Appendix I: Parkland-Spanaway-Midland Communities Plan

The Parkland-Spanaway-Midland Communities Plan’s narrative text and policies are in addition to the Countywide Comprehensive Plan narrative text and policies and are only applicable within the Parkland-Spanaway-Midland Communities Plan Boundary.

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Vision Statement

This vision statement describes a common understanding of character and appearance of the community that we desire to establish using the policies, regulations, and standards contained in the Parkland-Spanaway-Midland Communities Plan. This statement should be used to determine intent and to provide context when interpreting the provisions of the plan.

We envision a community where:

- Commercial and residential areas are visually pleasing and reflect compatible land use.
- Traffic flows smoothly and safely.
- Streetside landscaping is prevalent and complimentary to adjacent properties.
- Children can safely walk to school.
- Building and street design help create quality neighborhoods.
- The local government responds to common concerns and values of the citizens.
- Public access and use of publicly owned waterfront on Spanaway Lake is managed for maximum public benefit.
- Alternate forms of transportation are encouraged and accommodated.
- Public and privately owned active and passive recreation facilities are available for all ages.
- Enough parks and playgrounds to meet our needs.

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Pierce County Comprehensive Plan | Parkland-Spanaway-Midland Communities Plan
Chapter 1: Introduction

Overview of the Plan Area

The Parkland-Spanaway-Midland (PSM) Communities Plan area is located in west-central Pierce County and encompasses approximately 20.3 square miles. The plan area includes three distinct, but interconnected communities, which are tied by history, environmental features, transportation issues, and growth pressures. The PSM Plan area is bounded on the north by the City of Tacoma, the west by the City of Lakewood and Joint Base Lewis-McChord, the south by Joint Base Lewis-McChord, and the east by the Mid-County and Frederickson community plan areas. While these communities share some common characteristics, each community has its own unique pattern of development.

The communities are characterized by a mix of:

- Historic urban communities
- New suburban residential neighborhoods
- Large lot residential areas
- Pacific Lutheran University
- Sprinker Recreation Center/Spanaway Park
- Clover Creek and Spanaway Creek watersheds
- Spanaway and Tule Lakes
- Major commercial and transportation arterials
DEMOGRAPHICS

Parkland, Spanaway, and Midland are home to over 79,000 people. Females make up 51 percent of the population while males make up 49 percent.

More than half of the residents are white. Interracial and Black/African American make up the next highest categories, totaling 22 percent. Asian makes up nine percent of the plan area and other races make up seven percent. Pacific Islanders and American Indian/Alaska Native make up the lowest percentages at five and one percent, respectively.

Figure I-1: PSM Race Distribution (2019)

**PARKLAND**

Parkland is defined by the presence of Pacific Lutheran University (PLU). The wooded, small lot, urban pattern of the north-central part of the community goes back to its platting in the 1890s. Parkland's character was altered significantly by the construction of the SR-512 freeway that split the community north to south. The newer residential portions of Parkland lie to the east of Pacific Avenue and south of PLU; both areas have experienced significant growth.

The western edge of Parkland is characterized by Clover Creek drainage, its wetlands, wooded large-lot residential areas, and historic farmsteads. Parkland is also characterized and influenced by the presence of the heavily-used Pacific Avenue commercial corridor, which is the main link from SR-512 and I-5 to Bethel, Graham, Frederickson, and Spanaway areas, as well as the main route to Mount Rainier National Park. The historic Garfield Street neighborhood, at the eastern edge of PLU, serves as the pedestrian commercial center of the community and university.

**SPANAWAY**

Spanaway is defined by the presence of Spanaway Lake and the associated regional recreation centers: Sprinker Recreation Center, Spanaway Park, and Lake Spanaway Golf Course. The historic Spanaway town site lies to the south of Spanaway Park on the eastern shore of Spanaway Lake. Spanaway has grown substantially with suburban and large-lot residential neighborhoods developing on the east side of Pacific Avenue and in the areas surrounding Spanaway Lake. As with Parkland, Spanaway is characterized by the Pacific Avenue corridor, as well as Old Military Road (the entrance to the east gate of McChord AFB), and 176th Street East (the main east-west link to Frederickson and South Hill).

**Quick History**

Early 1890s: Transportation and recreation center as the southern terminus of the Tacoma and Columbia Railroad. The three-story, 72 room Hotel Spanaway was constructed near the depot at 161st South and Park. Columbia River Railway and Navigation Company platted and named the community Lake Park.

1890s: Development patterns were influenced by PLU and Scandinavian settlers. The first general merchandise store was located at 414 Garfield Street.

1891: Original Parkland Post Office was established.

1893: Economic panic stopped further development activities.

1894: The Pacific Lutheran Academy opened, which later became Pacific Lutheran University.

1903: Spanaway Park was founded and was managed by the Metropolitan Park District, then later deeded to Pierce County.

1910: Gustav F. C. Bresemann purchased 45 acres of land with 1,500 feet of waterfront adjacent to Spanaway Park and managed the property as a private recreation facility for many years until it was purchased by Pierce County.

1917: Camp Lewis Military Base was established on the Nisqually Plains as a training and mobilization center.

1922: Elmhurst Mutual Power and Light was established to provide electrical service.

1930s: Street car was discontinued.

1940s-50s: PLU enrollment peaked with 600 students and 21 of the major buildings were constructed.

1946: Garfield Street was paved.

1955: Parkland Post Office opened.
Midland can also trace its settlement back to the 1890s, when it was a farming community, with a town site platted along the southern end of Portland Avenue East. Today, Midland is characterized by a mix of urban residential development, interspersed with large lot residential areas, pastures, wetlands, and woodlands. The community is accessed and characterized by the Portland Avenue East transportation and employment corridor. Most commercial development in Midland is focused along the 72nd Street East corridor and along Portland Avenue East, between 93rd Street East and 112th Street East. A significant amount of light industrial uses exist in the vicinity of the historic town site along Portland Avenue East and in close proximity to SR-512.

Figure I-2: Parkland, Spanaway, and Midland Community Boundaries
**History of the Plan Area**

**Early Settlers**

Late 1840s: Spanaway was one of the earliest areas of settlement in the County.

1850: Donation Land Act brought new settlers.

1853: First military road in Washington connected Fort Steilacoom with Fort Walla Walla. Military Road S. is a remnant of the original road.

1870: 130 German Chicago residents responded to a plea from the territorial governor to settle in the area.

1870s: Hops were a cash crop. Logging of douglas fir, cedar, alder, hemlock, and maple.

1880s

1890-1940: The communities grew slowly, retained a distinct rural character.

1900-1940

1927: Fort Lewis was one of three sites for main divisional posts in the country.

1929: The Great Depression created severe financial difficulties for the public school district, Parkland Golf Association, and Pacific Lutheran University.

1938: McChord Air Force Base acquired by the government.

1940-1960

1941: Community population around 750.

1948: Franklin Pierce School District formed.

1964: Population was about 18,450.

1960s-70s: Transportation access improved. Residents began to shop outside the community and many small businesses that depended on local clientele couldn’t be sustained.

Mid-1970s: Pierce County sanitary sewer system was formed and extended into the area. Increases in residential growth and commercial development along Pacific Avenue.

By 1960: Now suburban, development problems were annexation, incorporation, utility expansion, drainage and sewer related problems, and sprawl.
Early Settlers

The first inhabitants of the Parkland, Spanaway, and Midland areas were the Squally Indians. There were abundant food sources on the prairies and in Clover Creek, such as salmon, trout, elk, deer, bear, berries, and edible roots that were hunted or gathered by the Native Americans. The British-owned Hudson Bay Company established Fort Nisqually, which was located in the present-day City of DuPont, to operate a fur-trading business. The company also established an agricultural subsidiary called the Puget Sound Agricultural Company. Twelve thousand sheep, 3,000 cattle, and 300 horses are said to have grazed the Puget Sound Agricultural Company land. The Hudson Bay Company personnel were the first European inhabitants of the south Puget Sound area.

The communities of Midland, Parkland, and Spanaway started as farming communities over 125 years ago. The Donation Land Act passed by the U.S. Congress in 1850 brought a major influx of new settlers into the area. The law provided 320 acres to single adult male citizens over 21 years of age. Married couples could claim 640 acres (one section) of the land. After the law expired in 1855, the Homestead Act was passed in 1862, granting 160 acres to individual citizens. The first wagon train of pioneers arrived in Pierce County in 1853. The earliest pioneers that settled in Parkland were Thomas and Agnes Tallentire. Some of the early donation land claimants included the Mahons, Smiths, Pattisons, and Moreys.

After the 1870s, hops became a cash crop among the early settlers. Virgin forests of Douglas fir, cedar, alder, hemlock, and maple were logged for timber. Settlers fished for salmon in the creeks and established orchards and used the area for grazing sheep and cattle. Agricultural activities continued through the 1880s. The original Parkland Post Office was established in 1891. Spanaway was one of the earliest areas of settlement in Pierce County, with the settlement record dating back to the late 1840s. The name "Spannuch" later modified to Spanaway is believed to have been derived from a Native American word referring to Spanaway Lake. Early donation land claimants adjacent to the shores of Spanaway Lake were Henry and Minerva de la Bushalier. The title to the land was given to the couple in 1854.

The first military road constructed in the State of Washington (1853) connected Fort Steilacoom with Fort Walla Walla. The existing Military Road South in Spanaway is a remnant of that original road. In 1870, 130 German residents of Chicago came to the area responding to a plea from the territorial governor to come and settle in the area. Gustav F. C. Bresemann, born in Germany and trained in cabinet making, was one such immigrant. Mr. Bresemann and his business partner, Burow, started the first furniture manufacturing plant in the area, supplying manufactured fine furniture to many homes in Tacoma and the surrounding area. Mr. Bresemann sold his land and water rights to Tacoma Light and Power Company in 1888. Some of the early settlers included the Rohr, Simond, Bittner, Benston, and Berger families who settled in the community in the 1880s and 1890s. Some of these early immigrant families went into agriculture and provided a variety of meat products including sausage, dairy products, and woolen products to the community. Hops, potatoes, and vegetables were also produced on farms and sold. Many people later lost their land when it was condemned for the Army Post.
**PARKLAND - EARLY DAYS**

The establishment of the Pacific Lutheran University (PLU) campus and attraction of Scandinavian settlers into the community had a major influence on the development pattern beginning in the 1890s. The Pacific Lutheran Academy, which later became Pacific Lutheran University, opened in 1894 when Old Main, the present day Harstad Hall, was completed. The first general merchandise store was located at 414 Garfield Street South. Homes began to be built in the center of Parkland in 1890. Bjug Harstad, the inspirational leader and Lutheran pastor, was elected the first President of PLU.

The Methodist Church of the Parkland area was built in 1900. The completion of the Northern Pacific Railroad with the location of its western terminus in Tacoma in 1887 spurred rapid growth in the area. The population in Tacoma grew from 1,000 to 45,000 between 1880 and 1890. The Parkland and Brookdale areas were platted in 1890 by William Wilson and Frank D. Nash to provide residential sites for the rapidly growing population.

The Parkland area grew rapidly during the 1890s and the community was soon established as a Tacoma suburb. The rail lines were extended from Tacoma to Fern Hill, Parkland, and Spanaway in 1888. A steam-powered locomotive called "Old Betsy" ran from Tacoma to Lake Park (Spanaway) through Edison (South Tacoma Way) and Parkland with passengers. The street car was discontinued in the 1930s.

**SPANAWAY - EARLY DAYS**

The Spanaway community was a busy transportation and recreation center in the early 1890s as the southern terminus of the Tacoma and Columbia Railroad. The three-story, 72 room Hotel Spanaway was constructed near the depot at the southern terminus of the line at 161st Street South and Park Avenue South. The Columbia River Railway and Navigation Company platted the area and named the community Lake Park. The economic panic of 1893 stopped further development activities. Active promotion by the railroad company and the railroad connection from Tacoma made Spanaway Lake the most popular recreational spot in the area. In 1903, Spanaway Park was founded. Managed by the Metropolitan Park District, the area was used for public water supply and recreation. In 1910, Bresemann purchased adjacent property containing 45 acres of land with 1,500 feet of waterfront. For many years, Bresemann managed the property as a private recreation facility. The Metropolitan Park District deeded the land to the County. Additional property was acquired into the park system when Pierce County purchased the 45 acres from Bresemann. In 1917, Camp Lewis Military Base was established on the Nisqually Plains as a training and mobilization center. Elmhurst Mutual Power and Light was established in 1922 to provide electrical service in Spanaway.

**MIDLAND - EARLY DAYS**

The initial settlement of Midland was focused around farming activities. Around 1900, a town site was platted along the south end of Portland Avenue. This part of Midland has been a focus of commercial and some industrial activity for decades.
Recent Past

The area was relatively unaffected by World War I, and the years of 1920 to 1934 saw few changes beyond the formation of Fort Lewis. In 1927, Fort Lewis became one of the three sites for main divisional posts in the country. The Great Depression of 1929 created severe financial difficulties for the public school district, the Parkland Golf Association, and Pacific Lutheran University. The depression, however, did not significantly alter business activities in Parkland or Spanaway. Until 1940, the community grew slowly and continued to retain a distinctly rural character.

The years between 1940 and 1960 brought significant changes to the area’s character. By 1941, community population increased to 750 persons and PLU enrollment reached 500 students. World War II brought significant growth into the area. In 1940, the military population of Fort Lewis increased to 30,000, and McChord Air Force Base, which had been acquired by the government in 1938, became an active air lift and air defense station. Between 1945 and 1955, the following developments occurred: a large influx of war veterans caused unprecedented increases in demand for goods and services; demands for new housing were at an all-time peak; the enrollment at PLU increased to 600 students; 21 of the 23 major buildings on campus were erected; Garfield Street South was paved in 1946; strip development began to occur along Pacific Avenue; and the Pierce County Refuse Company was established. In 1948, the Franklin Pierce School District was formed and the Parkland Post Office opened in 1955.

By 1960, Parkland-Spanaway’s conversion from frontier to suburbia was complete. With a population in 1964 of 18,450, the area was faced with the contemporary developmental problems of annexation, incorporation, utility expansion, drainage and sewer related problems, and sprawling development.

Residential and commercial growth in the area continued in the 1950s due to additional personnel stationed at the military bases. The community continued to grow from the latter part of the 1950s and through the 1960s and 1970s. Small business establishments continued to serve the communities in semi-rural, general store formats. However, as transportation access improved, residents shopped outside the community at the commissaries of McChord and Fort Lewis, Lakewood’s Villa Plaza which opened in the late 1950s, and the Tacoma Mall which opened in the 1960s. Many small businesses that depended on local clientele could no longer be sustained.

The development of the Pierce County sanitary sewer system in the mid-1970s and its extension into the Parkland, Spanaway, and Midland communities significantly influenced residential growth. As the communities have grown residentially, so has the commercial development along Pacific Avenue. A commercial corridor has continued to expand to meet the needs of Parkland and Spanaway residents. With continued growth, the community has experienced pressure on its transportation systems, its parks and open spaces, schools, and local utilities.
HISTORY OF THE PARKLAND-SPANAWAY-MIDLAND COMMUNITIES PLAN

1980 PARKLAND-SPANAWAY COMPREHENSIVE [COMMUNITY] PLAN

Prior to the adoption of the 1980 Parkland-Spanaway Comprehensive Plan, planning within the area was based on the 1962 Pierce County Comprehensive Plan. The development of a new comprehensive plan for Parkland-Spanaway began in 1974. Parkland residents who were concerned about a Port of Tacoma proposal for an air freight terminal recognized that this issue and several other important land use questions needed to be resolved. Through the efforts of these residents, the Board of Commissioners appropriated a budget for the development of a comprehensive plan.

In 1976, a citizens’ group called the Parkland-Spanaway Citizens’ Advisory Committee (CAC) was formed. This group was tasked to develop and foster community awareness and support for the plan. Over a three-year period, the CAC met on a regular basis to develop the basic goals, objectives, and recommendations, as well as the overall philosophy contained within this plan.

In addition to the Parkland and Spanaway communities, the plan also included the Midland and North Clover Creek/Collins communities. In 1982, the Parkland-Spanaway Zoning Regulations were adopted by Pierce County. In 1983, the Midland area was removed from the control of the 1980 plan and 1982 regulations and reverted to the control of the 1962 Pierce County Comprehensive Plan and Zoning Code.

1994 PIERCE COUNTY COMPREHENSIVE PLAN

In 1994, per the requirements of the Washington State Growth Management Act (GMA), Pierce County adopted a new Comprehensive Plan. The 1994 Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The plan established population projections, urban growth areas, and rural areas. The 1980 Parkland-Spanaway Comprehensive [Community] Plan remained in effect as a component of the new Comprehensive Plan, but many aspects of the 1980 plan were not consistent with the new County Comprehensive Plan and consequently were superseded by the new countywide plan and implementing Development Regulations-Zoning that became effective in July 1995.

GMA goals include planning for concentrated urban growth, sprawl reduction, regional transportation, affordable housing, economic development, property rights, permit processing, natural resource industries, open space and recreation, environmental protection, early and continuous public participation, public facilities and services, historic preservation, and shoreline management (RCW 36.70A.480).

2002 PARKLAND-SPANAWAY-MIDLAND COMMUNITIES PLAN

The 1994 Comprehensive Plan incorporated interim policies based on the 1980 Parkland-Spanaway Comprehensive Plan; however, a need for a new plan was apparent. In 1997, the
Pierce County Council directed staff to work with the community to update the plan for Parkland and Spanaway.

Prior to initial adoption in 2002, development of the Parkland-Spanaway-Midland Communities Plan incorporated a variety of public involvement strategies including:

- The formation of Community Planning Boards (CPBs) and committees;
- Public workshops;
- Open houses; and
- Surveys.

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

**Legislative Authority to Develop the Plan**

Although the Growth Management Act does not require comprehensive plans to provide for community plans, Pierce County Ordinance No. 90-47S directs County officials to prepare a community plans element of the Comprehensive Plan. The majority of unincorporated County residents live in community plan areas. Community plans must be consistent with the Comprehensive Plan and the GMA.

In the community plans element of the 1994 Pierce County Comprehensive Plan, the Parkland-Spanaway-Midland area was identified as a community with an existing community plan that needed to be updated. In 1997, the Pierce County Council directed the Department of Planning and Land Services to update the 1980 plan.

