline Road, and Tacoma Rail regional trail.

MC PR-6.4  Consider trail development in the Summit View area that can provide benefits to the active transportation system by connecting urban density neighborhoods to the Urban Corridor area in the Canyon Road commercial area.

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 Acquire property that will support a community-wide system of trails now and in the future.

MC PR-6.7.1 Whenever possible, unopened rights-of-way and other public lands should be dedicated for trail purposes.

MC PR-6.7.2 Acquiring easements across private lands should be considered when necessary.

MC PR-6.8 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-6.9 Utilize critical area buffers, open space areas, greenbelts in private developments, and passive and active parks for informal trail purposes.

MC PR-6.10 Encourage private property owners to donate public trail access.

MC PR-6.10.1 Compensate landowners for providing easements for public trails across private property.

MC PR-6.11 Acquire property for a trailhead that 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.

**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 Public Utilities to develop Pipeline 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 Surface Water Management (SWM) to explore opportunities to utilize regional stormwater facilities and other SWM properties 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 development of a trail between Orangegate and the Swan Creek Park properties.

MC PR-9.2 Support implementation of the Swan Creek Park Master Plan.

**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 and Recreation 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**  Pursue a variety of methods 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 for active recreation.

**Utilities Policies**

**Sanitary Sewer**

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

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

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

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

- [Unified Sewer Plan](#)
- [Sewer Improvement Program](#)
- [Capital Facilities Plan](#)

**GOAL MC U-1**  Sewer and wastewater treatment facilities should be constructed, operated, and maintained per the six-year Capital Facilities Plan and the twenty-year Sewer Improvement Plan.
GOAL MC U-2  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-2.1  Schedule construction activities to avoid sensitive time periods in the life cycle of fish and wildlife, such as spawning, nesting, and migration.

MC U-2.2  Whenever possible, construction will be scheduled to minimize disruption of access to area residences and businesses.

GOAL MC U-3  Sewer service may be extended outside of the urban growth area to serve schools necessary to meet the needs of students within the local school district. No other extensions into the rural area should be allowed.

STORMWATER

GOAL MC U-4  Identify the areas within and adjacent to the community that are highly sensitive to changes in hydrologic conditions and functions.

MC U-4.1  Meet or exceed State Surface Water Quality Standards (WAC 173-201a).

GOAL MC U-5  Implement the recommendations of the Clear/Clarks Creek Basin and Clover Creek Basin plans.

MC U-5.1  Consider the basin modeling results when making decisions regarding the allowable range and intensity of land uses within the community.

GOAL MC U-6  Reduce the number of Pierce County waterbodies on the State 303(d) Listing of Impaired Waters.

POTABLE WATER

GOAL MC U-7  Revise water service boundaries in cases where the designated water service provider cannot provide timely or reasonable service.
Map H-17: Existing and Planned Parks and Trails

*Trails are from the Pierce County Regional Trails Plan.
Map H-18: Schools and School Districts

Revision Date: 11/2/2017
Plot Date: 1/16/2018

Map Disclaimer: The map features are approximate and are intended only to provide an indication of land features. A detailed and accurate base map is required for planning, development, and construction purposes. The map accuracy is directly dependent on the source data used.

Legend:
- County Boundary
- Municipal Area
- School District Boundaries
- Community Plan Boundary
- School Grounds:
  - University/College/Technical
  - High School
  - Jr High/Intermediate/Middle
  - Elementary/Primary
  - Private or Other

Schools:
- University/College/Technical
- High School
- Jr High/Intermediate/Middle
- Elementary/Primary
- Private or Other

Map Credits: The map images are provided by Pierce County, Washington. The map data is derived from various sources, including, but not limited to, the U.S. Census Bureau, the Washington State Department of Natural Resources, and private surveyors. The map is intended for general information purposes only and may not be suitable for specific applications.
Chapter 7: Transportation Element

INTRODUCTION

Despite the economic downturn during the last decade, the Mid-County Community Plan area and surrounding areas have experienced significant residential and commercial construction and resulting growth, causing increased traffic. Pierce County has implemented numerous improvements to the road system over this period to accommodate travelers using both motorized and active transportation modes (bicycling, walking, and skating), but keeping pace with growth is challenging.