At the request of residents, the County Council modified the boundaries of the 1980 plan area to include the Midland area and remove the North Clover Creek/Collins and west Frederickson areas. The process for updating the Parkland-Spanaway-Midland Communities Plan began in 1998 through the efforts of the Community Planning Boards and four committees (Commercial and Industrial Character and Economic Development (CICED), Natural Environment, Water Resources, Parks and Open Space (NEWPOS), Residential Areas (RAC), and Transportation).

**Community Planning Boards**

The development of the 2002 Parkland-Spanaway-Midland Communities Plan could not have been accomplished without the Parkland, Spanaway, and Midland Community Planning Boards (CPBs). Each CPB, appointed in 1998, consisted of a 15 to 16 member group representing a variety of interests and geographic locations of the community.

The CPBs were charged with the following responsibilities:

1) Serving as a sounding board for the community;
2) Developing a vision and goals for the community plan area;
3) Working with subcommittees in developing policies and implementing actions related to various topics;
4) Guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and

5) Forwarding a recommended updated Parkland-Spanaway-Midland Communities Plan to the Pierce County Planning Commission and Pierce County Council.

WORKSHOPS

In 1997, two workshops were held to gather public input for the development of a revitalization plan for the Garfield Street neighborhood. While this planning effort never resulted in the development of a formal plan, the information and ideas gathered from these two workshops were considered and, in some cases, incorporated in the commercial policies of the plan.

Three visioning workshops were held in March 1998, one in each of the communities in the plan area. These workshops were designed to check whether the visions from the 1980 Community Plan were still valid and how the plan should be changed.

The vision statement from the original 1980 Parkland-Spanaway Comprehensive [Community] Plan was revised by the Parkland, Spanaway, and Midland Community Planning Boards (CPBs) with significant input from the broader community through community workshops and surveys. This updated vision statement was used as the framework for the development of the communities plan. The vision statement was used by the Community Planning Boards to ensure that the detailed policies and implementation steps developed by committees of the CPBs were compatible with the values, needs, and hopes for the overall community.

In August 1998, a small focus group composed of long-term business people and property owners along the Pacific Avenue corridor was convened. The intent of the meeting was to gather insight from business people with a history of successfully making a living along Pacific Avenue. The group was asked a variety of questions designed to elicit responses on issues such as obstacles and opportunities for business success within the area, desired infrastructure improvements and potential funding sources for these improvements, and building design and sign standards.

SURVEYS

In 1998, a survey was distributed throughout the community to solicit input on various 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.

In the summer of 1998, a survey targeted towards business owners in the communities plan area was mailed out.

In August 1998, staff conducted telephone interviews with local real estate agents to seek input on factors that influence the marketability of commercial and industrial properties in the area. Ten agents were interviewed with expertise in selling commercial/industrial real estate ranging from 10 to 28 years with a combined average of 19 years of experience.
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 Parkland-Spanaway-Midland 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 1,500 people requesting to receive future plan updates (these numbers reflect public response for all four community plan areas). The most common survey responses from Parkland-Spanaway-Midland 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. 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 attended by about 900 people, a series of LUAC and Planning Commission hearings, and hearings before the County Council Community Development Committee and Full Council.

### Purpose of the Communities Plan

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

The Parkland-Spanaway-Midland Communities Plan gives the residents, businesses, property owners, and the County a clearer, more detailed sense of how the communities want to develop and what standards could be utilized to create and maintain the look and feel identified in the communities plan. The plan will accomplish the following:

- Develop an area-wide vision for the communities of Parkland, Spanaway, and Midland;
- Retain policies and actions from the 1980 and 2002 communities plans that remain relevant today;
- Develop additional policies and actions that reflect the needs, concerns, and desires of the region and communities today;
- Refine the Pierce County Comprehensive Plan to more closely reflect the desires of the communities, while making sure that what the communities desired would still fit well with the big picture for all of Pierce County in terms of countywide policies; and
- Identify actions necessary to implement the communities plan, including:
  - Adopting or revising land use regulations;
  - Identifying priorities for use of public funds to develop physical improvements, such as sidewalks, street landscaping, street lights, water-related improvements, and park development;
  - Social programs; and
  - Economic programs.
SUMMARY OF THE PARKLAND-SPANAWAY-MIDLAND COMMUNITIES PLAN

The Parkland-Spanaway-Midland Plan contains policies for the following subject areas:

**Land Use Element**
Identify the appropriate type and intensity of land uses for different neighborhoods within the plan area and ensure impacts of more intense uses on neighborhoods are mitigated.

**Community Character Element**
Restore the unique character of neighborhoods, preserve historic resources, and blend natural features with the built environment.

**Economic Element**
Provide an adequate amount of land dedicated for commercial and industrial uses and encourage a well-balanced economic base.

**Environment Element**
Preserve the remaining fish, wildlife, and native vegetation. Accommodate new growth while maintaining the functions of the natural environment.

**Facilities and Services Element**
Provide infrastructure and services needed to maintain a desirable quality of life in Parkland, Spanaway, and Midland.

**Transportation Element**
Encourage a comprehensive transportation system with safe facilities provided for all users.
Map I-2: Community Plan Subareas

Revision Date: 1/4/2018
Plot Date: 2/1/2018

Community Plan Boundary
Community Sub Area Boundary
Chapter 2: Land Use Element

Introduction

The Land Use Element of the Parkland-Spanaway-Midland Communities Plan provides direction regarding the location and intensity of land uses within the plan area. Land use is one of the most significant issues addressed within the community planning process.

How land is utilized within a community directly affects the community’s character and the quality of life perceived by its residents. The utilization of land also directly influences many other planning considerations, including transportation system planning, provision of water and sewer infrastructure, and protection of the natural environment.

Population and Housing Trends

The populations of Parkland, Spanaway, and Midland have grown by about 33 percent over the last 19 years. Population has increased by 64 percent over the past 29 years. The communities gained about 14,000 persons and 4,500 households between 2000 and 2015.

Figure I-3: Population and Household Growth (1990-2019)

Housing has increased 30 percent over the past 19 years. Parkland, Spanaway, and Midland gained an estimated 11,335 housing units between 1990 and 2019.

Occupancy is increasing in owner-occupancy in recent years with 57 percent owner-occupied as opposed to 49 percent in 2015, and 38 percent renter-occupied. The 5 percent vacancy rate is a little lower than what is considered a healthy vacancy rate (between 6 and 7 percent).

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

While the inventory is parcel specific, the capacity analysis is calculated 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.

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

Figure I-6 shows that 71 percent of land in the Parkland-Spanaway-Midland communities has been developed or is too constrained to develop. Land already slated for development only makes up 2 percent. Only 7 percent of the land within the plan area is vacant, averaging 1.47 net acres per vacant subdividable lot and 0.23 acres per vacant single unit lot. The remaining 20 percent is considered underutilized, averaging 1.85 net acres per lot.

Figure I-6: 2014 Buildable Lands Inventory (Gross Acreage, 2010 Parcels)

- Vacant: 7%
- Underutilized: 20%
- Built Out/Undevelopable: 71%
- Pipeline: 2%
**LAND USE TRENDS**

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

Figure I-7 shows that the two prevailing categories of land use in the plan area are residential and civic uses. Together, these two use categories account for over 75 percent of the total acreage in the communities. The locations of assessed land uses is shown on Map I-6.

**Figure I-7: Distribution of Land Use Categories (2016 Acreage)**

- Residential: 66.7%
- Civic: 10.0%
- Commercial: 5.6%
- Industrial: 2.1%
- Resource: 1.0%
- Vacant: 9.7%
- Other: 5.0%

**Figure I-8: Change in Acreage by Land Use Category (2003 vs. 2016)**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>2003</th>
<th>2016</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>6,336</td>
<td>6,973</td>
</tr>
<tr>
<td>Civic</td>
<td>439</td>
<td>1,041</td>
</tr>
<tr>
<td>Commercial</td>
<td>750</td>
<td>586</td>
</tr>
<tr>
<td>Industrial</td>
<td>247</td>
<td>217</td>
</tr>
<tr>
<td>Resource</td>
<td>352</td>
<td>102</td>
</tr>
<tr>
<td>Vacant</td>
<td>1,573</td>
<td>1,014</td>
</tr>
<tr>
<td>Other</td>
<td>1,093</td>
<td>518</td>
</tr>
</tbody>
</table>

LAND USE DESIGNATIONS AND ZONE CLASSIFICATIONS

There are a total of nine land use designations and 13 implementing zone classifications in the plan area, shown in Table I-1.

Table I-1: 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>Corridor (COR)</td>
<td>Neighborhood Corridor (NCOR)</td>
<td>1,216.2</td>
<td>9.45%</td>
<td>2,191.3</td>
</tr>
<tr>
<td></td>
<td>Urban Corridor (UCOR)</td>
<td>975.1</td>
<td>7.58%</td>
<td></td>
</tr>
<tr>
<td>Employment Center (EC)</td>
<td>Community Employment (CE)</td>
<td>399.8</td>
<td>3.11%</td>
<td>497.6</td>
</tr>
<tr>
<td></td>
<td>Employment Corridor (ECOR)</td>
<td>97.8</td>
<td>0.76%</td>
<td></td>
</tr>
<tr>
<td>High Density Residential District (HRD)</td>
<td>Moderate-High Density Residential (MHR)</td>
<td>245.1</td>
<td>1.91%</td>
<td>245.1</td>
</tr>
<tr>
<td>High Density Single-Family (HSF)</td>
<td>HSF</td>
<td>16.3</td>
<td>0.54%</td>
<td>16.3</td>
</tr>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>MSF</td>
<td>3,744.5</td>
<td>29.11%</td>
<td>8,873.7</td>
</tr>
<tr>
<td></td>
<td>Residential Resource (RR)</td>
<td>1,988.0</td>
<td>15.45%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Single Family (SF)</td>
<td>3,141.2</td>
<td>24.42%</td>
<td></td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>Mixed Use District (MUD)</td>
<td>222.8</td>
<td>1.73%</td>
<td>222.8</td>
</tr>
<tr>
<td>Neighborhood Center (NC)</td>
<td>NC</td>
<td>41.9</td>
<td>0.33%</td>
<td>41.9</td>
</tr>
<tr>
<td>Parks and Recreation (PR)</td>
<td>PR</td>
<td>366.4</td>
<td>2.85%</td>
<td>366.4</td>
</tr>
<tr>
<td>Towne Center (TCTR)</td>
<td>Towne Center (TCTR)</td>
<td>408.3</td>
<td>3.17%</td>
<td>408.3</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>12,863.6</td>
<td>100.0%</td>
<td></td>
</tr>
</tbody>
</table>
CENTERS AND CORRIDORS

Pierce County’s unincorporated Urban Growth Area (UGA) is expected to experience an increase of approximately 57,000 persons from 2010-2030. With the number of large, vacant, buildable lots decreasing, the County 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 two major north-south roadways (SR-7/Pacific Avenue/Mountain Highway and SR-161/Meridian Avenue). The Parkland-Spanaway-Midland Communities Plan area is among the four community plans that need to address future growth in this central UGA, along with the Frederickson, Mid-County, and South Hill community plan areas.

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.

TOWNE CENTER

The Towne Center (TCTR) land use designation serves as a pedestrian-oriented, compact community with access to businesses and amenities from high-density multifamily residential. The designation is implemented by the Towne Center (TCTR) zone classification. The zone allows for a mix of pedestrian-oriented commercial and civic uses, and attached single-family and multifamily residential uses at a density of 15 to 80 units per net acre.

The TCTR designation and zone are applied in the plan area along SR-7. There are three Towne Centers along SR-7, around Garfield Street South, Military Road South/152nd Street East, and 204th Street East.

Towne Centers are also designated as Centers of Local Importance in the Comprehensive Plan. As Centers of Local Importance, they will accommodate local growth and receive priority for countywide transportation planning and funding.

GARFIELD TOWNE CENTER

The Garfield Towne Center is located directly to the west of the Pacific Lutheran University (PLU) campus and acts as a hub for high-density residential development, amenities, services, and other commercial uses. These uses are mainly concentrated along Garfield Street South.
and along SR-7, leaving opportunity for infill and redevelopment in areas with single-family residential uses. The development as a Towne Center will create better connectivity between residential and commercial uses and the university, as well as connections to future bus rapid transit (BRT) service along SR-7.

**Sprinker Towne Center**

The Sprinker Towne Center has a well-established base of commercial uses; however, most are stand-alone or in strip commercial developments. This Towne Center provides opportunities for increased connections to major nearby amenities: Sprinker Recreation Center, Spanaway Lake Park, Lake Spanaway Golf Course, and the LeMay Collections at Marymount Events Center. This Towne Center includes a large area of undeveloped land at Marymount with potential to add residential elements and greater pedestrian and transit connectivity to surrounding neighborhoods. The Towne Center is in close proximity to residential neighborhoods and, once established, could provide a central place for the community.

**Mountain Highway Towne Center**

The Mountain Highway Towne Center is located around the existing commercial center on Mountain Highway around 204th Street East. It has a base of commercial uses; however, most are stand-alone or in strip commercial developments. This Towne Center was designated because it will serve as the terminus for BRT service along the SR-7 corridor and will be adjacent to a future transit center. This Towne Center provides the opportunity to connect both commuters and nearby residents to services and amenities in a dense, walkable, transit-oriented Towne Center.

**Corridor**

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 SR-7, 112th Street East, and 176th 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 along SR-7 and 112th Street East.
**Moderate Density Single-Family**

The Moderate Density Single-Family (MSF) land use designation provides areas designated for urban detached and attached single-family or two-family residential development at a range of 1 to 6 dwelling units per acre. MSF is the dominant designation in the communities plan area. The Moderate Density Single-Family plan designation is implemented by three zoning classifications: Moderate Density Single-Family (MSF), Single-Family (SF), and Residential Resource (RR). All of these classifications allow for single-family residential and limited civic uses.

The MSF zone classification allows densities of 4 to 6 dwelling units per acre: The SF zone classification allows 4 dwelling units per acre. The RR zone classification allows 1 to 3 dwelling units per acre. The Residential Resource (RR) zone classification provides for low-density single-family residential uses in a manner that is compatible with areas of unique open space character or environmental sensitivity.

**High Density Single-Family**

The High Density Single Family land use designation allows higher density attached and detached single-family development with limited civic uses. The designation is located along arterials separated from the major transportation corridors.

The HSF designation is implemented by the High Density Single-Family (HSF) zone classification. The HSF zone allows single-family detached residential uses, attached townhouse-style multifamily uses with all entry on the first floor, and limited civic uses. Density within the HSF classification ranges from 6 to 18 dwelling units per acre.
HIGH DENSITY RESIDENTIAL DISTRICT

The High Density Residential District (HRD) land use designation allows multifamily and high-density single-family housing and limited neighborhood-scale retail and service commercial uses.

The HRD plan designation is implemented by the Moderate High Density Residential (MHR) zone classification.

The MHR zone allows high-density single-, two-, and multifamily housing and compatible civic uses. The residential density range is 8 to 25 dwelling units per acre. Areas zoned MHR are located primarily along major arterial roadways, State highways, and major transit routes that connect to Urban Centers and Mixed Use Districts or serve as transitions between centers, districts, and residential neighborhoods.

Figure I-14: High Density Residential District Designation

MIXED-USE

NEIGHBORHOOD CENTER DESIGNATION

The Neighborhood Center (NC) land use designation is the commercial and social center of the neighborhood. The NC designation is located along Portland Avenue East. The NC designation is implemented by the Neighborhood Center (NC) zone classification. The NC zone allows a mix of neighborhood-scale commercial and service uses and high-density residential uses at a density of 6 to 16 dwelling units per acre.

Figure I-15: Neighborhood Center Designation
**Mixed Use District**

The Mixed Use District (MUD) land use designation allows auto-oriented commercial activity outside of designated Corridors. MUDs have a loosely defined sense of place, are auto-oriented or auto/pedestrian-friendly neighborhoods, with transit-friendly features, and with use characteristics, which vary in intensity.

The MUD designation is implemented by the Mixed Use District (MUD) zone classification. The MUD zone classification allows commercial uses and a range of housing types at a density of 8 to 25 dwelling units per acre.

**Employment Center**

The Employment Center (EC) land use designation allows industrial, manufacturing, and office uses. The EC designation allows a range of employment uses from land-intensive heavy industrial (e.g., manufacturing, product assembly, fabrication, and heavy trucking uses) to light manufacturing, assembly, and wholesale activities, to corporate office and office park development. Commercial uses subordinate to and supportive of employment uses are also permitted. The EC designation is located at approximately SR-512 and South A Street, SR-512 and South Steele Street, on Portland Avenue East between 93rd Street East and 112th Street East, and on SR-7 south of SR-507. The EC designation is implemented by two zone classifications: Community Employment (CE) and Employment Corridor (ECOR). The CE and ECOR zones allow different variations of industrial uses and supplemental commercial and civic uses to encourage employment and economic development.


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

Figure I-18: Park and Recreation Designation
LAND USE POLICIES

GOALS

• We envision communities where high-intensity and high-impact uses will be located along major transportation corridors where adequate infrastructure and services exist or can be readily and economically provided.

• We envision communities where impacts from high-intensity uses on nearby low-intensity uses or the natural environment can be mitigated or avoided through high-quality design and buffering.

• We envision communities where predominantly residential neighborhoods will be protected from the impacts of high-intensity commercial, industrial, and multifamily development.

• We envision communities where Towne Centers are developed, which are pedestrian- and transit-oriented and function as a central gathering place where the community can live, shop, work, and play.

• We envision three distinct communities of Parkland, Spanaway, and Midland that will grow while protecting their unique character, making each of these communities a place where residents want to live.

• The key to health, safety, a strong sense of community, and a high quality of life in the Parkland, Spanaway, and Midland communities is to preserve, maintain, and enhance existing residential neighborhoods and develop and maintain new residential neighborhoods, which provide a variety of well- and sensitively-designed and sited housing types, densities, and complementary land uses.

• The majority of the plan area should consist of medium-density residential neighborhoods with recreational, commercial, professional, and other services of low-, moderate-, and high-intensity in defined locations convenient to residents.

GENERAL

GOAL PSM LU-1 Uses should locate in those areas where sufficient infrastructure and services exist or can be readily and economically provided.

GOAL PSM LU-2 High-intensity uses should locate in areas where impacts on adjacent lower intensity uses and natural systems would be minimal. The intensity of an allowed use should be proportional to the ability of the use to mitigate its impacts on its surroundings.

PSM LU-2.1 Focus future growth within Towne Centers and Corridors along SR-7, 112th Street East, and 176th Street East.

PSM LU-2.2 Reshape commercial areas along SR-7 by providing appropriate land use designations and design standards that support compact, high-density Towne Centers connected by transit-oriented Corridors.
**PSM LU-2.3**  
As development and redevelopment take place, focus on pedestrian- and transit-oriented design to ensure an interconnected, multimodal transportation system that supports urban development.

**GOAL PSM LU-3**  
Uses should be designed and located to allow for sufficient areas in the community for low-, moderate-, and high-intensity development.

**PSM LU-3.1**  
Allow the following densities to the applicable residential and mixed-use 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>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor (COR)</td>
<td>Neighborhood Corridor (NCOR)</td>
<td>6</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>Urban Corridor (UCOR)</td>
<td>12</td>
<td>60</td>
</tr>
<tr>
<td>High Density Residential District (HRD)</td>
<td>Moderate-High Density Residential (MHR)</td>
<td>8</td>
<td>25</td>
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<tr>
<td>High Density Single-Family (HSF)</td>
<td>HSF</td>
<td>6</td>
<td>18</td>
</tr>
<tr>
<td>Moderate Density Single-Family (MSF)</td>
<td>MSF</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>Residential Resource (RR)</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>Single Family (SF)</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>Mixed Use District (MUD)</td>
<td>Mixed Use District (MUD)</td>
<td>12</td>
<td>25</td>
</tr>
<tr>
<td>Neighborhood Center (NC)</td>
<td>NC</td>
<td>6</td>
<td>16</td>
</tr>
<tr>
<td>Towne Center (TCTR)</td>
<td>Towne Center (TCTR)</td>
<td>15</td>
<td>80</td>
</tr>
</tbody>
</table>

**GOAL PSM LU-4**  
Strive to make nonconforming uses more compatible with existing and future conforming uses and development.

**PSM LU-4.1**  
Restrict the expansion of nonconforming uses depending on the land use designation and the degree of consistency with the Comprehensive Plan and Communities Plan.

**PSM LU-4.2**  
Increase public involvement in review of any request to expand a nonconforming use to ensure the impacts of expansion can be fully mitigated.

**PSM LU-4.3**  
Provide incentives for redeveloping nonconforming uses to become more conforming.
COMMERCIAL

GOAL PSM LU-5  Commercial development should be designed and scaled based on location and needs of the surrounding area to ensure that existing and planned placement of public facilities, utilities, and services can support development in an efficient manner.

PSM LU-5.1  High-intensity commercial development that serves residents of the Communities Plan area and surrounding areas should be located along the SR-7 and 72nd Street East corridors.

PSM LU-5.2  Commercial development scaled to serve the needs of the surrounding neighborhood should be concentrated along Portland Avenue East, Sales Road South, and 112th Street East.

GOAL PSM LU-6  Commercial development shall be focused around key intersections in transportation corridors that serve one or more neighborhoods.

PSM LU-6.1  In new development and redevelopment, incorporate substantial landscaping, both along street frontages and within parking lots.

PSM LU-6.2  The Neighborhood Centers along the Portland Avenue corridor shall be comprised of a mixture of uses and designed to be a pedestrian-oriented gathering place for the Midland community.

GOAL PSM LU-7  Provide for the orderly transition to other uses of older residential or commercial areas that are no longer viable for their original use, scale, or intensity of use.

PSM LU-7.1  Portions of arterials experiencing strong pressure for commercial development, but not yet committed to general commercial uses, shall be identified as areas for offices, professional services, non-auto-dependent commercial services, and medium- or high-density residential uses. The development regulations shall promote the development of professional offices and similar uses along these arterials.

PSM LU-7.2  Residential arterials having good potential for long-term maintenance of a quality living environment shall be protected from the intrusion of commercial uses. In some instances, these may be appropriate locations for civic uses, such as religious institutions and schools, or medium- or high-density residential uses.

MIXED-USE

TOWNE CENTER

GOAL PSM LU-8  Preserve and enhance the role of the Towne Centers as the civic centers of the community and focal points for the broader area for governmental, educational, recreational, and cultural activities and businesses that support these activities, each with its own distinct image and character.
PSM LU-8.1  A diversity of uses, including pedestrian-oriented commercial, civic, and mixed use residential uses, shall be encouraged to create a more active street level with greater pedestrian use and shopping activity.

PSM LU-8.2  Promote, expand, and enhance the recreational, cultural, civic, or educational attractions and pedestrian- and transit-oriented commercial experience offered by the Towne Center to increase the draw of residents of nearby communities and visitors.

GOAL PSM LU-9  Promote the Towne Centers as compact, pedestrian- and transit-oriented gathering places for the communities.

PSM LU-9.1  Promote creation of restaurants, art galleries, theaters, and other uses as a key component to the Garfield Towne Center.

PSM LU-9.2  Commercial operations that are oriented to evening and drop-in services shall be encouraged to locate in Towne Centers.

PSM LU-9.3  The Mountain Highway Towne Center should serve as a hub for the surrounding urban area and the rural populations to the south by incorporating needed services not available in the rural area.

PSM LU-9.4  Towne Centers should not be expanded beyond their current configuration unless they are built out to ensure they are developed in a compact and pedestrian- and transit-oriented manner.

GOAL PSM LU-10  Pierce County shall work with owners of the Marymount property to encourage development of the property to accomplish the following objectives:

- Continued public display and appropriate maintenance or restoration of part or all of the Harold LeMay Car Collection;
- Selection of private development activities that achieve the goals of the Towne Center. Consider uses that provide for family wage jobs for community residents and/or provide high-density housing within the Towne Center;
- Incorporation of historic on-site structures or mature vegetation into future development, where feasible; and
- Use of portions of the property as a public or private sector gathering place for community residents and visitors.

GOAL PSM LU-11  Develop parking programs for Towne Centers that recognize and support the historic character or planned pedestrian character, while providing sufficient parking for customers of all businesses.

PSM LU-11.1  Pierce County shall work with the business community in partnerships to develop a coordinated and effective approach to providing adequate parking and circulation within the Towne Centers.
PSM LU-11.2 A comprehensive study of parking, transit, and active transportation needs of each Towne Center shall be made to determine the most efficient method of meeting the unique demands of the area and the role of the public and private sectors in accommodating the demands.

PSM LU-11.3 The development of parking lots open to the general public shall be guided by a parking plan for each development.

PSM LU-11.4 Parking policy for Towne Centers shall balance the impact of parking on pedestrian character, economic development, and transit usage.

PSM LU-11.5 The County should provide opportunities for safe and convenient on-street parking as a method to increase parking capacity in Towne Centers.

PSM LU-11.6 Creative parking configurations, such as shared parking, structured parking, and more, are encouraged to accommodate new development or redevelopment in Towne Centers.

GOAL PSM LU-12 Pierce County shall work with the community to encourage compact, pedestrian- and transit-oriented communities to develop within Towne Centers.

PSM LU-12.1 Pierce County shall complete Planned Action Environmental Impact Statements for Towne Centers and identify additional incentives for development that meet the goals of this plan.

PSM LU-12.2 Pierce County shall focus investments in infrastructure and services in Towne Centers and encourage other service providers to do the same.

PSM LU-12.2.1 Pedestrian, bicycle, and transit improvements should be given priority.

PSM LU-12.3 Pierce County should periodically review development within Towne Centers to identify barriers to efficient permitting and ensure development will meet the goals of this plan.

PSM LU-12.4 Public/private partnerships to redevelop Towne Centers according to the goals of this plan are encouraged.

GOAL PSM LU-13 Develop economically strong Towne Centers, each with a distinct image and character, bold architectural form, and mix of commercial, civic, and residential uses, along with access to transit and public amenities, which will meet the general high-intensity, pedestrian-oriented, shopping and service needs of community residents and the surrounding communities and will partially satisfy community housing needs.

PSM LU-13.1 The Towne Centers shall continue to be recognized as the business focal points of the community.

PSM LU-13.2 A diversity of uses, including high-density residential uses, should be encouraged to maintain a vibrant, active, and competitive center for the community.

PSM LU-13.3 Support development of residential uses in the primarily commercial portions of Towne Centers to increase pedestrian activity within the neighborhood.
GOAL PSM LU-14  Designate Corridors for higher intensity commercial and residential uses along SR-7, 112th Street East, and 176th Street East.

PSM LU-14.1  The following areas should be zoned Urban Corridor (UCOR).

PSM LU-14.1.1  The area within approximately one block of SR-7 between Towne Centers; and

PSM LU-14.1.2  The area along 112th Street East between approximately Park Avenue South and Golden Given Road East.

PSM LU-14.2  The following areas should be zoned Neighborhood Corridor (NCOR):

PSM LU-14.2.1  The approximately one block area beyond the Urban Corridor along SR-7; and

PSM LU-14.2.2  Areas more than one-quarter mile from SR-7 located within one-quarter mile of 176th Street East.

GOAL PSM LU-15  Urban Corridors should be developed with a mix of commercial and medium- to high-density residential uses.

PSM LU-15.1  Commercial uses should serve a regional market and may be land consumptive and somewhat auto-oriented, such as large warehouse stores, mini storage, or auto repair, but should still provide high-quality facilities for pedestrians and connections to transit.

PSM LU-15.2  Mixed-use development is encouraged with commercial on the ground floor and multi-story, high-density residential above.

PSM LU-15.3  All residential use types, except single-family, are allowed within the Urban Corridor to allow more flexibility in housing types and accommodate affordable housing with easy access to transit.

PSM LU-15.4  Promote redevelopment of the commercial center located within the Urban Corridor at southeast corner of the intersection of 176th Street East and Pacific Avenue as a compact, pedestrian-oriented, auto-friendly retail and service area focused on providing general household goods, specialty goods, banking, professional, and commercial services.

GOAL PSM LU-16  Neighborhood Corridor (NCOR) zoned areas should promote the development of residential uses in portions of the Corridor designation where they can serve as a transition between high-intensity residential and commercial areas and single-family neighborhoods outside of the Corridor designated areas.

PSM LU-16.1  Neighborhood Corridors should function as walkable, transit-oriented residential neighborhoods that provide housing, services, and uses that serve the people who live there.

PSM LU-16.2  Developments within the Neighborhood Corridor zone should provide connectivity between development and transit corridors.
PSM LU-16.2.1 Internal roads should have pedestrian and bicycle paths and outlet to the external road network.

PSM LU-16.2.2 New developments should act as a continuation of existing developments.

PSM LU-16.2.3 Non-residential uses are allowed at a neighborhood-scale and integrating design concepts with surrounding residential design.

GOAL PSM LU-17 Densities within the Neighborhood Corridor should vary from 6 to 25 dwelling units per acre to allow a diversity of housing options to serve the needs of the communities.

NEIGHBORHOOD CENTER

GOAL PSM LU-18 Designate commercial and multifamily uses along Portland Avenue East between 80th Street East and 100th Street East Neighborhood Center (NC) to provide for a mix of neighborhood-scale commercial and service uses and high-density residential uses.

GOAL PSM LU-19 Provide needed products and services to neighborhood residents in a convenient, recognizable, compact, pedestrian-oriented location, while protecting existing and future residential neighborhoods from the disruptive effects of commercial intrusions.

PSM LU-19.1 Design new neighborhood commercial developments to be compatible with the surrounding neighborhood and require pedestrian- and bicycle-orientation.

PSM LU-19.2 Promote mixed-use developments that serve as a transition between commercial areas and adjacent residential neighborhoods and increase pedestrian activity within the neighborhood.

PSM LU-19.3 Support development of residential uses in the primarily commercial NC zone as a secondary component of a mixed use project to increase pedestrian activity within the neighborhood.

PSM LU-19.4 Uses within NC shall be scaled to serve the local neighborhood.

PSM LU-19.5 Through the use of signage, landscaping, paving, and street furniture, create a clearly defined entry into Midland’s historic center at the intersection of 99th Street East and Portland Avenue East.

MIXED USE DISTRICT

GOAL PSM LU-20 Mixed Use Districts are generally developed with commercial and medium- to high-density residential uses and located within easy walking distance of 72nd Street East or Mountain Highway (south of the Towne Center). These areas should have cohesive identities that are attractive, safe, functional, diverse, and profitable auto-oriented places to live, do business, shop, and work.

PSM LU-20.1 Mixed Use Districts should provide auto-oriented commercial retail and services that provide large household goods, automobile-related and dependent products and services, and single-purpose professional services.
PSM LU-20.2 A mix of housing types is allowed at medium- to high-densities, and mixed-use development, including both residential and commercial uses, is encouraged.

PSM LU-20.3 Mixed Use Districts will convey a positive reflection of the community as a whole, and of the surrounding residential and business neighborhoods in particular.

PSM LU-20.4 Mixed Use Districts are corridors in which buildings, parking, and plantings are prominent and uses are oriented to transit and automobiles.

PSM LU-20.5 In new development and redevelopment, incorporate substantial landscaping along street frontages and within parking lots.

PSM LU-20.6 Encourage the development of corridor focal points, while ensuring high quality architectural design.

GOAL PSM LU-21 Encourage the appropriate use of areas adjacent to heavily traveled arterials while minimizing land use and traffic conflicts.

PSM LU-21.1 Pierce County shall work with Pierce Transit and WSDOT to develop interconnected transit, pedestrian, and bicycle systems that allow for safe and convenient movement through the plan area.

GOAL PSM LU-22 Employment Centers within the plan area should provide appropriate spaces for office and industrial uses that provide living-wage jobs for the community.

PSM LU-22.1 Employment Center designation shall be implemented by the Community Employment (CE) and Employment Corridor (ECOR) zone classifications.

PSM LU-22.2 The Community Employment zone should provide areas for light industrial and office uses and be located in areas outside of Corridor and Towne Center zoned areas at the following locations:

PSM LU-22.2.1 North of SR-512 between A Street South and Golden Given Road East;

PSM LU-22.2.2 Along Steele Street South in the vicinity of SR-512;

PSM LU-22.2.3 Along Portland Avenue East south of 99th Street East; and

PSM LU-22.2.4 Along SR-7 between the Mountain Highway Towne Center and the southern plan boundary.

PSM LU-22.3 The Employment Corridor zone classification should provide areas for office and light- to medium-intensity industrial uses that generate employment for the community along SR-7 between SR-507 and the Mountain Highway Towne Center.

PSM LU-22.3.1 Access to transit within the ECOR is a priority.

PSM LU-22.4 Special location consideration should be given to those manufacturing operations that are non-polluting of the environment.
PSM LU-22.4.1 Industries which handle hazardous or flammable materials shall be located away from residential areas and population concentrations.

GOAL PSM LU-23 To reduce potential conflicts between residential and industrial uses, no new residential uses may be established within the ECOR or CE zones.

GOAL PSM LU-24 Promote the establishment of low- and medium-intensity industrial, research, and office activities in the CE and ECOR zones.

PSM LU-24.1 Locate industrial uses where they can be made compatible with surrounding non-industrial uses through adequate separation, buffering, and sensitive placement of buildings, loading areas, materials storage, and parking.

PSM LU-24.2 Industrial developments will have cohesive identities and will be attractive, safe, functional, diverse, and profitable places to work and do business, and are a positive reflection of the community as a whole.

PSM LU-24.3 Low and moderate intensity industrial manufacturing, research, office, industrial service, and warehousing uses and activities shall be promoted where they provide local needed services, increase local employment opportunities, and where environmental impact on surrounding uses can be mitigated.

PSM LU-24.4 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), or businesses and services that support employment uses and their employees.

PSM LU-24.5 All developments on the periphery of the industrial area shall be designed, screened, bermed, or other means implemented to mitigate undesirable conflicts between uses.

RESIDENTIAL

GOAL PSM LU-25 The permitted residential densities shall discourage urban sprawl throughout the plan area.

PSM LU-25.1 Residential densities throughout the area should meet the standard for urban development at a minimum of 4 dwelling units per net acre, unless significant environmental constraints exist in the area.

MODERATE DENSITY SINGLE-FAMILY

GOAL PSM LU-26 Residential densities in the Moderate Density Single-Family (MSF) designation should vary depending on the natural constraints, the type of development, proximity to facilities and services, and surrounding densities.

PSM LU-26.1 The MSF zone should be used in those areas closest to major transportation corridors where significant environmental constraints are not present.
PSM LU-26.1.1 The MSF zone should be developed with a mix of single- and two-family residential uses and at densities of 4 to 6 dwelling units per acre.

PSM LU-26.1.2 Attached single-family units within the MSF zone shall have ground-level access to each unit, unless architecturally designed to appear as a single-family dwelling.

PSM LU-26.2 The Single Family (SF) zone classification should be used as a transition between areas zoned MSF and those areas with significant environmental constraints, or adjacent to rural areas located within other community plan areas.

PSM LU-26.2.1 The SF zone should be developed with single-family residential units at a density of 4 dwelling units per acre.

PSM LU-26.3 The Residential Resource (RR) zone classification should be used in areas where environmentally-sensitive systems that are large in scale and complex are located.

PSM LU-26.3.1 In order to provide additional protection from the impacts of development within these environmentally-sensitive areas, RR zoned areas should develop at densities of 1 to 3 dwelling units per acre.

PSM LU-26.3.2 Allow community gardens and small-scale hobby farms when farm management plans are utilized within the Residential Resource zone.

PSM LU-26.4 Non-residential development within the Moderate Density Single-Family designation shall be limited to specified civic, resource, and utility uses and Essential Public Facilities.

RESIDENTIAL RESOURCE

GOAL PSM LU-27 Carefully control residential development activities in the Urban Growth Area on sites that have been identified as open space in the Comprehensive Plan Open Space/Greenbelt Map through implementation of a Residential Resource zone.

PSM LU-27.1 Avoid fragmentation of the remaining open space corridors that create habitat for wildlife species native to the plan area and that benefit water quality.

PSM LU-27.1.1 Vegetation and tree preservation shall be a priority for new development in the Residential Resource zone.

PSM LU-27.1.2 To enhance corridors, open space should be located on each site plan so that it provides connectivity, is contiguous to open space on adjacent properties, connects stands of trees, and provides areas for wildlife movement.

PSM LU-27.1.3 Those portions of a site which contain high-priority resource categories should be designated as the open space tract, as these areas are most likely to promote healthy fish and wildlife habitat areas and enhance water quality.

PSM LU-27.1.4 Compatibility between the proposed use and designated open space tracts and adjacent uses, shall be maintained through a variety of techniques such as increased setbacks and vegetative screens utilizing native plant species.
PSM LU-27.2 Utilize environmentally sensitive design standards for development on sites that are located in a Residential Resource zone.