Emerging transportation needs are especially evident on north-south routes, where high rates of traffic growth have occurred. Widening of Canyon Road East north of SR-512 and operational improvements, such as traffic signals and turn lanes on Golden Given Road East, Waller Road East, and Woodland Avenue East, will be major focal points for future investment.

Despite rapid land use growth and increasing congestion, modes of travel have changed very little. U.S. Census data shows that between 75 percent and 80 percent of Pierce County commuters drove alone to work in 2010, which is very similar to the levels in 1990. These levels are likely to remain about the same in the near future, unless large investments in transit and active transportation facilities occur and residents significantly alter their travel behavior. A major focus of future transportation investments will be to construct sidewalks, trails, and bike lanes within Corridors and connecting to residential areas.

TRANSPORTATION GOALS

Improvements to the transportation system need to efficiently facilitate existing and projected travel by all modes. The policies in this element strive to safely connect roadways, sidewalks, bike lanes, and trails to residential neighborhoods, schools, parks, community services, and commercial areas, while facilitating traffic flow with improvements to existing roadways. Plan policies and action steps prioritize:

- Safe sidewalk connections or pedestrian pathways from schools and recreation areas to surrounding neighborhoods;
- Sidewalk and bicycle connections within Corridors and connecting to adjacent residential areas;
- Improve north-south capacity and connectivity on Canyon Road East;
- Improve capacity and operations on north-south and east-west roadways through installation of traffic signals and turn lanes; and
- Expand the Pierce County Public Transportation Benefit Area for transit routes to be added within the plan area, especially on Canyon Road East.
ROADWAYS

Most of 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, the area experiences a significant amount of “outside” or “pass through” traffic. While there are not any roadways in the plan area 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 (SR-512 and SR-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 SR-512. Since most of the commercial activities 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 and Canyon Road East south of SR-512.

In total, there are approximately 140 miles of County roadway and about six State highway miles in the plan area. Pierce County employs a functional classification system representing a hierarchy of roadways ranging from those serving trips between and within the larger activity and population centers (Major Arterials) to those providing circulation and access to the residential neighborhoods (Local Roads). Of the 140 miles of County roadway in the plan area, there are approximately 18 miles of major arterials, 21 miles of secondary arterials, 33 miles of collector arterials, and 67 miles of local roadways. The County’s roadway design guidelines use the functional classification system to specify design features.

ACTIVE TRANSPORTATION

Trails, sidewalks, bike lanes, and roadway shoulders are used for travel by bicyclists, pedestrians, skateboarders, and other active transportation modes, as well as equestrians. 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 common. However, many of the existing local roadways within the Mid-County area are narrow and do not have shoulders or sidewalks to accommodate active transportation.

The County roadway system in the plan area includes over 24 miles of sidewalks. Sidewalks are found on both arterial and residential roadways. An increase in sidewalk miles in recent years has been a result of both public expenditures and investment by private developers. Pierce
County routinely includes sidewalks when widening roadways or constructing new roads in the urban area (e.g., the sidewalks that were added to 112th Street East when it was widened within the plan area). The County also requires land developers to include sidewalks on roadways within their sites and County roads that front their property in the urban area.

Depending on the roadway, bicycling occurs on shoulders, sidewalks, and within travel lanes. Historically, the County road system was primarily developed without wide, paved shoulders. In the past few decades, road construction has resulted in an increasing number of paved shoulders. The practice of providing facilities for active transportation is reinforced by the County Council’s adoption of a Complete Streets Ordinance in 2014 (Ordinance No. 2014-44s), which requires facilities for all users on all newly constructed and reconstructed roads.

The policies in the Mid-County Community Plan reflect the desires of local residents for additional active transportation improvements. Paved shoulders and/or sidewalks are proposed along many arterials in order to accommodate pedestrian and bicycle travel to neighborhoods, schools, parks, and Corridors. Proposed multi-use trails are recommended along Tacoma Pipeline Road, Tacoma Rail Line, and the utility lines to create an active transportation system that connects the Mid-County area with the surrounding areas.

A listing of the motorized and active transportation project recommendations is included in the Comprehensive Plan.

**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.

Sound Transit plans to increase the number of weekday trips for its existing commuter rail service along the BNSF line, serving stations in Sumner, Puyallup, Tacoma, and Lakewood. Amtrak has a station in Tacoma that provides long distance rail service to Portland and Vancouver, BC.

**Transit Service**

Pierce Transit provides local transit service in the form of two east-west routes in the Mid-County area. It operates a fixed bus route (Route 409) that runs along 72nd Street East and Canyon Road East through the northern part of the Mid-County area. Another fixed bus route (Route 410) runs along 112th Street East from Lakewood 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.
The Sound Transit 3 (ST3) package was approved by voters in 2016. It includes expansion of Sounder commuter rail, light rail, and express bus service within Pierce County. While there is no rail service planned within the unincorporated areas, ST3 includes increased express bus service for County residents. Express bus service enhancements will be seen in South Hill, Puyallup, Bonney Lake, Sumner, Orting improving access to the rail system for those Cities and surrounding unincorporated areas.

Pierce Transit adopted a long-range plan in 2016, “Destination 2040.” This plan has a number of scenarios for future growth, some of which include increased bus frequencies on SR-161, bus-rapid transit (BRT) on SR-7 between Tacoma and Parkland/Spanaway, service from Spanaway to South Hill via 176th Street East, and bus service along 122nd Avenue East.

While the policies in this plan call 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, such as SHUTTLE, to the Mid-County Community Center and other residential areas with senior housing is considered a high priority. The addition of bus stops within the Canyon Road East corridor near SR-512 is also recommended. Additional transit service is contingent upon funding availability and, in some areas, expansion of the Pierce County Public Transportation Benefit Area.
**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 East.

**MC T-1.1.1**  
Widen Canyon Road East 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 East 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 East, such as Pioneer Way East and 72nd Street East.

**MC T-1.1.3**  
Support the northerly extension and realignment of Canyon Road E. from Pioneer Way East to 70th Avenue East.

**MC T-1.1.4**  
Limit the number of traffic signals on Canyon Road East north of SR-512.

**MC T-1.1.5**  
Coordinate the timing and phasing of traffic signal operations on Canyon Road East and other major arterials.

**MC T-1.1.6**  
Facilitate truck traffic with the provision of climbing lanes on Canyon Road East from Pioneer Way East to 72nd Street East.

**MC T-1.1.7**  
Recognize that Canyon Road East is intended to be a freight corridor between Frederickson and Port of Tacoma.

**MC T-1.1.8**  
Examine ways to improve access to properties in the commercial and industrial areas along Canyon Road East.

**MC T-1.1.8.1**  
Provide a buffer of native vegetation or other noise abatement measures between Canyon Road East and residential properties within the rural area.

**MC T-1.2**  
Give the next highest priority to the funding and implementation of roadway capacity projects that provide access to Canyon Road East.

**MC T-1.2.1**  
Give priority to capacity improvements at the following locations:

- **MC T-1.2.1.1**  
  Pioneer Way East from Tacoma city limits to Woodland Avenue East;

- **MC T-1.2.1.2**  
  72nd Street East from the Tacoma city limits to Pioneer Way East;

- **MC T-1.2.1.3**  
  Pioneer Way East/Waller Road East intersection;

- **MC T-1.2.1.4**  
  128th Street East/Woodland Avenue East intersection;

- **MC T-1.2.1.5**  
  Portland Avenue East from 112th Street East to SR-512;

- **MC T-1.2.1.6**  
  Brookdale Road East from 38th Avenue East to Canyon Road East; and
**MC T-1.2.1.7**  
160th Street East from Canyon Road East to Woodland Avenue East.

**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 East interchange and the SR-512/Portland Avenue East interchange.