PSM LU-27.2.1 Impervious surfaces, in the form of rooftops, roads, and lawns that generate rapid runoff and prevent infiltration of water into the ground for gradual recharge of streams, shall be avoided or mitigated.

PSM LU-27.2.2 Individual dwelling units and accessory dwelling units should be designed and placed in such a manner to avoid impacting open space corridors.

PSM LU-27.2.3 Lawns, turf areas, driveways, and roads should be limited and located in a manner that will result in the least impact to open space corridors.

PSM LU-27.2.4 Buildings, signage, and other structures, such as fencing, shall be located in a manner that ensures protection of open space corridors.

PSM LU-27.2.4.1 Individual structures shall not be placed where the integrity of open space corridors and overall open space corridor could be compromised.

PSM LU-27.2.5 Other environmentally-sensitive development tools should be considered for implementation including: reducing the amount of impervious surfaces on each site, minimizing soil disturbance and erosion, disconnecting constructed drainage courses, and utilizing micro-detention facilities on each lot where feasible, rather than one facility at the end of a conveyance system.

PSM LU-27.3 Require retention of 25 percent of native vegetation on sites within open space corridors.

High Density Residential District

GOAL PSM LU-28 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.

PSM LU-28.1 Commercial service and limited commercial retail establishments within the High Density Residential District designation shall be permitted only where the development is incorporated into a medium- to high-density residential development.

PSM LU-28.2 Retail shopping and convenience establishments shall be accessory to residential development, and use designs consistent with the surrounding neighborhood.

PSM LU-28.3 Office uses are permitted in portions of the HRD designation recognized as transitional areas between commercial uses and single-family neighborhoods, and must use designs consistent with the surrounding neighborhood.

PSM LU-28.4 Compatible civic uses are permitted in the HRD designation and must comply with residential design standards.

GOAL PSM LU-29 The High Density Residential District (HRD) land use designation shall be implemented by the Moderate-High Density Residential (MHR) zone classification.
PSM LU-29.1 The Moderate-High Density Residential (MHR) zone classification shall primarily provide for medium- to high-density residential development and compatible civic uses.

PSM LU-29.1.1 The MHR zone can serve as a transition between commercial centers and districts and the MSF land use designation.

GOAL PSM LU-30 Consider the following characteristics when applying the MHR zone classification:

PSM LU-30.1 Vacant or redevelopable parcels near Towne Center, Corridor, Mixed Use District, or Neighborhood Center land use designations;

PSM LU-30.2 Locations that provide direct access to public transportation services, commercial personal service and retail establishments, and other community amenities;

PSM LU-30.3 Areas where existing medium- to high-density residential uses are already present;

PSM LU-30.4 Areas geographically separated from those areas designated Towne Center or Corridor;

PSM LU-30.5 Areas where environmentally sensitive areas are not present;

PSM LU-30.6 Locations where moderate to high density residential uses can serve as a transition between commercial and employment areas and single-family neighborhoods; and

PSM LU-30.7 Areas where the existing neighborhood is characterized by a mix of medium- to high-density residential uses, and offices, civic, or commercial development.

HIGH DENSITY SINGLE-FAMILY

GOAL PSM LU-31 The High Density Single-Family (HSF) zoning classification shall allow a minimum density of 6 dwelling units per acre, and a maximum density of 18 dwelling units per acre.

GOAL PSM LU-32 The HSF zone shall allow attached and detached single-family uses where all unit entrances are located on the ground floor, and limited civic and utilities uses.

GOAL PSM LU-33 Consider the following characteristics when applying the High Density Single-Family (HSF) zone classification:

PSM LU-33.1 Located on an arterial, within 1,500 feet of a transit route;

PSM LU-33.2 Separated from other HSF areas, MHR areas, and MUD areas by 2,500 feet, or more;

PSM LU-33.3 May serve as a transition between MSF-designated areas and major arterials; and

PSM LU-33.4 Sewer availability.
Map I-6: 2014 Buildable Lands Inventory (2010 Parcels)

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Chapter 3: Community Character and Design Element

**INTRODUCTION**

Community design deals with the physical elements that compose the character of our communities: the streets, parks, buildings, open space, and neighborhoods that determine the way our communities look and feel. It is a blend of land use planning, architecture, landscape architecture, and environmental protection.

A community’s design largely impacts the way people experience their communities and interact with one another. Designs should emphasize community and invite human presence to allow for interaction between people. Poorly designed development tends to hinder the development of desired land uses.

The Community Character and Design Element is an integral part of the planning process for Parkland, Spanaway, and Midland. Design directly affects land use patterns, transportation planning, community and neighborhood livability, and overall quality of life. The design policies are intended to establish and reinforce the visual character for the Parkland, Spanaway, and Midland communities.

**PARKLAND, SPANAWAY, AND MIDLAND’S CHARACTER**

Historically, the commercial portions of the plan area have developed without a consistent design theme or set of design standards. As a result, many of the buildings have standardized franchise themes or, in the case of independent businesses, no theme at all. The area has developed with incompatible architectural styles that lack consistent character, thus lacking an overall community design.

With the exception of older, established neighborhoods, the existing residential character is void of significant vegetative buffers within and surrounding developments. Significant stands of trees have not been retained and complete removal of understory vegetation has been a common development practice. Until 1998, there were no design standards required for residential development within the plan area. The residential complexion of the area is largely single-family and duplex with high concentrations of multifamily in the Parkland area near SR-7 and SR-512.
COMMUNITY CHARACTER AND DESIGN

The residents of Parkland, Spanaway, and Midland want to make their communities desirable places to live. They would like to restore the unique character of many neighborhoods, preserve historic resources throughout the area, and blend natural features with the built environment.

GATEWAYS

Two state highways, SR-7 and SR-512, traverse the Parkland, Spanaway, and Midland communities, providing opportunities to create attractive entrances to the area. Plantings, signs, public art, and other features should be used to create aesthetically pleasing gateways and provide a sense of the community. Once inside Parkland-Spanaway-Midland, gateways into individual neighborhoods should be designed to emphasize their character and unique sense of place.

NEIGHBORHOODS

Residential neighborhoods should have a diversity of housing types reflecting community identity, a small town atmosphere, and respect for the natural environment. Houses should accentuate the living area and de-emphasize carports and garages. Scenic views along travel routes are important to the community and should be preserved. Roadways should be separated from pedestrian and bicycle pathways so as to encourage a variety of modes of transportation. Streetscapes will be highlighted by trees and other plantings, and reflect the sense of community. The number of driveways accessing major roads will be minimized to increase connectivity between developments and increase the safety of pedestrians and bicyclists. Residential areas will feature a variety of architectural features that minimize the scale of larger buildings so as to blend with the desired scale for the neighborhood. Natural features, such as wetlands, streams, and significant stands of trees, will be integrated into site design for residential developments to complement the surrounding landscape.

DESIGN

A key to design in the Parkland, Spanaway, and Midland areas is to blend the natural and built environment to create neighborhoods and business areas that are functional, visually attractive, and compatible with the natural surroundings. This will occur in a number of ways:

- Uses within an area will blend through compatible design.
- Problems associated with potentially conflicting adjacent uses will be mitigated with a variety of site design and landscaping techniques.
Attention will be given to assure a smooth transition between residential, commercial, industrial, and civic uses.

Natural features and critical areas will be preserved and incorporated into site design.

The apparent scale of large commercial and industrial buildings will be reduced through the design and placement of structures and through the effective use of landscaping.

Pedestrian walkways will be separated from automobile circulation and located to provide ease of access between businesses and throughout neighborhoods.

Amenities, such as courtyards, benches, art work, and lighting, will be integrated into site design to attract pedestrian use.

Pedestrian and bicyclist circulation, safety, and access to transit will guide building design and placement.

Parking areas will be situated and designed to minimize visibility from streets and the front of buildings and reduce conflicts with pedestrians and bicyclists where feasible.

Building and site design will emphasize safety through effective use of lighting, site design, and landscaping.

The appearance of streetscapes will be enhanced using attractive signs which provide information while blending with the surrounding area.

Impacts to the natural environment will be mitigated through the application of site inventory and analysis requirements and environmentally sensitive design standards.

**Historic Resources**

The residents of Parkland, Spanaway, and Midland recognize the importance of preserving historic resources. To ensure that the historic character and features of the area are maintained, redevelopment and renovation of historic structures should occur to preserve the integrity of those structures. Productive and attractive uses of historic buildings will be encouraged.
**Cultural Resources Policies**

**GOAL PSM CR-1**
Encourage property owners of historic buildings to preserve historic elements of their property.

- **PSM CR-1.1**
  Encourage property owners to register their historic places.

- **PSM CR-1.2**
  Preserve those properties already on historic registers.

**Design and Character Policies**

**Goals**
Ensure a high-quality visual environment through design, guidelines, standards, and procedures for architectural, site, and landscape design in all public and private development.

The intent of the policies contained within the Community Character and Design Element is to provide design concepts and policies which will direct future development in a way that creates, reinforces, or preserves the character and sense of place within Parkland, Spanaway, and Midland.

**Gateways**

**GOAL PSM D-1**
Create identifiable boundaries, entries, and gateways for Parkland, Spanaway, and Midland so that residents, workers, and visitors know they are entering these communities.

- **PSM D-1.1**
Pierce County shall work with the Washington State Department of Transportation (WSDOT) to develop planting plans distinctive to Parkland, Spanaway, and Midland for SR-7 and SR-512.

- **PSM D-1.2**
Pierce County shall develop planting plans distinctive to Parkland, Spanaway, and Midland along major County routes entering the communities and neighborhoods.

- **PSM D-1.3**
Recognized entries consisting of tree plantings, signage, or public art shall be established at the following locations to create a gateway effect into the communities and neighborhoods within the communities.

  **Midland:**
  - N: Portland Avenue East at 72nd Street East;
  - N: Golden Given Road East at 72nd Street East;
  - W: 85th Street East at McKinley Avenue East;
  - W: 96th Street East at McKinley Avenue East;
  - W: 99th Street East at Pacific Avenue;
  - S: Golden Given Road East at the north edge of SR-512; and
  - S: Portland Avenue East at the north edge of SR-512.
GOAL PSM D-2

Streetscape improvement plans shall address the following topics: public and private landscaping, bicycle facilities, sidewalks, crosswalks, street furniture, signage, utility placement, funding sources, development priorities, etc.

PSM D-2.1

Streetscape improvement plans shall be developed for each Towne Center, and for the following pedestrian- and bicyclist-oriented streets:

- Park Avenue South;
- Yakima Avenue South/C Street South;
- A Street South;
- 121st Street South/East;
- Ainsworth Avenue South;
- Tule Lake Road South;
- Wheeler Street South;
- 138th Street South/East;
- 131st Street East/Brookdale Road East;
- Military Road South/East;
- Spanaway Loop Road South;
- 159th/160th Street East/Military Road East;
- 174th Street South;
- 168th Street East;
• B Street East;
• 22nd Avenue East;
• 8th Avenue East;
• 192nd Street East;
• 112th Street East;
• Golden Given Road East;
• Portland Avenue East;
• 99th Street East;
• 85th Street East;
• Sales Road South/108th Street South;
• McKinley Avenue East/104th Street East; and
• 129th/128th Street East.

GOAL PSM D-3  Create clearly defined entries into Towne Centers through signage, landscaping, paving, and street furniture.

PSM D-3.1  Garfield Towne Center should have entries from Pacific Avenue, Garfield Street South, Pacific Lutheran University (PLU), Park Avenue South, and C Street South.

PSM D-3.1.1  Pierce County shall work with PLU to meld university functions into the broader Garfield Towne Center and the surrounding neighborhood.

PSM D-3.2  Sprinker Towne Center should have entries from Pacific Avenue, Military Road South, 152nd Street East, and Marymount.

PSM D-3.2.1  Pierce County shall work with Marymount and other property owners, Pierce Transit, and WSDOT to create an inviting, pedestrian-oriented community that is better connected on each side of Pacific Avenue and oriented toward transit service, parks, and Marymount.

PSM D-3.3  Mountain Highway Towne Center should have entries at Mountain Highway, 8th Avenue East, and 204th Street East.

PSM D-3.3.1  Pierce County shall work with property owners, Pierce Transit, and WSDOT to create an inviting, pedestrian- and transit-oriented center.

GOAL PSM D-4  Through signage, landscaping, paving, and street furniture, create a clearly defined community entry at the intersection of SR-7 and Cross Base Highway.

PSM D-4.1  Pierce County shall work with the business community, the surrounding Spanaway community, Pierce Transit, and the WSDOT to develop a streetscape improvement plan to highlight this community entrance.

GOAL PSM D-5  New or redeveloping shopping centers should be pedestrian-oriented and include uses and amenities that encourage customers to stroll from business to business.
GOAL PSM D-6  Provide landscaping and building placement requirements to improve the appearance along the SR-512 freeway.

PSM D-6.1  Loading docks, outdoor storage, parking lots, and waste facilities shall be sited and screened so that they are not prominent when viewed from the freeway.

PSM D-6.2  Building facades facing and visible from the freeway should have the same high quality design as the non-freeway facing facades.

PSM D-6.3  Signage associated with properties fronting the freeway shall be sized and designed to provide minimal visual impacts on freeway users.

PSM D-6.4  The freeway corridor through Midland and Parkland shall be buffered through the establishment and retention of substantial plantings to achieve year-round screening.

PSM D-6.4.1  Freeway landscape plans shall be implemented through landscape plans for new development or redevelopment of properties abutting or visible from the freeway.

PSM D-6.4.2  Pierce County and the communities shall enhance landscaping within the freeway rights-of-way through cooperative planting efforts with the Washington State Department of Transportation.

GOAL PSM D-7  Pierce County shall designate scenic driving, walking, or biking routes along major streets.

GOAL PSM D-8  Promote the planting of street trees to enhance neighborhood character.

PSM D-8.1  Pierce County, in conjunction with business organizations, community groups, and property owners, shall develop street tree management programs.

PSM D-8.2  Such programs shall focus on maintenance and enforcement.

GOAL PSM D-9  Encourage design that reflects the wide diversity among residents, provided each maintains a degree of compatibility and reflects the character of the plan area.

PSM D-9.1  Encourage development to recognize and incorporate significant distant views into project design.

PSM D-9.2  New developments should connect to existing adjacent neighborhoods where opportunities exist and shall provide for connectivity for future development to ensure internal circulation between developments and minimize access points along streets.

PSM D-9.2.1  Curb cuts should be utilized only where traffic needs and safety considerations allow.

GOAL PSM D-10  Require urban development standards in all new urban developments.
| PSM D-10.1 | Sidewalks, public transit amenities, street trees, and street lighting should be provided within developments and abutting frontage roads, as appropriate. |
| PSM D-10.2 | Natural vegetative cover should be planted on slopes of all cuts and fills in conformance with safety, erosion, and visual aesthetics standards. |
| PSM D-10.3 | Provide for separate automobile, pedestrian, and bicycle access. |
| PSM D-10.4 | Create a transition between incompatible uses through a variety of measures including setbacks, screening, berms, vegetative buffers, and shielded lighting. |

**GOAL PSM D-11** Develop specific design guidelines for single-family and multifamily residential development dealing with site planning and building placement.

| PSM D-11.1 | Promote the visual quality of neighborhood streetscapes so that they become a valued element of the character of the community and enhance neighborhood quality. |
| PSM D-11.2 | Provide opportunity for porches and decks within front yard setbacks. |
| PSM D-11.2.1 | Permit single-family detached dwelling units to encroach into front yard setbacks the same distance the garage entrance is recessed behind the front yard setback line. |
| PSM D-11.3 | Encourage low impact development techniques that incorporate stormwater treatment into site design, such as rain gardens or underground stormwater retention systems. |
| PSM D-11.4 | Discourage flag lots or pipestem lots within new residential developments. |

**GOAL PSM D-12** Develop specific design guidelines for two-family (duplex), attached single-family, and multifamily residential developments dealing with architectural design and scale of buildings.

| PSM D-12.1 | Provide incentives for innovative architectural design of two-family (duplex), attached single-family, and multifamily residential development. |
| PSM D-12.2 | Discourage residential design that accentuates carports and garages. |
| PSM D-12.3 | Avoid locating parking areas for multifamily developments between the buildings and the street. |

**COMMERCIAL AND INDUSTRIAL**

**GOAL PSM D-13** Organize the site plan to provide an orderly and easily understood arrangement of building, landscaping, and circulation elements that support the functions of the site.

| PSM D-13.1 | Emphasize the importance of street corners through building location, pedestrian access, special site features, or landscape features. |
| PSM D-13.2 | Provide adequate lighting levels in all pedestrian areas including building entries, along walkways, parking areas, and other public areas. |
PSM D-13.3 Design landscaping so that long term growth will not interfere with site lighting and surveillance.

PSM D-13.4 Use durable, high quality materials in site furnishings and features for ease of maintenance.

PSM D-13.5 Use fencing and landscaping with high quality materials to conceal outside storage and sales areas.

PSM D-13.6 Where distant view corridors have been identified, require development to recognize and incorporate these into project design.

PSM D-13.7 Encourage pedestrian movement between commercial properties and neighborhoods by providing gates, ramps, and steps where natural or man-made barriers exist.

PSM D-13.8 Dedicate additional rights-of-way to enable the construction of sidewalk improvements where adjacent rights-of-way are substandard in width.

PSM D-13.9 Integrate bicycle use, access, and parking into site designs.

GOAL PSM D-14 Architectural and site design of non-residential developments should reflect desired neighborhood or community character.

PSM D-14.1 Provide for visual and functional continuity between the proposed development and adjacent structures when these existing structures demonstrate minimal consistency with the building design criteria of this plan.

PSM D-14.2 Incorporate architectural design features reflective of current standards for residential building scale and character into non-residential buildings in portions of the community where they abut primarily single- and two-family residential zones.

PSM D-14.3 Provide distinctive building corners at street intersections through the use of special architectural elements and detailing and pedestrian-oriented features where possible.

PSM D-14.4 Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and the surrounding neighborhood.

PSM D-14.5 Street-facing building facades shall employ a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of standard building materials and landscaping to increase visual interest and visually break up large building massings.

PSM D-14.6 Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and parking areas.

PSM D-14.7 Provide visual relief for large, blank walls, such as murals, landscaping, or variations in building relief that are visible from walkways and parking areas.