**MC T-1.4**  
Collaborate with developers to identify and preserve right-of-way within proposed transportation corridors.

### Active Transportation

**GOAL MC T-2**  
Consider strategies that make pedestrian circulation systems safe, convenient, and efficient.

**MC T-2.1**  
Sidewalks should be provided in the urban area and paved shoulders in the rural area.

**MC T-2.2**  
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-2.3**  
Provide pedestrian access to commercial developments either in the form of sidewalks for large centers or trails and paths in smaller centers. Priority should be given to the commercial areas near SR-512 and Canyon Road East.

**MC T-2.4**  
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-2.5**  
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-2.5.1**  
Priority should be given to the routes connecting to Franklin Pierce High School.

**MC T-2.6**  
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-2.7**  
Convert roadside ditches into shoulders through the use of covered culverts or grating, if feasible, at schools, parks, and recreational fields.

**MC T-2.7.1**  
The length of the shoulder improvement should be no more than one-half mile.

**MC T-2.8**  
Provide shoulders or paths on roadways with ditches to improve pedestrian safety.

**MC T-2.8.1**  
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.

**MC T-2.8.2**  
Consider lowering speeds on roads that do not have safe pedestrian facilities.
GOAL MC T-3  Consider active transportation 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 an active transportation 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 East corridor.

MC T-4.1  Provide pedestrian access onto new development sites from Canyon Road East.

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 East and Canyon Road East pedestrian and bicycle improvements.

GOAL MC T-6 Accommodate equestrian travel in the design of shoulders, where appropriate.

MC T-6.1 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 Discourage the use of sound walls in the rural areas.

MC T-7.3 Ensure that transportation routes used by mining operations are well lit and safe for motorists to travel.

MC T-7.4 Include vegetated or landscaped buffers or setback areas between any new sidewalks or pathways and the roadway, where feasible.

MC T-7.4.1 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 active transportation modes 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 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 Corridors and public service facilities, such as the Mid-County Community Center.

**MC T-10.3**
Encourage transit agencies to provide bus stops in Corridors and at public service facilities, such as the Mid-County Community Center.

**MC T-10.4**
Support extension of transit service on Portland Avenue East that connects to the route on 112th Street East.

**MC T-10.5**
Encourage transit agencies to establish local bus service operating along Canyon Road East with convenient bus stop locations serving multifamily and commercial uses and major employers.
MC T-10.6  Support extension of the Pierce County Public Transportation Benefit Area to include more of the plan area, including all of Canyon Road East.

MC T-10.7  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, paratransit services for persons with disabilities, and vanpool and ridesharing matching services.

MC T-10.8  Encourage Sound Transit to locate a transit stop at the SR-512/Canyon Road East interchange.
Chapter 8: 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 six plan elements.

GMA (RCW 36.70A) requires all counties with a population of 50,000 or more with a high rate of population growth to designate urban growth areas (UGAs). GMA requires that these UGAs be of sufficient size to accommodate the anticipated population growth during the 20-year period following the adoption of the UGA. In accordance with GMA, the Pierce County Council has adopted UGAs for Pierce County and its incorporated cities and towns. Pierce County completes a Buildable Lands report, which includes capacity analysis and land development trends monitored over a five-year period. The latest Pierce County Buildable Lands report was published in 2014.

While the Buildable Lands report monitors the effectiveness of land use policies related to where growth and development will take place, additional plan elements should be monitored for effectiveness through other means. This monitoring should result in updates to the plan to ensure the community’s vision for their area is realized. Information obtained from the monitoring program will be used to offer recommendations to decision makers as to what changes the community plan may need in order to attain specified goals and meet the visions in the plan.

In addition to regular monitoring, a comprehensive community plan update is necessary at least every 15 years to ensure that the vision identified in the community plan remains consistent with the community’s goals as the community changes over time.

**HOW TO MEASURE THE 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. PPW 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. PPW staff would evaluate if regulations and design standards have been adopted and are being implemented. The PPW 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 PPW staff, would need to be included in the monitoring. PPW staff would coordinate the monitoring and could discuss permit review with review staff and the LUAC to determine whether objectives are being met.

**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 PPW staff.

**Phase 5 – Outcomes**

Phase 5 monitoring would evaluate the extent to which each action results in the desired effect on the community. The primary participants are the residents and property owners in the plan area. Assistance would be provided by the LUAC and PPW staff. PPW staff would assist in organizing public meetings, preparing and distributing questionnaires, and using other means to gather this information.
**Timeline**

It is anticipated that the 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 2020, an update to the Mid-County Community Plan was adopted. The monitoring process should be continued following the 2020 update. Similar comprehensive updates to the plan should be completed at least every 15 years, or as requested by the Pierce County Council.

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 shall be evaluated.

As each phase of monitoring is completed, a report should be prepared by PPW staff which identifies the action being monitored, the specific purpose of the monitoring, methods used in monitoring, data collected, analysis of the data, and recommendations for further action. The
report should be submitted to the LUAC for review and comment. If the LUAC deems necessary, the report may also be forwarded to the County Council.

**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 update. Mid-term actions should be completed within 2 to 5 years. Long-term actions should be completed within 5 to 10 years of plan update. 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 Public Works (PPW), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), and Tacoma-Pierce County Health Department (TPCHD).

**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.
Table H-10: Implementing Actions

<table>
<thead>
<tr>
<th>ID</th>
<th>Action</th>
<th>Depts.</th>
<th>1 yr</th>
<th>2-5 yrs</th>
<th>5-10 yrs</th>
<th>Overlap</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td><strong>Community Background and Demographics</strong></td>
<td></td>
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</tr>
<tr>
<td>1.1.</td>
<td>Monitor community population, housing, and other demographic data.</td>
<td>PPW</td>
<td>X</td>
<td>X</td>
<td></td>
<td>All Elements</td>
</tr>
<tr>
<td>1.2.</td>
<td>Evaluate the Community Plan background information and update as necessary through the Comprehensive Plan update or amendment process.</td>
<td>PPW</td>
<td>X</td>
<td>X</td>
<td></td>
<td>All Elements</td>
</tr>
<tr>
<td>2.</td>
<td><strong>Land Use</strong></td>
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</tr>
<tr>
<td>2.1.</td>
<td>Amend Title 18A-Zoning, Title 18B-Signs, and Title 18J-Design Standards and Guidelines according to updated Land Use policies.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2.2.</td>
<td>Ensure the integrity of the Rural Separator (RSep) through:</td>
<td>PPW</td>
<td>X</td>
<td>X</td>
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<tr>
<td></td>
<td>- Land use designations, zoning, and development regulations;</td>
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<td></td>
<td>- Providing a transition between urban land and rural areas;</td>
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<td></td>
<td>- Creating standards to promote compatibility with surrounding uses;</td>
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<td></td>
<td>- Prohibit urban uses and urban levels of service.</td>
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<tr>
<td>3.</td>
<td><strong>Community Character and Design</strong></td>
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<tr>
<td>3.1.</td>
<td>Amend Title 18J-Design Standards and Guidelines to incorporate new design standards for Centers and Corridors.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3.2.</td>
<td>Amend Title 18B-Signs to allow electronic reader board signs for civic uses in the Rural Separator zone classification.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3.3.</td>
<td>Work toward the creation of community entrances and streetscapes at identified locations through the use of design concepts and standards.</td>
<td>PPW, MCAC</td>
<td>X</td>
<td>X</td>
<td></td>
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<tr>
<td>3.4.</td>
<td>Develop a street tree management program.</td>
<td>PPW, MCAC</td>
<td>X</td>
<td></td>
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<tr>
<td>3.5.</td>
<td>Inventory existing billboards within the plan area.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>3.6.</td>
<td>Conduct a comprehensive review of the design standards and guidelines in Title 18J and update the regulations for Centers and Corridors zones.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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<tr>
<td>4.</td>
<td><strong>Economic</strong></td>
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<tr>
<td>4.1.</td>
<td>Encourage home-based businesses by educating residents on the opportunities, resources, and requirements for starting a home-based business.</td>
<td>PPW, ED</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>4.2.</td>
<td>Conduct and maintain an inventory of space available for home occupations to move to when they are no longer appropriate for residential areas.</td>
<td>ED</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>4.3.</td>
<td>Explore ways to streamline the permit process, reform the regulatory environment, and develop programs to promote home-based businesses.</td>
<td>ED</td>
<td>X</td>
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<tr>
<td>5.</td>
<td><strong>Environment</strong></td>
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</tr>
<tr>
<td>5.1.</td>
<td>Modify the Comprehensive Plan Open Space Corridor Map to include additional properties as specified in the plan policies.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>5.2.</td>
<td>Support the Pierce Conservation District in their efforts to help property owners develop farm management plans.</td>
<td>PPW</td>
<td>X</td>
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</tr>
<tr>
<td>5.3.</td>
<td>Expand Pierce County’s in-lieu fee wetland mitigation program to serve those portions of the plan area that fall outside of the Clover Creek basin.</td>
<td>PPW</td>
<td>X</td>
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</tr>
<tr>
<td>5.4.</td>
<td>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.</td>
<td>ATR</td>
<td>X</td>
<td></td>