PSM D-14.8 Enhance building entries with a combination of weather protection, landscaping, pedestrian amenities, or distinctive architectural features.
PSM D-14.9 Locate or screen roof-mounted mechanical equipment to minimize visibility from public streets, building approaches, and adjacent properties.

PSM D-14.10 Locate or screen utility meters, electrical conduit, and other utility equipment to minimize visibility.

GOAL PSM D-15 Select plant materials that are appropriate to their location in terms of hardiness, maintenance needs, and growth characteristics with an emphasis on use of native and drought-resistant vegetation.

PSM D-15.1 Incorporate existing significant trees, wooded areas, or native vegetation into the planting design where they would contribute positively to the overall landscape and site design, enhance habitats for various species of fish, bird, and animal species, and the neighborhood as a whole.

PSM D-15.2 Utilize adopted street tree plans when developing on-site landscape designs.

**DESIGN**

GOAL PSM D-16 Encourage and provide incentives for including open space and retaining existing native vegetation on sites proposed for urban development.

PSM D-16.1 Reduce the amount of density or intensity allowed within a proposed development for lack of permanently designated usable open space.

GOAL PSM D-17 Property improved with buildings, parking areas, and other impervious cover shall include areas of natural and landscaped vegetative cover to protect the aesthetic qualities of the area, aquifers and aquifer recharge areas, urban wildlife habitat, and to prevent runoff to adjoining properties, streams, and other critical areas.

PSM D-17.1 Require natural or planted vegetative screens as an integral part of areas with expansive impervious cover.

PSM D-17.2 Provide a range of open space dedication requirements based on the density or intensity of the proposed use.

PSM D-17.3 Require a permanent dedication of open space as a condition of approval for a site plan or division of land.

PSM D-17.4 Require the open space area to be clearly marked and identified as a protected area through the use of methods such as fencing (when appropriate) and signage.

GOAL PSM D-18 Protect adjacent properties from the noxious effects (e.g., noise, light, odor, particulate, or other air pollution, traffic) generated by incompatible uses through the use of vegetation.

PSM D-18.1 Require vegetative screens between new urban development and adjacent uses.

PSM D-18.2 Provide a range of required vegetation screening widths based upon the use, density, and intensity of the proposal.
PSM D-18.3 Encourage the provision of public easements where linkages between open space and screening buffers occur.

PSM D-18.4 Preserve established vegetation buffers in perpetuity.

PSM D-18.5 Encourage the replanting of greenbelts on previously developed commercial and residential sites through public assistance, grants, and incentives.

PSM D-18.5.1 Suitable screening must be achieved within five years.

GOAL PSM D-19 Improve neighborhood health, safety, and appearance by requiring homeowners to be responsible for the proper storage of waste and vehicles, maintenance of yards, and the screening of hobby vehicle repair or restoration to ensure these activities do not adversely affect neighbors.

PSM D-19.1 Require screening for proper storage of vehicles to protect the environment and for sight-obscuring screening of vehicles undergoing repair or restoration.

PSM D-19.2 Develop an abatement or amnesty program for the removal of junk vehicles from residential properties.

PSM D-19.3 Establish and publicize standards for the storage and proper handling of household garbage and other solid waste on residential property.

SIGN

GOAL PSM D-20 Consistently apply and enforce sign regulations.

PSM D-20.1 Require consolidation of signage within commercial development to reduce visual clutter along streets and the freeway.

PSM D-20.2 Integrate freestanding signs with the placement and design of landscape features.

GOAL PSM D-21 Establish and implement uniform and balanced requirements for new signs.

PSM D-21.1 Incentives should be provided to bring existing signs into conformance with current codes.

PSM D-21.1.1 Incentives should include tax credits or reduction in permit fees for replacing nonconforming signs.

PSM D-21.2 Pierce County shall identify dilapidated, abandoned, and illegal signs for future abatement action.

GOAL PSM D-22 Ensure that temporary signs are promptly removed after culmination of the event described or symbolized on the sign.

PSM D-22.1 Handheld signs or “human signs” shall be prohibited.

GOAL PSM D-23 Prohibit any additional billboard faces or structures in the three communities beyond those existing at initial communities plan adoption, and provide for the elimination of nonconforming billboard signs after a reasonable amortization period.
Map I-7: Historic and Cultural Resources


Historic Register - PCR
Historic Roads
Historic Railroads
Historic Buildings

Community Plan Boundary
County Boundary
Municipal Area
Military Land

Pierce County Comprehensive Plan |
Parkland- Spanaway-Midland Communities Plan

Ma7 Map 7: Historic and Cultural Resources
Chapter 4: Economic Element

Introduction

Economic development refers to actions of the public and private sectors that encourage the creation or continued existence of a stable employment and tax base. The development of a strong, local employment base provides opportunities for Parkland, Spanaway, and Midland residents to earn a living in their communities, which in turn supports local businesses that generate additional tax revenues that support community needs. Having a strong local employment base also reduces the pressure on our regional transportation system.

Economic actions can be broad or targeted toward specific types of businesses, specific wage levels, or active recruitment of businesses that offer goods and services missing in the community. Targeting areas for commercial and industrial development, redevelopment, and revitalization are economic development strategies that can be employed as a means of generating economic growth in specific areas of Parkland, Spanaway, and Midland.

The Communities Plan is designed to target specific areas and actions to generate economic vitality and growth.

Industry and Employment

Labor Force Participation

The labor force participation rate in the Parkland-Spanaway-Midland Communities Plan area is comparable to the rest of Pierce County and the U.S. as a whole. Among those in the labor force, the unemployment rate is slightly higher than the reference areas. Participation in the armed forces is also slightly higher than Washington and the U.S., likely due to proximity to Joint Base Lewis-McChord.

Figure I-19: PSM Labor Force Participation (2018)

PSM Population 16+: 56,410

<table>
<thead>
<tr>
<th>In Labor Force: 35,689 (63%)</th>
<th>Not In Labor Force: 20,721 (37%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Civilian Labor Force: 34,898 (62%)</td>
<td>Armed Forces: 791 (1%)</td>
</tr>
<tr>
<td>Employed: 32,153 (57%)</td>
<td>Unemployed: 2,745 (5%)</td>
</tr>
</tbody>
</table>

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

Educational attainment in the plan area among the population 25-years and older is somewhat lower than the reference areas. The proportion of people with less than a high school education, 12 percent, is higher than Pierce County and Washington State on average, but about equal to the overall U.S. Residents of the Communities Plan area are much less likely to have a bachelor’s or advanced degree than residents of Pierce County and the U.S., on average.

Figure I-21: Educational Attainment Comparison by Geography (2018)
Residents of the Communities Plan area are much less likely to be employed in management, professional, and related occupations, and somewhat more likely to work in service or sales & office professions than the general populations of Pierce County and the U.S. They are also more likely to work in production, transportation, & material moving, and just about as likely to work in construction, extraction, and maintenance as people in the reference areas. Of those plan area residents who do work in management, professional, and related occupations, a larger proportion are women than men, with the same being true for service and sales and office workers. Men are much more likely to be employed in construction, extraction, and maintenance and in production, transportation, and material moving than women.

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

Workers in the Parkland-Spanaway-Midland Communities Plan area are likely to have a commute between 15 and 44 minutes. Similar proportions of workers commute 45 minutes or more, as do workers in Pierce County and the U.S. overall. About 16 percent of the jobs in the plan area are filled by people who live in the plan area, a rate higher than most community plan areas. Still, about 91 percent of workers residing in the plan area commute to jobs outside of Parkland, Spanaway, and Midland.

Figure I-24: PSM Commute Pattern

Figure I-25: PSM Commute Times (2018)

Table I-2: Commute Times Comparison by Geography (2018)

<table>
<thead>
<tr>
<th>Time to Work</th>
<th>PSM</th>
<th>Pierce County</th>
<th>Washington</th>
<th>United States</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5 minutes</td>
<td>1.8%</td>
<td>2.0%</td>
<td>2.7%</td>
<td>2.8%</td>
</tr>
<tr>
<td>5-14 minutes</td>
<td>11.9%</td>
<td>18.0%</td>
<td>21.7%</td>
<td>23.1%</td>
</tr>
<tr>
<td>15-29 minutes</td>
<td>34.7%</td>
<td>32.2%</td>
<td>35.7%</td>
<td>36.1%</td>
</tr>
<tr>
<td>30-44 minutes</td>
<td>26.6%</td>
<td>22.5%</td>
<td>21.3%</td>
<td>20.7%</td>
</tr>
<tr>
<td>45-59 minutes</td>
<td>9.9%</td>
<td>10.4%</td>
<td>8.7%</td>
<td>8.2%</td>
</tr>
<tr>
<td>1 hour+</td>
<td>15.0%</td>
<td>14.8%</td>
<td>9.9%</td>
<td>9.1%</td>
</tr>
</tbody>
</table>

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

Nearly 63 percent of the jobs in the plan area are in the Services and Retail industries, with most of those jobs (46 percent) being service-related. Despite the large proportions of men in production- and construction-related occupations, only about 10 percent of the jobs in Parkland, Spanaway, and Midland are in industries that would utilize those workers. A majority of the workers living in the plan area (61 percent) work in Services and Retail industries.

**Table I-3: PSM Covered and Industry Employment (2018)**

<table>
<thead>
<tr>
<th>Industry</th>
<th>Jobs Located in Community Plan Area</th>
<th>Occupation of Residents of Community Plan Area</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Count</td>
<td>Percent</td>
</tr>
<tr>
<td>Const/Res</td>
<td>1,404</td>
<td>10.3%</td>
</tr>
<tr>
<td>FIRE</td>
<td>372</td>
<td>2.7%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>488</td>
<td>3.6%</td>
</tr>
<tr>
<td>Retail</td>
<td>2,266</td>
<td>16.6%</td>
</tr>
<tr>
<td>Services</td>
<td>6,279</td>
<td>46.0%</td>
</tr>
<tr>
<td>WTU</td>
<td>473</td>
<td>3.5%</td>
</tr>
<tr>
<td>Government</td>
<td>430</td>
<td>3.2%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>13,646</td>
<td>100.0%</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

One percent of businesses in the plan area have 100 or more employees. Well over 80 percent of firms in the plan area have fewer than 10 employees.

**Table I-4: PSM Number of Firms by Employees (2018)**

<table>
<thead>
<tr>
<th>Employer Size</th>
<th>Count</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-4</td>
<td>804</td>
<td>64%</td>
</tr>
<tr>
<td>5-9</td>
<td>172</td>
<td>14%</td>
</tr>
<tr>
<td>10-19</td>
<td>117</td>
<td>9%</td>
</tr>
<tr>
<td>20-49</td>
<td>107</td>
<td>9%</td>
</tr>
<tr>
<td>50-99</td>
<td>36</td>
<td>3%</td>
</tr>
<tr>
<td>100+</td>
<td>15</td>
<td>1%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,251</td>
<td>100%</td>
</tr>
</tbody>
</table>

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

**Figure I-26: PSM Business Size (2018)**
Unlike some other community plan areas, the number of retail establishments did not decline dramatically during the “Great Recession,” but still dropped by about four percent. By 2014, the number had nearly recovered to its 2007 peak. While the number of retail establishments has been rebounding, the sales per establishment have not. From their peak in 2007 through the end of 2014, sales per establishment dropped by 31 percent, and have not exhibited any upward trend.

### Table I-5: PSM 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>$383,839,722</td>
<td>1,479</td>
<td>$259,527</td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>$398,546,517</td>
<td>1,479</td>
<td>$269,470</td>
<td>3.8%</td>
</tr>
<tr>
<td>2003</td>
<td>$411,784,677</td>
<td>1,501</td>
<td>$274,340</td>
<td>1.8%</td>
</tr>
<tr>
<td>2004</td>
<td>$445,526,523</td>
<td>1,529</td>
<td>$291,384</td>
<td>6.2%</td>
</tr>
<tr>
<td>2005</td>
<td>$514,212,742</td>
<td>1,600</td>
<td>$321,383</td>
<td>10.3%</td>
</tr>
<tr>
<td>2006</td>
<td>$548,161,019</td>
<td>1,592</td>
<td>$344,322</td>
<td>7.1%</td>
</tr>
<tr>
<td>2007</td>
<td>$560,822,095</td>
<td>1,616</td>
<td>$347,043</td>
<td>0.8%</td>
</tr>
<tr>
<td>2008</td>
<td>$509,829,020</td>
<td>1,609</td>
<td>$316,861</td>
<td>-8.7%</td>
</tr>
<tr>
<td>2009</td>
<td>$415,208,987</td>
<td>1,557</td>
<td>$266,672</td>
<td>-15.8%</td>
</tr>
<tr>
<td>2010</td>
<td>$391,140,957</td>
<td>1,559</td>
<td>$250,892</td>
<td>-5.9%</td>
</tr>
<tr>
<td>2011</td>
<td>$386,527,924</td>
<td>1,580</td>
<td>$244,638</td>
<td>-2.5%</td>
</tr>
<tr>
<td>2012</td>
<td>$378,759,537</td>
<td>1,591</td>
<td>$238,064</td>
<td>-2.7%</td>
</tr>
<tr>
<td>2013</td>
<td>$375,586,219</td>
<td>1,596</td>
<td>$235,330</td>
<td>-1.1%</td>
</tr>
<tr>
<td>2014</td>
<td>$379,797,527</td>
<td>1,593</td>
<td>$238,417</td>
<td>-1.3%</td>
</tr>
</tbody>
</table>

Source: Washington State Department of Revenue

### Table I-6: PSM 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>254</td>
<td>22.18%</td>
</tr>
<tr>
<td>441</td>
<td>Motor Vehicle and Parts Dealers</td>
<td>185</td>
<td>16.16%</td>
</tr>
<tr>
<td>445</td>
<td>Food and Beverage Stores</td>
<td>138</td>
<td>12.05%</td>
</tr>
<tr>
<td>451</td>
<td>Sporting Goods, Hobby, Book, and Music Stores</td>
<td>108</td>
<td>9.43%</td>
</tr>
<tr>
<td>448</td>
<td>Clothing and Accessories Stores</td>
<td>97</td>
<td>8.47%</td>
</tr>
<tr>
<td>444</td>
<td>Building Material &amp; Garden Equip. and Supplies Dealers</td>
<td>74</td>
<td>6.46%</td>
</tr>
<tr>
<td>454</td>
<td>Non-store Retailers</td>
<td>73</td>
<td>6.38%</td>
</tr>
<tr>
<td>442</td>
<td>Furniture and Home Furnishing Stores</td>
<td>70</td>
<td>6.11%</td>
</tr>
<tr>
<td>443</td>
<td>Electronics and Appliance Stores</td>
<td>70</td>
<td>6.11%</td>
</tr>
<tr>
<td>446</td>
<td>Health and Personal Care Stores</td>
<td>40</td>
<td>3.49%</td>
</tr>
<tr>
<td>452</td>
<td>General Merchandise Stores</td>
<td>19</td>
<td>1.66%</td>
</tr>
<tr>
<td>447</td>
<td>Gasoline Stations</td>
<td>17</td>
<td>1.48%</td>
</tr>
<tr>
<td>Total Retailers</td>
<td></td>
<td>1,145</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Source: Dunn & Bradstreet
ECONOMIC GOALS

COMMERCIAL/INDUSTRIAL GROWTH

The Parkland-Spanaway-Midland planning area should provide an adequate amount of land dedicated for commercial and industrial uses within the overall parameters of the Pierce County Comprehensive Plan and the identified needs and desires of the local communities. Commercial and industrial uses provide jobs for the local population, which in turn support a healthy tax base. Designation of an adequate supply of commercial and industrial land to meet the needs of the current population and projected population growth within the communities plan area will help assure that space will be available for future economic growth. Commercial and industrial uses that are developed in a manner that is functional and aesthetically pleasing serve to attract new investment, redevelopment, and revitalization of existing businesses as well as enticing customers to shop and work in the area. The level of new development should be monitored to determine if the growth objectives are being met.

COMMERCIAL REVITALIZATION

Vital, attractive, commercial areas create a positive image for the surrounding residential neighborhood and stimulate investment, which in turn provide economic growth for the area and its residents and an increased tax base for local government. This plan should provide guidance on revitalizing existing commercial neighborhoods that may be experiencing a decline or high turnover of businesses.

Commercial revitalization is best accomplished when the local government (public) and merchants or merchants associations (private) work together as partners to induce the overall improvement of a defined commercial center or corridor, referred to as target area.

When identifying commercial neighborhoods as candidates for revitalization efforts and in ranking neighborhoods as to priority for receiving revitalization efforts, the following criteria should be utilized:

1. Demonstrate economic viability by providing information that a core of financially stable businesses exists;
2. Be limited to a well-defined area;
3. Be composed of a density and quality of building stock that lend themselves to a cohesive sense of place; and
4. Be mostly developed, devoid of excessive vacant parcels.

BUSINESS ASSISTANCE AND MARKETING

Operating a successful small business is a challenging endeavor. Local businesses struggle with a variety of issues such as marketing and promoting strategies, managing employees, capital for
operations, upgrades, and expansions, and long-term business goals. This plan is intended to illustrate methods or strategies for helping local businesses within the communities plan area stay in business while still enhancing community values.

PUBLIC/PRIVATE PARTNERSHIPS

The community desire for a balanced economic environment requires commitment by both the public and private sectors. Public investment can include providing the necessary infrastructure, facilities, services, and financial incentives that promote commercial and industrial development. Private investment can construct and maintain existing commercial and industrial uses in a way that enhances the area's viability. The community also desires to highlight creative methods of public and private interaction that serve to increase the potential for commercial and industrial development within the plan area.

EMPLOYMENT OPPORTUNITIES

The economic prosperity of the local residents is an important goal of both the Growth Management Act and the local planning policies to address economic development. This element should foster strategies that address the need to assure that unemployed, underemployed, and disadvantaged persons within the communities plan area have access to the local job market.

EDUCATION RESOURCES

The community recognizes that economic prosperity of the local residents is directly linked to successful educational programs. This element should foster strategies that address the need to assure that school districts continue to work with local residents to develop goals and strategies that result in higher test scores, higher graduation rates, work study programs, and higher placement into institutions of higher education.