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<tr>
<td>5.5.</td>
<td>Implement recommendations of the Clover Creek Basin Plan and Clear/Clarks Basin Plan where applicable within the plan area.</td>
<td>PPW</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Facilities and Services</td>
</tr>
<tr>
<td>5.6.</td>
<td>Pursue the development of passive use trails that make connections throughout the Open Space Corridor.</td>
<td>Parks</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Facilities and Services</td>
</tr>
<tr>
<td>5.7.</td>
<td>Work with the Pierce Conservation District, Puyallup Watershed Council, and Chambers-Clover Watershed Councils to address water quality issues in the plan area.</td>
<td>PPW</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Facilities and Services</td>
</tr>
<tr>
<td>5.8.</td>
<td>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.</td>
<td>MCAC, PPW</td>
<td></td>
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<tr>
<td>ID</td>
<td>Action</td>
<td>Depts.</td>
<td>1 yr</td>
<td>2-5 yrs</td>
<td>5-10 yrs</td>
<td>Overlap</td>
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<td>5.9</td>
<td>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.</td>
<td>Parks, MCAC, PPW</td>
<td></td>
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<tr>
<td>5.10</td>
<td>Inventory all drainage ditches within the community and consider unique regulatory standards that recognize the diversity of functions provided by these facilities.</td>
<td>PPW</td>
<td></td>
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<td></td>
<td>X Facilities and Services</td>
</tr>
<tr>
<td>5.11</td>
<td>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.</td>
<td>PPW</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>6.1</td>
<td>Utilize basin planning hydrologic condition modeling when making decisions regarding the allowable range and intensity of land uses.</td>
<td>MCAC, PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Environment</td>
</tr>
<tr>
<td>6.2</td>
<td>Coordinate with the City of Tacoma to initiate a study to design and construct the Cross-County Commuter Trail from the Tacoma city boundary near 68th Street East to Orangegate Park.</td>
<td>Parks</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.3</td>
<td>Amend the Coordinated Water System Plan (CWSP) to revise water service boundaries where the designated water service provider cannot provide timely or reasonable service.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.4</td>
<td>Coordinate with the school districts to develop strategies that address student capacity issues.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.5</td>
<td>Partner with the Franklin Pierce and Puyallup School Districts to facilitate joint County-District recreational opportunities within the community.</td>
<td>Parks</td>
<td>X</td>
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<tr>
<td>6.6</td>
<td>Pursue opportunities to develop park and recreational facilities in conjunction with public and private utility providers and adjacent cities.</td>
<td>Parks</td>
<td>X</td>
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<tr>
<td>6.7</td>
<td>Facilitate adopt-a-park and adopt-a-trail programs within the plan area.</td>
<td>Parks, PPW</td>
<td>X</td>
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<tr>
<td>6.8</td>
<td>Coordinate with the City of Tacoma to design and construct the Cross-County Commuter Trail from Tacoma City Limits to the Public Works STOP Facility at 94th Avenue East, in South Hill.</td>
<td>Parks, PPW</td>
<td>X</td>
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<tr>
<td>6.9</td>
<td>Implement recommendations from the Clover Creek Basin Plan and Clear/Clarks Creek Basin Plan.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Environment</td>
</tr>
<tr>
<td>6.10</td>
<td>Update maps and add signs and directional markers as the active transportation network develops and destinations are connected.</td>
<td>Parks, PPW</td>
<td>X</td>
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<tr>
<td>6.11</td>
<td>Support efforts to establish mechanisms that support the development of local 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.</td>
<td>Parks</td>
<td>X</td>
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<tr>
<td>6.12</td>
<td>Design and develop a community-wide trail system according to trail policies.</td>
<td>Parks, PPW</td>
<td>X</td>
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<tr>
<td>6.13</td>
<td>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.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
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<tr>
<td>6.14</td>
<td>North Fork Trunk – Proposed for completion by 2030: The project will provide service to part of the Parkland service area and will relieve future capacity restrictions in the Midland Trunk.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.15</td>
<td>Brookdale Trunk – Proposed for completion by 2030: The project will provide service to the eastern part of the Parkland area and the Woodland area of the East Basin and will generally follow Waller Road between Brookdale Road and 112th Street East.</td>
<td>PPW</td>
<td>X</td>
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<td>6.16</td>
<td>Woodland Pump Station Permanent Force Main – Proposed for completion by 2030: The project will connect the Woodland Pump Station to its permanent discharge point.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.17</td>
<td>Brookdale Interceptor Expansion – Proposed for completion by 2035: The project will relieve future capacity constraints in the existing Brookdale Interceptor and will connect the East Basin Interceptor to the Parkland/Brookdale Interceptor in the Parkland Sub-basin then serving all sub-basins upstream, including the East Basin, Rainier Terrace, and Frederickson Sub-basins.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.18</td>
<td>22nd Ave East Interceptor Expansion – Proposed for completion by 2040: The project will relieve future capacity constraints in the existing 12-inch 22nd Avenue East Interceptor and will follow the existing alignment.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>7.1</td>
<td>Revise development standards to require developments to provide safe, convenient, and efficient connections between adjacent existing or future residential and commercial developments.</td>
<td>PPW</td>
<td>X</td>
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</tbody>
</table>

Pierce County Comprehensive Plan | Mid-County Community Plan H-125
<table>
<thead>
<tr>
<th>ID</th>
<th>Action</th>
<th>Depts</th>
<th>1 yr</th>
<th>2-5 yrs</th>
<th>5-10 yrs</th>
<th>Overlap</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.2</td>
<td>Amend the Pierce County Transportation Element and Six-Year Transportation Improvement Program (TIP) to include the highest priority motorized and active transportation projects in the Mid-County Community Plan.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>7.3</td>
<td>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).</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>7.4</td>
<td>Coordinate with school districts to identify and prioritize pedestrian and bicycle improvements for upcoming grant funding applications, and incorporate identified needs in the County’s Safe Routes to Schools Plan.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>7.5</td>
<td>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.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>7.6</td>
<td>Coordinate with the neighboring cities, WSDOT, school districts, and utility companies to develop a study to identify an interconnected system of active transportation improvements throughout the Mid-County area.</td>
<td>Parks, PPW</td>
<td>X</td>
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<tr>
<td>7.7</td>
<td>Work with Pierce Transit to expand the range of transit services and to increase the number of bus stops within the Mid-County area, especially the provision of service along Canyon Road East.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>7.8</td>
<td>Update maps and add signs and directional markers as the active transportation network develops and destinations are connected.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
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</tr>
</tbody>
</table>

8. Plan Monitoring

8.1. Review initial effect of Community Plan update. | PPW | X | All Elements |
8.2. Review effectiveness of policies and land use patterns. | PPW | X | All Elements |