ECONOMIC DEVELOPMENT POLICIES

GOALS

The following statements comprise the goal for economic development in the Parkland-Spanaway-Midland Communities Plan:

- Encourage economic investments in the communities that will result in a variety of well-balanced, family wage job opportunities;
- Economic activities are encouraged within the communities, but not to the detriment of either the natural environment or residential neighborhoods;
The type and scale of economic development proposed for specific locations in the communities shall be compatible with nearby residential neighborhoods and other land uses;

New economic development in and redevelopment of existing business areas shall focus on meeting present and future needs of the residents of individual communities and the region as a whole; and

Economic activities with similar needs and impacts should be planned for areas most compatible with those uses, especially where facilities and infrastructure exist.

### COMMERCIAL/INDUSTRIAL GROWTH

**GOAL PSM EC-1** Designate an adequate amount of land to support commercial and industrial needs within the Parkland-Spanaway-Midland Communities Plan area over the next 20 years.

**PSM EC-1.1** Develop an inventory of locations within the communities plan area where commercial and industrial development opportunities are encouraged to occur in the future.

**PSM EC-1.2** Pierce County shall work with other public agencies and private interests to identify and promote sites that can be suitably developed for a variety of local employment opportunities.

**PSM EC-1.3** Pierce County shall work with property owners to determine the development potential of sites having commercial and industrial employment possibilities.

**GOAL PSM EC-2** Utilize existing commercial and industrial areas within the communities plan area to the maximum development potential.

**PSM EC-2.1** Allow new residential development within designated commercial areas where it supports the primary commercial functions and can maximize the economic development potential within these areas.

**PSM EC-2.2** Prohibit new residential development within designated industrial areas to maximize the economic development potential within these areas.

**PSM EC-2.3** Ensure that compatible economic activities are located in proximity to each other and their functioning is not adversely impacted by other uses.

**PSM EC-2.4** Encourage redevelopment of underutilized commercial and industrial areas within the communities plan area.

**GOAL PSM EC-3** Target new areas for commercial and industrial growth that are or are planned to be serviced with the infrastructure for development.

**GOAL PSM EC-4** Designate additional land for industrial uses and incubator space for start-up industrial businesses.
PSM EC-4.1 Encourage the development of industrial areas that provide incubator space for small-scale, start-up industrial and high tech businesses.

PSM EC-4.2 Efforts shall be made to focus industrial development in the Community Employment (CE) and Employment Corridor (ECOR) zone classifications.

GOAL PSM EC-5 Work with Joint Base Lewis-McChord (JBLM) to identify and promote development of commercial businesses.

PSM EC-5.1 Work with JBLM to identify the commercial retail and service needs and wants of single and married personnel who live both on base and off, and encourage the development of uses that are compatible with residential and commercial neighborhoods and community values.

PSM EC-5.2 Work with JBLM to identify employment needs of military families and work to encourage location of businesses that can accommodate employment needs.

PSM EC-5.3 Work with JBLM to identify the types of military supplies that could be obtained locally and encourage the development of businesses that serve those needs.

PSM EC-5.4 Work with and encourage JBLM to allow regular access through the JBLM east gates for persons working on base to more easily obtain goods and services in Parkland and Spanaway.

COMMERCIAL REVITALIZATION

GOAL PSM EC-6 Develop strategies to enhance commercial areas within the Communities Plan area.

PSM EC-6.1 The following commercial areas meet the criteria for commercial revitalization efforts, and efforts shall be focused into the neighborhoods according to the following community rankings.

PSM EC-6.1.1 Revitalization efforts shall not be focused into second or subsequent priority neighborhoods prior to the top priority of each community having received appropriate revitalization attention.

Midland:
- 99th Street Neighborhood Center (NC); and
- 72nd Street Mixed Use District (MUD).

Parkland:
- Garfield Towne Center (TCTR);
- Urban Corridor (UCOR) between Garfield and Sprinker Towne Centers (TCTR); 
- UCOR in the vicinity of SR-512; and 
- Neighborhood Corridor (NCOR) near 112th Street South on the west side of Pacific Avenue.

Spanaway:
- Sprinker TCTR;

Pierce County Comprehensive Plan | Parkland-Spanaway-Midland Communities Plan
• Mountain Highway TCTR;
• Shopping center on the southeast corner of 176th Street East and SR-7; and
• UCOR area between Spanaway Golf Course and 176th Street East.

**PSM EC-6.2** Pierce County shall work with local business groups to institute business improvement programs within selected commercial areas targeted for commercial revitalization and in areas requiring substantial initial development and in new and existing industrial areas.

**PSM EC-6.3** Pierce County shall work with the local business community within selected commercial target areas to develop the framework for a business improvement program, including structuring local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.

**PSM EC-6.3.1** Business improvement programs shall focus on activities related to the collective improvement, promotion, and maintenance of the commercial target areas.

**PSM EC-6.3.2** Funding for a business improvement program shall be provided through public and private financial incentives, including revolving loan funds (RLF), Small Business Administration (SBA) loans, microenterprise loans, efforts of private financial institutions, and a commitment from local businesses to complete identified site and facade renovations.

**PSM EC-6.4** Work with the private sector to create a Pacific Avenue redevelopment strategy that can mobilize local and regional resources to build an enhanced tax base.

**PSM EC-6.5** The County, Chamber of Commerce, and business and community leaders should form a task force to form a Parkland-Spanaway-Midland business district along SR-7 from SR-512 to 176th.

**GOAL PSM EC-7** Pierce County shall work with the community to reprioritize planned public projects within the commercial revitalization target areas.

**PSM EC-7.1** Such projects will contribute to a revitalization effort by upgrading the appearance, setting it apart from its surroundings, and enhancing the attractiveness of the business environment.

**PSM EC-7.2** Projects which enhance a commercial target area’s appearance may include: installation or repair of common public spaces such as sidewalks, plazas, and bus stops; installation of planting areas, landscaping, and specialized street furniture or lighting; and design and installation of quality graphics, directional signs, planters and plantings, or banners that bring color to the street.

**GOAL PSM EC-8** Work with business organizations to market and promote businesses and areas targeted for revitalization efforts within the communities.

**PSM EC-8.1** Assess the market viability of potential target areas.
PSM EC-8.1.1 Market assessments shall provide an update of the commercial market that analyzes the area’s past and recent performance in the various sectors; documenting existing conditions, emerging trends, opportunities, and constraints (i.e., the depth of the market); and identifying a portfolio of key properties and development opportunities.

PSM EC-8.1.2 The market assessment shall help rank and prioritize the potential target areas for the receipt of public improvements.

PSM EC-8.2 Utilize existing or form new local business associations to help develop common promotion (advertising, joint merchandising, and special events) and future business development (leasing, business recruitment, and market research) within selected commercial target areas.

PUBLIC/PRIVATE PARTNERSHIPS

GOAL PSM EC-9 Pierce County shall participate in special public/private ventures within the communities plan area when such ventures provide public benefits, support commercial or industrial development or commercial revitalization policies, and are appropriate to the long-range goals of the County.

PSM EC-9.1 Pierce County shall act in partnership with the private sector to fund infrastructure to encourage redevelopment to convert outdated and underutilized land and buildings to high-valued or appropriate land uses.

PSM EC-9.2 Pierce County shall budget for public infrastructure to encourage infill, land assembly, redevelopment, and land conversion for commercial and industrial development, with the priority toward those areas with substantial private development.

GOAL PSM EC-10 Towne Centers shall be targeted for a planned action.

EMPLOYMENT OPPORTUNITIES

GOAL PSM EC-11 Encourage Washington State to develop a Washington State Employment Security Department co-location site within the communities plan area.
Chapter 5: Environment Element

INTRODUCTION

As in other parts of the Puget Sound region, the Parkland, Spanaway, and Midland communities have experienced a high level of urban growth over the last 50 years. With that growth has also come a slow degradation of the natural environment and the fish and wildlife species that are supported by it. Generally, there has been a decrease in the water quality of the rivers, streams, lakes, and wetlands, the amount of native vegetation, and populations and diversity in fish and wildlife species. However, several pockets of good quality habitat areas remain, many of which have been targeted for acquisition and restoration efforts.

Most people recognize the need to protect the ecosystems that support fish, wildlife, and people. Preserving the remaining fish and wildlife species and habitat for these species is of the utmost importance to the residents of Parkland, Spanaway, and Midland. Balancing growth and a high-quality natural environment is a high priority.

AIR RESOURCES

Air quality within the Parkland-Spanaway-Midland area is generally consistent with the greater Puget Sound region. However, localized air quality problems tend to occur around the eastern boundary of McChord Air Force Base (AFB) as a result of military jet fueling activities and associated exhaust emissions.

The most common air pollutants within the Puget Sound airshed include:

- Particulate matter (PM10/PM2.5);
- Carbon monoxide (CO);
- Ozone (O3);
- Sulfur dioxide (SO2); and
- Lead.

In addition, there are other toxic air pollutants in our air such as arsenic, asbestos, benzene, vinyl chloride, mercury, and beryllium; however, levels of these pollutants within the Puget Sound region are not currently being monitored and reported.
The Puget Sound Clean Air Agency (PSCAA) works with the Washington State Department of Ecology (Ecology) to monitor air quality in a four-county region (Snohomish, King, Pierce, and Kitsap counties) for compliance with federally established standards. The primary purpose of this monitoring is to ensure the health and welfare of the human, animal, and plant life within the Puget Sound region.

**Earth Resources**

**Soils**

The soils found within the plan area range from well-draining to poorly draining.

Parkland and Spanaway are underlain by Spanaway gravelly sand loam. This soil type was formed in glacial outwash and mixed in the upper layer with volcanic ash. The soil is somewhat excessively drained--permeability is moderately rapid and there is minor erosion hazard. This soil type tends to become dry during the summer and early fall. The primary historic land cover types are prairies and savannahs, though this soil can also support woodlands.

The majority of Midland is comprised of Kapowsin gravelly loam, which begins at the upland bench and runs at a northwesterly angle from Brookdale Road East to Yakima Avenue South at the northern boundary of the plan area. These soils were formed in glacial till under conifers. The land is nearly level and is moderately well-drained with pockets of very poorly drained soils. The water table is perched above the very slowly permeable substratum during the rainy season, which results in surface water runoff problems. Much of this area is in second and third growth conifer woodlands.

Scattered throughout the plan area are Dupont muck, Everett gravelly loam, and tisch silt soils, which support wetland vegetation. In addition, the Clover Creek trough is comprised of Spanaway loam type soils, which run the length of the riparian system through the plan area.

**Landslide and Erosion Hazard Areas**

The plan area contains few landslide and erosion hazard areas, except the upland bench. This area occurs over an approximately 200-foot rise and is classified as having between a 15 and 30 percent slope. The upland bench area serves as a transition zone between the prairie type vegetation, which occurs in the communities of Parkland and Spanaway, and the conifer woodland vegetation zone found in Midland. There is a concern that the natural vegetation within this landslide hazard area needs to be retained to provide long-term stabilization.
The historic plant communities were prairies, savannas, and conifer woodlands. The prairies (grasslands) and savannas (grasslands with sporadic tree cover) are supported by the Spanaway gravelly sand loam soil located in the Parkland and Spanaway communities. The tendency for these soils to become dry and droughty during the summer and early fall creates conditions favorable for native vegetation and trees such as Garry (Oregon white) oak trees, bunchgrass, Idaho fescue, western buttercups, shooting stars, violets, camas, balsam root, prairie lupines, and woolly sunflowers. Historically, local Native Americans induced periodic fires that prevented the prairies and savannas from developing into a dense forest cover. Conifer woodlands and wetland plant communities are supported by Kapowsin gravelly loam soils located in Midland.

Over the last several decades, the combination of agriculture, urban development, and fire suppression in the South Puget Sound region has resulted in a dramatic decrease in the prairie and savannah areas. It has been estimated that 97 percent of the prairies have been destroyed and oak savannahs have been virtually extirpated. Several prairie plant species are now rare or threatened with extinction. The communities place a high cultural value on the remaining prairies and oak trees and recognize that they provide important habitat for several critical or at-risk wildlife species. Preserving any remaining fragments of prairies and oak tree stands left within the plan area is a high priority.

The Washington Department of Natural Resources (WDNR), with the U.S. Fish and Wildlife Service, and Tahoma Audubon completed a survey of oak woodland stands greater than one acre in size in Pierce County. All of the identified stands of oak within the plan area are located in the communities of Parkland and Spanaway. The plan area contains several large stands of mixed woodlands (hardwoods and conifers ranging from early to late seral) as depicted by the WDNR, 1991 Landsat Thematic Mapped Images.

**VEGETATION GOALS:**

- Maintain native vegetation, forested areas, and snags for wildlife habitat and protecting water quality, especially near water courses and wetland areas.
- Ensure better protection of native vegetation and its associated organic duff layer.
- Place restrictions on land clearing and tree removal (including snags).
- Conduct inventories and developing special requirements for rare vegetation or slow growing trees.
- Place a heavy emphasis on the use of native vegetation in replanting requirements.
- Increase protection of designated native vegetation retention areas provided through the application of conservation easements, signage, and homeowners covenant maintenance agreements.
- Evaluate and increase urban stream buffer widths, as appropriate, with the next substantive revision to the County’s critical area regulations. In the interim, additional protection measures should be given to those streams which contain critical or at-risk salmonid species.
- Strictly regulate restoration activities that involve vegetation removal, filling, or grading occurring within the riparian (hyporheic) zone to ensure that no additional environmental system function degradation occurs.
**WATER RESOURCES**

Parkland, Spanaway, and Midland straddle two Water Resource Inventory Areas (WRIs): the Puyallup-White WRIA in the northeast portion of Midland, and the Chambers-Clover Creek WRIA in the remaining plan area. Three watershed basins are located within the Chambers-Clover Creek WRIA including Chambers Bay, Clover Creek/Steilacoom Lake, and American Lake. The Puyallup-White WRIA is divided by the Commencement Bay and Clear/Clarks Creek basins. It is important to note that a portion of the Midland area drains into the Clear/Clarks Creek basin in the Puyallup-White WRIA. Some residents of the Midland area have expressed concern about the health of Swan Creek, which lies just outside the plan area along the northwestern boundary.

**SURFACE WATER RUNOFF AND FLOODING**

As forested and natural vegetative cover are replaced with development, surface water runoff (stormwater) tends to increase both in volume of runoff and rate at which the water drains off the land. Increases in the number and capacity of connected drainage systems also influence stormwater quantity and quality downstream. Stormwater that has not been properly addressed can result in flooding, water quality and habitat degradation, negative impacts to fisheries, and erosion.

Additionally, the increase in rate and volume of water runoff from development has caused chronic surface water flooding problems, especially at the convergence of North Fork Clover Creek and along the main stem of Clover Creek. The headwaters of the main Clover Creek channel are located south of 160th Street East about halfway between Canyon Road East and Meridian Avenue East. Flows in this portion of Clover Creek are generated from a combination of surface water runoff and groundwater leaching out of slopes into the creek. Downstream of the confluence of Clover Creek and North Fork Clover Creek, serious flooding has occurred about every two years, sometimes annually. Clover Creek has flooded portions of Pacific Avenue, B Street East, and 136th Avenue East, and where Clover Creek crosses under C Street South. Some flooding events have inundated houses near B Street.

**Causes**

Stormwater-related issues can be correlated to the amount of impervious surface within a watershed or basin. Although total impervious surface area accompanying development is not the only factor in stormwater related issues, it is a readily measurable indicator that can be tracked and correlated to stormwater problems.

Effective impervious area is another indicator that is more difficult to measure, but can be correlated with more reliability. Effective impervious surfaces occur when impervious surfaces are directly connected and the water flow is not interrupted by any pervious areas.

Research indicates that water quality problems and habitat degradation start occurring when a watershed reaches approximately 10 percent effective impervious surface. This percentage can be reached with a density of as little as one home per acre because of the road network needed to support the development.
East and 136th Avenue East. These properties were purchased by Pierce County using Federal Emergency Management Agency (FEMA) grants.

Four homes in the residential cul-de-sac of 3rd Avenue Court East and 161st Street Court East are significantly lower than the surrounding land. The existing conveyance system, consisting of a piped drainage system with catch basins, collects runoff and conveys it onto an undeveloped parcel to the northwest. Residents have reported flooding of their properties and over the roadway in the cul-de-sac. The actual extent and severity of this flooding problem is not well understood.

The portion of Clover Creek located parallel to and south of Tule Lake Road South is a manmade channel that was originally designed by the Army Corps of Engineers to be the overflow channel for the main Clover Creek channel, which originally traveled through Pacific Lutheran University. In the 1960s, all of Clover Creek’s flow was diverted to the overflow channel and, over the years, much of the original channel was filled in. Isolated low points on the original channel experience flooding during large storm events from a combination of surface water flows and rising groundwater.

East of the intersection of Spanaway Loop Road South and Tule Lake Road South, Clover Creek flows into a large marshy area. Reed canary grass tends to inhibit base flow during the summer.

The tributaries that comprise North Fork Clover Creek drain the plateau area north of Brookdale Road East and south of SR-512. The impermeable soil types found in this area cause flashy runoff flows. Land use practices have filled in low spots in the topography, resulting in even quicker surges in flow.

The channel of Spanaway Creek, north of the split into Maury Creek, is well-defined and was probably originally manmade to protect farm land. The channel becomes increasingly clogged with vegetation as it extends north of 138th Street South and nears Tule Lake. There have been reports of non-structural flooding along the system. Although most flooding is

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### Drainage Districts

Drainage districts are empowered under Washington State laws as junior taxing agencies to address specific drainage-related problems within limited areas. There are two drainage districts, 14 and 19, which are located within the communities plan boundary.

Drainage District 19 lies within the Chambers-Clover Creek Watershed, encompassing the North Fork tributary to Clover Creek. The district boundaries extend between 80th Street East and 128th Street East and from A Street to Portland Avenue East. Drainage problems generally stem from a lack of maintenance of drainage courses.

Drainage District 14 lies within the Puyallup Watershed, with primary conveyance into Swan Creek. The district service area is located between 80th Street East and 121st Street East and between Vickery Avenue East and Portland Avenue East. Problems in this area stem from lack of maintenance of drainage courses, inadequate capacity for water volume, and sediment build-up from erosion.
attributed to surface flooding and overtopping of Spanaway Creek, the off-channel flooding is likely due to groundwater surfacing as it moves from southeast to northwest. Maintenance to increase the channel capacity and reduce flooding impacts associated with Spanaway Creek is becoming more difficult due to the negative effects this activity has on fish habitat.

Surface water runoff should not negatively impact properties located downstream. As new development occurs in the future, the County should strive for near zero change in hydrologic function on the property through the application of low impact development techniques. The County should explore methods to further reduce or eliminate the negative impacts of current development practices on the aquatic environment.

Areas within the plan boundaries where allowed impervious surface coverage will have the most detrimental impacts should be identified and either downzoned, required to use low impact development strategies, or have capital improvement projects identified to mitigate impacts to reduce the amount of impervious surface area and site disturbance. Those portions of the plan area that have historically flooded, such as B Street East, 136th Street East, and Tule Lake Road South, should be analyzed to determine which areas should be preserved to provide adequate floodplain storage capacity and maintain hydrologic functions.

**Groundwater Flooding**

Flooding associated with high groundwater tables is common in Parkland and Spanaway. Because of the porous soils, most of the runoff is infiltrated and charges the shallow groundwater aquifer. Flooding frequency can be associated with the total precipitation in a water year or subsequent water years.

While development activities exacerbate groundwater flooding problems by reducing vegetation and increasing surface water, how much additional flooding is produced is unknown. However, anecdotal evidence suggests that even before a majority of the development occurred within the plan area, groundwater flooding was documented corresponding with years of large cumulative rainfall. Unfortunately, adequate mapping of areas prone to groundwater flooding is currently not available as these areas are generally not shown on the Flood Hazard Area maps produced by FEMA which primarily focus on flooding associated with creeks or rivers.

Several areas within the plan area are prone to groundwater flooding. The area south of 138th

Flood hazard areas are regulated under Pierce County Title 17A which contains more restrictive regulations than the Federal Emergency Management Agency (FEMA) guidelines and most other jurisdictions in Washington State. The flood hazard regulations have requirements to determine areas of deep or fast flowing water and prohibit development within those areas if they meet the flood hazard definition.
Street East, which is an off-channel of Clover Creek, is susceptible to such flooding. Groundwater has also flooded the cul-de-sac of 139th Street East, inundating roads, driveways, and crawl spaces. The drainage system for this development was installed as an infiltration system that works fine when groundwater is low, but operates in reverse when groundwater is high.

**GROUNDWATER AND WATER SUPPLY**

The entire plan area is underlain by the Clover/Chambers Creek Aquifer. The groundwater system in the Chambers-Clover Creek Drainage Basin is part of the Central Pierce County Sole Source Aquifer, as defined by the United States Environmental Protection Agency (EPA). The “sole source” designation provides limited federal protection to drinking water supplies that have been identified as serving large populations where alternative drinking water supplies are scarce.

Over 50 percent of the area is designated as a Wellhead Protection Area. Because of the highly permeable gravely soils, it is estimated that approximately 50 to 60 percent of precipitation has the potential to become groundwater recharge. There are multiple layers of aquifer generally separated by a confining till layer. The shallowest aquifer is present at the surface in much of the area with a thickness that varies from less than 35 feet to about 150 feet (USGS, 2010-5055).

In 2000, the groundwater aquifers supplied drinking water for over 270,000 residents of Pierce County, and for more than 170,000 of those residents the aquifers serve as the sole source of drinking water.

TPCHD has created a watershed plan within the Chambers-Clover Creek watershed to help Pierce County Code Chapter 18E.50 Aquifer Recharge Areas establish specific mitigation measures for certain regulated activities. In addition, this chapter requires a hydrogeologic assessment for any activities that process or handle hazardous substances, such as waste treatment facilities, landfills, and animal containment areas, and grants the County the authority to condition or deny an application based upon TPCHD’s evaluation of potential impacts to the underlying aquifer.

Detailed analysis and monitoring are necessary to determine groundwater availability and allocation of groundwater within WRIA 12. This planning effort analyzed water quality and habitat issues, which are related to water supply issues. While this plan was not adopted, the
draft plan and associated characterization report are valuable references related to groundwater in the area.

The availability of groundwater within the Spanaway community for future development is a major issue. Groundwater supplies within the plan area should be protected and conserved. Detailed analysis and monitoring are necessary to determine if current regulations are achieving the goals of protecting groundwater quality and identifying more precise point locations for future increased regulatory efforts. Water conservation measures should be implemented on a countywide basis in order to reduce the amount of waste that occurs with groundwater and surface water resources.

**Water Quality**

Late 1970s: Studies conducted by the Washington State Department of Health (DOH) indicated that water quality within the Chambers-Clover Creek shallow aquifer was deteriorating and the levels of nitrates, chlorides, and bacteriological contamination were increasing.

Early 1980s: A number of significant site-specific groundwater contamination problems, generally involving toxic chemicals, were discovered in wells in the Parkland area.

1985: The Tacoma-Pierce County Health Department (TPCHD) and Ecology completed a hydrogeologic study in the Chambers-Clover Creek Watershed. The results revealed the extreme vulnerability of the aquifer system to contamination from land use activities and identified the geographic areas that were subject to the highest risk of groundwater contamination.

1993: The EPA designated all of the area within the Chambers-Clover Creek Watershed as part of a Sole Source Aquifer System which enables limited federal protection to drinking water supplies and federal financially-assisted projects and grant funding.

1997: The Pierce County Council established Wellhead Protection Areas countywide in response to information provided by the TPCHD. Two geographical areas identified for additional protective measures include Wellhead Protection Areas and areas where aquitards are absent. Wellhead Protection Areas receive a higher level of protection because they represent the most severe threat to drinking water supplies should an incident of contamination occur, such as a toxic chemical spill. A large portion of the Parkland community contains a designated area where aquitards are absent. Currently, there are no special provisions that address these aquitard areas.
Spanaway Lake is spring fed by the wetland complex and stream located at the southeast corner of the lake. The lake has experienced numerous blue-green algae blooms in recent history. Toxic algae blooms and high levels of fecal coliform have resulted in a recommendation that people not swim in the lake during certain periods. These algae blooms may be the result of nutrient loading from tributaries as well as fertilizer runoff from the park, golf course, and adjacent residential lawns. A high population of Canada geese also contributes to the reduction in water quality and clarity in the lake.

Although Spanaway Park is connected to the sanitary sewer system, most of the residences around Spanaway Lake are still served by on-site septic systems. These systems, if not operated and maintained properly, adversely impact water quality.

Groundwater is of concern and has been for many years. While beneficial uses of on-site septic systems are recognized, some systems have shown signs of problems. In May 1971, Ecology required Pierce County to pursue installing sewers in portions of the plan area in an effort to prevent groundwater contamination. However, even with the installation of sewers, some water companies have reported an occasional need to treat groundwater because of fecal coliform bacteria levels that exceed acceptable thresholds.

Aquatic ecosystems are supported, in part, by water quality. Pollution and sedimentation caused by human actions and land development activities decreases water quality, thereby reducing the overall function of the aquatic environment. Inappropriate activities also have the potential to contaminate groundwater supplies, which provide potable water supply to the majority of the plan area. In particular, Clover and Spanaway creeks and Spanaway Lake have not met standards based on State water quality standards.

- Clover Creek has been listed for fecal coliform bacteria and dissolved oxygen.
- Spanaway Creek has been listed for temperature.
- Spanaway Lake has been listed for fecal coliform bacteria.

Many pollutants and sediments are carried to surface water bodies by stormwater runoff. Instituting changes, such as reducing the amount of impervious surface, disconnecting stormwater conveyance systems from direct discharge into water courses and bodies, and retrofitting stormwater infrastructure, would serve to improve water quality within the plan area.

**SHORELINES**

The Washington State Shoreline Management Act (SMA) provides for the management of water bodies identified as “shorelines of the state.” The Pierce County Shoreline Master Program (SMP), adopted by Pierce County under the SMA, contains the policies and regulations that apply to development activities along Pierce County’s shorelines. Areas under jurisdiction of the SMA include the water bodies, all lands within 200 feet of the ordinary high-water mark, and associated wetlands and floodplains. In the Parkland-Spanaway-Midland Communities Plan area, these include Spanaway Lake, the main stem of Clover Creek, and Spanaway Creek.
Spanaway Lake, covering 262 acres, is used primarily for recreation, with single-family residential homes predominately bordering the lake. Extensive areas surrounding the lake have been identified as wetlands or 100-year floodplains. Spanaway Creek flows north from Spanaway Lake, through Bressemann Forest and Tule Lake, and into Clover Creek west of Tule Lake Road South and Spanaway Loop Road South.

Clover Creek enters the Parkland area immediately south of Brookdale Road East and flows generally west, crossing Pacific Avenue near 132nd Street South. The creek has been diverted west of Pacific Avenue, following an artificial channel south of Tule Lake Road South. The Pierce County Shorelines atlas shows the original channel of Clover Creek, flowing through the Pacific Lutheran University campus. The creek exits the plan area onto Joint Base Lewis-McChord, west of Tule Lake Road South and Spanaway Loop Road South. Several stretches along the creek and a large area west of Spanaway Loop Road South have been identified as either wetlands or within the 100-year floodplain.

Shoreline Environment designations in the PSM area should reflect a balance between existing conditions and the current scientific information on shoreline habitats and processes. Developments in shoreline areas should be designed to recognize and protect wildlife habitat and native vegetation, water quality, and natural processes. Opportunities for providing public use and access to shorelines in the PSM area should be encouraged.

Wetlands

Wetlands are protected under the Federal Clean Water Act, the State Growth Management Act, and Pierce County Codes. Wetlands provide important environmental functions including reducing the impact or frequency of flooding, providing habitats, recharging aquifers, providing clean water for fish and other aquatic species, and preventing shoreline erosion. Wetlands also provide visual buffers in the built landscape.

It is estimated that 50 to 67 percent of the total wetland acreage in Washington State has been lost since European settlement, and that 90 to 98 percent of urban area wetlands have been lost in the Puget Sound region. There are currently no estimates for how much wetland area has disappeared within Parkland, Spanaway, and Midland. However, there is evidence that much of the area along Pacific Avenue and Clover and Spanaway Creeks, which historically supported wetlands, has been filled.
The plan area contains both isolated wetlands and wetlands, which are connected to creeks and lakes. In addition, there is a strong correlation between designated Flood Hazard Areas and wetlands. Many of the scattered wetlands in the plan area are elongated troughs that are the result of underlying Dupont muck soils that formed when the glaciers receded. Some of these wetlands are bogs that formed as pre-historic lakes filled in over time.

There are several significant wetland complexes within the plan area:

- At the confluence of Spanaway Creek and Clover Creek, west of Spanaway Loop Road South and Tule Lake Road South;
- Southwest of Spanaway Lake, extending to the south into Fort Lewis;
- Adjacent to both Clover Creek and Spanaway Creek; and
- Several large wetland complexes generally running north-to-south in the Midland community.

Unfortunately, some of the remaining wetlands have incurred significant impacts to their environmental functions as a result of human activities, such as construction and development, ditching, draining, filling, and channelized stormwater infiltration.

Preserving the wetland areas that remain within the communities is a priority. Future development activities should be conducted in such a manner as to maintain the quality and function of the existing wetland complexes. Wetland restoration activities should be undertaken to increase the healthy functioning of wetland systems (both natural and artificially created), which may have been degraded as a result of development actions.

Existing County wetland maps provide a fairly good indication of where wetlands may be located; however, the communities could benefit from a detailed inventory to more precisely identify and delineate existing wetland complexes. This type of inventory could be used by the County in its upcoming buildable lands analysis and also in any public education and outreach efforts. Property owners with land that contains wetlands should continue to receive some assurance that a reasonable use of the property will be allowed in the future.

**Fish and Wildlife Resources**

Retention and preservation of existing fish and wildlife species and the habitats that support these species are priorities. Acquisition of high-quality priority habitats within the plan area should be pursued, and habitat management plans should be prepared for those sites that are acquired.

Implementation of low impact development techniques should be explored to stop continued degradation of remaining fish and wildlife habitat areas. Partnerships for conducting public education and outreach efforts should be pursued and serve to increase the public’s awareness of the impacts of household activities on the healthy functioning of the natural environment (e.g., inappropriate fertilizer and pesticide application).
Benthic Invertebrates

Aquatic organisms have preferred environments that each species’ physiology, behavior, morphology, and ecology have independently evolved to adapt to. Aquatic organisms have also co-evolved to depend on other species during the course of their individual life cycles. No species can survive outside the biological context and parameters that sustain it.

The health of an aquatic ecosystem depends on all of the biological components that comprise its system, not just on the size of commercially or culturally important populations such as salmon.

Water management principles emphasize water quality, with a particular focus on monitoring chemical pollutants, to determine the health of an aquatic system. Human actions jeopardize the biological integrity of water resources by altering one or more of five principal factors:

- Physical habitat;
- Seasonal flow and quantity of water;
- The food base of the system;
- Interactions within the stream biota; and
- Chemical contamination.

As humans alter their natural environment, changes in the benthic invertebrate population can also be used to help evaluate the condition or health of the water bodies contained within a watershed. Human activities that might have an effect on a freshwater body and its biota include:

- The release of human and livestock waste;
- Toxic chemicals;
- Fertilizers and pesticides from farmlands, residential lawns, recreational fields, and golf courses; and
- Tree and other vegetation removal that cause increased water temperatures.

The biological health of a water body can be determined by conducting benthic invertebrate sampling to evaluate the species richness (undisturbed environments generally have a greater number of species), species diversity, frequency of individuals, and total volume of organisms. A sampling that indicates a fairly healthy stream is comprised of organisms that are intolerant
to pollution, such as dobsonfly larva, mayfly nymph, water penny, caddisfly larva, and stonefly larva. As water quality and stream channel conditions deteriorate, many of the above organisms cease to live within the stream and are replaced with organisms that are generally tolerant of pollution and can live in an environment that is high in sediments. Organisms surviving under these deteriorated conditions include black fly larva, leeches, aquatic worms, rat-tailed maggots, and left-handed snails.

In October 2013, Clover Creek and Spanaway Creek were sampled for benthic macroinvertebrates by Washington State Department of Ecology. There were six sampling locations spanning Clover Creek from the headwaters to Steilacoom Lake and one location on Spanaway Creek downstream of Spanaway Lake. Biological data collected was compared to 12 reference sites in the Puget Sound Lowlands Ecoregion. The overall benthic invertebrate sampling scores revealed that Clover Creek and Spanaway Creek had low overall scores, indicating considerable habitat impairment. The site closest to the headwaters had the highest scores but was still ranked “Poor.”

**Fish**

Two anadromous fish species, Coho salmon (Oncorhynchus kisutch) and coastal cutthroat (Oncorhynchus clarki clarki), are identified by the Washington State Department of Fish and Wildlife (WDFW) as known or predicted to occur within the plan area. Coho, also referred to as silver salmon, are indicated as a known presence in Spanaway and Clover creeks. Coastal cutthroat, also referred to as sea-run cutthroat, are indicated as a known presence in Clover Creek.

WDFW lists the Coho in the Chambers-Clover Creek system as a mixed (hatchery/native) origin with a composite production type (i.e., sustained by both wild and artificial production). Various non-native hatchery-origin Coho have been released into the Chambers-Clover Creek basin, and adult strays from the Fox Island net pen program also contributed to the Chambers Creek Coho spawning population.

Currently, there is no information available on the status of coastal cutthroat within the Chambers-Clover Creek system. No hatchery operations exist for this species, so any fish that are returning are considered native/wild.

Both species of fish require the same elements within the natural environment to conduct their life cycles, including:

- Cool, clear flowing waters to support returning adults, for eggs to hatch, and for young to survive and grow until they migrate to sea;
- Adequate flow during crucial times to make migration possible, to allow fish to escape predators, and to allow fish to find enough food;
- Well-aerated, loose, clean streambed gravel for spawning;
- A rich diversity of benthic invertebrates to serve as a food source during juvenile rearing;
• Adequate off-channel juvenile rearing areas (adjacent wetlands serve this function) may use lakes and beaver ponds for rearing where available;
• Appropriate streamside vegetation to keep the water cool, provide a buffer against soil erosion to maintain water quality, source of food and nutrients for streams, and source of large woody debris which plays a key role in the formation of the physical habitat and storage of sediment and organic matter.

Since the majority of the Midland area drains into and, thereby, impacts Swan Creek, it is relevant to note that this system contains several anadromous fish species including Coho salmon, chum salmon, and winter steelhead. Chum salmon also rely on estuarine environments that support aquatic vegetation and organisms. The juvenile chum utilize these areas (e.g., eel grass beds) during rearing until going out to sea.

WILDLIFE

The Parkland-Spanaway-Midland plan area supports a variety of wildlife species. Many of these species are identified as critical. These critical species depend on a variety of habitat types to support their life cycles, including wetlands, riparian areas, prairies, oak woodlands, and coniferous forests. The chipping sparrow and the western gray squirrel are two species that are heavily dependent on the remaining oak woodland/prairie mosaic habitat. The Spanaway Marsh area has a resident bald eagle that ranges from Spanaway Lake to the wetland marsh complex extending south into Joint Base Lewis-McChord. In 1985, Spanaway Marsh also supported an active great blue heron rookery. Several factors could have caused the great blue heron to abandon this location, but given the high-quality habitat, this area is likely to support great blue heron in the future. Pileated woodpeckers have been sighted by Midland residents in the vicinity of 85th Street East and 22nd Avenue East.

Additionally, five potentially critical butterfly species may be found in the plan area, including:

• Oregon Silverspot;
• Zerene Fritillary;
• Puget Blue;
• Mardon Skipper; and
• Whulge Checkerspot.

All of these butterflies have been identified on Joint Base Lewis-McChord, where extensive inventories have been done. It may be assumed that all of these butterflies can be found in the southern Puget Sound prairies, which include Parkland, Spanaway, Joint Base Lewis-McChord, DuPont, Lakewood, etc. The Zerene Fritillary is associated closely with white-topped aster (*Aster curtus*), a rare prairie plant, which is found within Parkland. The Puget Blue associates with lupines; the Mardon Skipper with Idaho fescue and the blue violet; and Whulge Checkerspot with lomatium, camas, plantain, etc., also known to grow within the plan area.
Table I-7: Potential Critical Wildlife Species

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Primary Habitat</th>
<th>State Status</th>
<th>Federal Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carnivores</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fisher</td>
<td>Coniferous or deciduous forests-riparian</td>
<td>Endangered</td>
<td>Candidate</td>
</tr>
<tr>
<td><strong>Bats</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Silver-Haired Bat*</td>
<td>Coniferous or mixed-deciduous forests</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Townsend’s Big-Eared Bat</td>
<td>Coniferous forest-shrub-grassland</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td><strong>Rodentia</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Gray Squirrel</td>
<td>Oak woodland-prairie</td>
<td>Threatened</td>
<td></td>
</tr>
<tr>
<td><strong>Amphibians</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oregon Spotted Frog</td>
<td>Wetlands</td>
<td>Endangered</td>
<td>Threatened</td>
</tr>
<tr>
<td><strong>Reptiles</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Western Pond Turtle</td>
<td>Wetlands</td>
<td>Endangered</td>
<td></td>
</tr>
<tr>
<td><strong>Insects</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Puget Blue Butterfly</td>
<td>Prairies</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Whulge Checkerspot Butterfly</td>
<td>Prairies</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Valley Silverspot Butterfly</td>
<td>Prairies</td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Mardon Skipper Butterfly</td>
<td>Prairies</td>
<td>Endangered</td>
<td>Species of Concern</td>
</tr>
<tr>
<td><strong>Birds</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Yellow Warbler*</td>
<td>Riparian</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Purple Martin</td>
<td></td>
<td>Candidate</td>
<td></td>
</tr>
<tr>
<td>Western Bluebird</td>
<td>Coniferous forest-riparian &amp; prairies</td>
<td>Monitor</td>
<td></td>
</tr>
<tr>
<td>Chipping Sparrow*</td>
<td>Prairies</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cooper’s Hawk*</td>
<td>Coniferous forests within ¼ mile of water</td>
<td></td>
<td></td>
</tr>
<tr>
<td>American Bittern*</td>
<td>Wetlands</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Great Blue Heron</td>
<td>Riparian/Wetlands</td>
<td>Monitor</td>
<td></td>
</tr>
<tr>
<td>Pileated Woodpecker*</td>
<td>Snags-mature forest</td>
<td>Sensitive</td>
<td>Species of Concern</td>
</tr>
<tr>
<td>Bald Eagle</td>
<td>Forest-snag-riparian</td>
<td>Threatened</td>
<td>Threatened</td>
</tr>
<tr>
<td>Streaked Horned Lark</td>
<td>Prairie and open coastal</td>
<td>Endangered</td>
<td>Threatened</td>
</tr>
</tbody>
</table>

Source: WA Dept. of Fish & Wildlife, US Fish & Wildlife Service
* Indicated at-risk species through the GAP pilot project.
**FISH AND WILDLIFE HABITAT**

**PRIORITY HABITATS IN THE PLAN AREA**

Even within highly urban areas, pockets of high quality habitat can remain. The WDFW designates priority wildlife habitats and this information was generated for the plan area with the following habitats identified:

1. The Midland community contains only a few small areas of priority habitat generally located west of Golden Given Road East. These habitat areas are primarily elongated troughs, associated with wetlands.

2. Within the western portion of the Parkland community, three major priority habitat areas exist as follows:
   - East of Steele Street South just south of 96th Street South;
   - East of Steele Street South both to the north and south of 112th Street South; and
   - West and east of Spanaway Loop Road South around Tule Lake Road South.

   These Parkland priority habitat areas are associated with designated wetland areas, but also reflect small vestiges of prairie habitat.

3. There are several large priority habitat areas designated within the Spanaway community including:
   - An area surrounding Spanaway Lake which extends north along the south fork of Spanaway Creek and south (referred to as Spanaway Marsh) onto Joint Base Lewis-McChord;
   - Between 176th Street East and 186th Street East at 8th Avenue East;
   - A linear riparian corridor adjacent to the south fork of Clover Creek; and
   - The southwest corner of 176th Street East and 22nd Avenue East.

   These areas provide a range of habitat types including urban natural open space (primarily forested), wetlands, riparian zones, and waterfowl range.

Pierce County completed a wildlife biodiversity plan for Pierce County (see Pierce County GAP Application Pilot Project). The purpose of this study was to identify those areas that provide for the greatest diversity of species, based upon existing land cover (vegetation zones) and the concepts of species richness and representation. These areas were mapped as Biodiversity Management Areas (BMAs). Corridors between the BMAs were also established to facilitate wildlife movement, and in many cases, these corridors were located along riparian areas. The results of this study served to augment the existing WDFW Priority Habitat and Species (PHS) and Heritage Point data and expand the current focus on threatened, endangered, and monitored species to a more holistic view.
The Updland BMA is located partially within the boundaries of the plan area. This area was one of four chosen for further refinement in phase II of the pilot project. The refined plan area BMA (PSM Case Study Area) should be considered a habitat area of high quality. It should be noted that while the PSM plan does not specifically recognize lands outside the planning boundaries, the military lands of Joint Base Lewis-McChord provide the high-quality core of BMA habitat, which supports species that may peripherally use the plan area as edge habitat.

Prairies and oak woodlands are rapidly declining, both within the Puget Sound region and within the plan area. Both the prairies and the oak woodlands provide habitat for several critical species identified within the plan area, including the Western gray squirrel, chipping sparrow, and Townsend’s big-eared bat. Species that utilize wetlands during some or all phases of their life cycle have also seen declines as wetlands have been eliminated or functions and values impacted as a result of urban development. Future protection of prairies, oak woodlands, wetlands, mature forests, snags, and priority habitat areas is essential to maintaining the long-term viability of fish and wildlife species in the plan area.

### Habitat Quality

Extensive land conversion within the plan area has resulted in fish and wildlife habitat that is extremely fragmented and degraded. This fragmentation habitat leads to extinction of larger predators, overpopulation of smaller predators, excessive predation by domestic animals, decrease in the benthic invertebrate population, decrease in fish population, and an overall reduction in the biological diversity within the area.

### Habitat Protection

The Fish and Wildlife Chapter of Pierce County Code (18E.60) identifies critical fish and wildlife habitats as either those areas that have a primary association with federally- or state-listed endangered, threatened, or sensitive species and habitats and species of local importance. Chapter 18E.60 lists documented habitat areas or outstanding potential habitat areas for endangered, threatened, sensitive, candidate, or monitored species. These areas include specific habitat types which are infrequent in occurrence in Pierce County and may provide specific habitats with which endangered, threatened, sensitive, candidate, or monitored species have a primary association, such as breeding habitat, winter range, and movement corridors. Oak woodlands, prairies, old growth forests, caves, cliffs, rivers and streams with critical fisheries, and snag-rich areas are listed as habitats of local importance. As discussed earlier in the vegetation section, percentages of oak and prairie habitat/vegetation removal are currently negotiated on a case by case basis during the application review process and thorough identification of these areas is limited by inadequate mapping.
Habitats adjacent to rivers, streams, and lakes are protected by the requirement to maintain a buffer of undisturbed vegetation (also discussed under the section on vegetation). Buffer widths vary depending on the type of critical area and its attributes, and these widths are set by Pierce County critical area and shoreline regulations.

**Open Space**

Open space areas that provide high-quality fish and wildlife habitat should be protected through the designation of native growth protection areas that require the retention, and in some cases the replanting of native vegetation. Enhancement, restoration, and maintenance of designated open space properties can be achieved by increasing public education and outreach efforts within the plan area. Opportunities to promote the creation and maintenance of fish and wildlife habitat should be explored.

The County's existing open space/greenbelt map should be refined to incorporate updated fish and wildlife habitat, critical area and wooded area data, and reflect changes in vacant status as a result of recent development.

Public open space acquisition efforts should focus on those open spaces targeted by the community as high-priority acquisition areas. The County’s Conservation Futures Program should be utilized to help acquire these high-priority acquisition areas. Stewardship and management plans that address long-term protection and maintenance should also be developed for these sites. In addition to public acquisition efforts, a variety of other open space acquisition and conservation strategies should be employed to permanently protect open space within the community whenever possible.

The Parkland-Spanaway-Midland Communities Plan area contains several designated open space sites, which are shown in Table I-8.

<table>
<thead>
<tr>
<th>Site</th>
<th>Acres</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parkland Prairie &amp; Wildlife</td>
<td>4.6</td>
<td>Located off Tule Lake Road South, next to vacated Yakima Avenue South on the east, 132nd Street South on the south and 10th Avenue South on the west. This preserve of Oregon White/Garry Oak open space property is located in the Parkland area. The Preserve contains a degraded urban patch of prairie along Clover Creek. Although dominated by invasive plants such as Scotch broom, the Preserve still contains native plant remnants of the once expansive woodland-prairie mosaic, such as blue camas and Idaho fescue. Pierce County Parks and Recreation has teamed with Pierce County Planning and Public Works and the Pierce County Beekeepers Association to reclaim the Preserve by removing noxious weeds, installing forage-rich plants to help pollinators, and by creating an accessible and educational environment for the public to enjoy.</td>
</tr>
<tr>
<td>Site</td>
<td>Acres</td>
<td>Description</td>
</tr>
<tr>
<td>------------------------------</td>
<td>-------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>Clover Creek Wetland Site</strong></td>
<td>2.24</td>
<td>Located on both the north and south banks of Clover Creek, southwesterly of the intersection of Golden Given Road East and Johns Road East in Parkland. The site straddles two channels of Clover Creek, approximately 700 feet in length. The channels over-bank often and the area is heavily vegetated. Trees on the site provide roosts for hawks, kingfishers, and herons as well as habitat for a number of fish and wildlife. The site is managed by Forterra, as part of the Clover Creek wildlife management area.</td>
</tr>
<tr>
<td><strong>Clover Creek Dietrich Site</strong></td>
<td>10.75</td>
<td>Located off 4th Avenue East, north of Cherry Street East. The site is comprised of two parcels bisected by Clover Creek that contain 1,500 feet of non-contoured creek frontage. Several oak trees are found along the southern boundary of the site with open grassland between the creek and trees. The site provides roosts for hawks, kingfishers, and herons as well as habitat for a number of fish and wildlife. The site is managed by Forterra, as part of the Clover Creek wildlife management area.</td>
</tr>
<tr>
<td><strong>Schibig-Lakeview Nature Preserve</strong></td>
<td>10.28</td>
<td>Located at 12504 Spanaway Loop Road Road South. The site is a historic inactive farm and offers habitat associated with the numerous oak trees found on the property. Clover Creek runs through the property and may be used by several anadromous fish species including salmon and steelhead. Hawks, killdeer, and blackcapped chickadees have frequently been seen at this site.</td>
</tr>
<tr>
<td><strong>Bresemann Forest</strong></td>
<td>65</td>
<td>Located on the north side of Military Road South, just west of Sprinker Recreation Center. The forest provides habitat associated with the old-growth fir stand found on the site. Spanaway Creek flows through a portion of the forest and additional riparian habitat is found in this area. A fish bypass channel was constructed by Pierce County in 2007 to allow salmonids to migrate upstream around the historic Bresemann Dam, which was originally used to keep stock fish in Spanaway Lake. The forest is crisscrossed with numerous walking trails and has been fenced to control access.</td>
</tr>
</tbody>
</table>
ENVIRONMENT POLICIES

GOAL PSM ENV-1  Protect remaining fragments of prairies and oak woodlands located within the plan area.

PSM ENV-1.1  Protect slow-growing heritage or specimen trees.

GOAL PSM ENV-2  Increase critical area standards for natural vegetation buffers within riparian and hyporheic zones to protect water quality and the health of the aquatic ecosystem.

PSM ENV-2.1  Buffer widths shall be calculated and increased, as necessary, based upon the presence of critical fish species, cumulative impacts of stormwater discharge and in-stream flow reductions, pollutant levels, and water temperatures.

PSM ENV-2.2  The establishment of natural vegetation buffer widths along streams should include existing floodplain meanders, adjacent steep slopes, wetlands, and the area necessary to support the healthy functioning of the hyporheic zone and aquatic species.

PSM ENV-2.3  Prohibit tree cutting and removal of any native vegetation within the hyporheic zone or riparian buffer zone except as provided through a fish and wildlife habitat buffer variance.

PSM ENV-2.4  Where disruption of the natural condition within vegetative buffers is permitted, require revegetation that duplicates the historic, indigenous plant community type to restore the buffers' protective value.

GOAL PSM ENV-3  Require retention of a minimum percentage of natural/native vegetation as a component of all new development within the plan area.

PSM ENV-3.1  Retaining areas of mature native vegetation on a site is a higher priority than providing supplemental landscaping.

PSM ENV-3.2  Encourage that setback areas be retained in native vegetation and enhanced with additional native plant species selected from the historical, indigenous plant community type where native vegetation is sparse or nonexistent.

PSM ENV-3.2.1  Require follow-up horticultural care of these supplemented plants that ensures 80 to 90 percent survival.

GOAL PSM ENV-4  Continue implementation of the stewardship plan for Parkland Prairie Preserve, including removal of invasive species and replanting vegetation beneficial to pollinators and other local wildlife.

PSM ENV-4.1  Conduct the removal activities in such a manner so as not to damage existing native plants.
Water Resources

Surface Water Runoff and Flooding

GOAL PSM ENV-5 Preserve those portions of the plan area (both public and private), such as B Street East, 136th Street East, and Tule Lake Road East, which serve as storage areas for surface water runoff.

PSM ENV-5.1 Consider purchase of sites that serve as an expansion of the natural drainage/retention system.

Groundwater and Water Supply

GOAL PSM ENV-6 Reduce the amount of irrigation that occurs on grass/vegetation that has been installed over soils that have been disturbed and degraded.

PSM ENV-6.1 Apply 6-12 inches of woodchip mulch on sites in forested areas to replace duff, control weeds, and retain moisture.

PSM ENV-6.2 Require the installation of irrigation meters on all new systems and establish limits on the amount of water that can be used for irrigation purposes.

GOAL PSM ENV-7 Require re-use of native topsoil or appropriate soil amendments prior to installation of grass seed, sod, or other vegetation in new developments.

GOAL PSM ENV-8 Discourage extensive, irrigated landscape areas in new developments.

PSM ENV-8.1 Encourage drip irrigation systems and promote water conservation methods for lawn watering.

Water Quality

GOAL PSM ENV-9 Provide protection to improve the quality of surface water bodies in the area (e.g., Spanaway Lake, Clover Creek, and Spanaway Creek).

PSM ENV-9.1 Implement the recommendations of the Spanaway Lake Management Plan to address water quantity and water quality.

PSM ENV-9.2 Implement the recommendation of the Clover Creek TMDL Alternative Strategy to protect water quality.

PSM ENV-9.3 Encourage the replanting of historic, indigenous plant community types within the buffers of any stream, creek, or lake within the plan area.

PSM ENV-9.4 Require a no spray zone for any chemicals within the buffers of any stream, creek, or lake within the plan area or ditches that drain into these waters.

GOAL PSM ENV-10 Identify areas where restoration activities could have a positive effect on water quality and encourage restoration projects within these areas.

PSM ENV-10.1 Identify potential restoration areas through adopted basin plans and collaboration with the Chambers-Clover Creek and Puyallup River watershed councils.
PSM ENV-10.2  Work with existing volunteer groups, such as the Pierce Conservation District stream team, to provide restoration actions on identified sites.

GOAL PSM ENV-11  Work with the Chambers-Clover Creek Watershed Council to address water quality issues within that portion of the plan area.

GOAL PSM ENV-12  Work with the Puyallup River Watershed Council to address water quality issues in that portion of the Midland community located within the Water Resource Inventory Area 10.

Wetlands

GOAL PSM ENV-13  Encourage restoration of wetlands and their buffers that have been degraded as a result of previous development actions within the plan area.

PSM ENV-13.1  Pursue grants and other funding sources that could be used to restore important wetland systems that have been degraded.

PSM ENV-13.2  Promote programs that involve volunteer efforts to clean up and repair the function and value of damaged wetlands.

Fish and Wildlife Resources

GOAL PSM ENV-14  Retain and protect biodiversity management areas and corridors located within and adjacent to the plan area.

PSM ENV-14.1  Eliminate the illegal removal of surface water that decreases the quantity or flow rate of the creek and regulate the legal removal of surface water.

GOAL PSM ENV-15  Reconstruct infrastructure to remove barriers to fish passage as part of any public road or utility projects associated with the blockage.

PSM ENV-15.1  Reduce culverts and encourage bridges, when needed, when constructing or reconstructing water passages under roads.

GOAL PSM ENV-16  Incorporate landscaped greenbelt areas into the open space network.

PSM ENV-16.1  Utilize greenbelts for pathways and integrate this system into the active transportation network.

PSM ENV-16.2  Encourage the planting of native vegetation within greenbelt areas, but recognize that other non-native species, such as turf, may be appropriate for the intended use.

PSM ENV-16.3  Integrate man-made structures such as children’s play equipment, climbing rocks, water features, benches, trails, and picnic tables into greenbelt systems.

PSM ENV-16.3.1  Trails shall be made of permeable pavement or materials.

PSM ENV-16.4  Greenbelt areas should integrate or bridge critical areas, such as wetlands and fish and wildlife habitat areas, or designated open space areas when possible.
OPEN SPACE

GOAL PSM ENV-17  Encourage preservation of large tracts of open space corridors through site design mechanisms, such as mandatory clustering requirements, and set aside in separate tracts.

GOAL PSM ENV-18  Establish design standards and location criteria for open space/greenbelt areas.

PSM ENV-18.1  Utilize open space sites as part of a trail system.

PSM ENV-18.2  Open space corridors should be used to connect wetlands.

PSM ENV-18.3  Structures in designated open space areas should be designed and situated to be harmonious with their surroundings, constructed with natural materials, and well screened.

PSM ENV-18.3.1  Utilize materials made of wood and stone for benches, steps, railings, and fences.

PSM ENV-18.4  Environmentally sensitive design standards should be utilized in new developments or redevelopment located within designated open space areas.

PSM ENV-18.4.1  Clustering of lots, dwelling units, or building structures should be considered during the conceptual site development stage.

PSM ENV-18.4.2  Restoration of vegetated areas to native vegetation, based on the sites soils, hydrology, and topography should occur on each site as necessary to enhance the function of the open space corridor.

PSM ENV-18.5  Vegetation within native growth protection areas shall be left undisturbed except for carefully planned and maintained pathways.

PSM ENV-18.5.1  Access into native growth protection areas shall be limited to nonmotorized methods.

PSM ENV-18.5.2  Access through native growth protection areas shall be designed to avoid sensitive critical areas such as wetlands and fish and wildlife habitat areas.

PSM ENV-18.5.3  Paths shall follow the natural land contours and be constructed of permeable materials that blend into the natural surroundings.

PSM ENV-18.5.4  Institute an exception for removal of non-native, invasive, or noxious plant species.

PSM ENV-18.6  Encourage developers to utilize green building techniques to soften the urban environment within the open space network.

PSM ENV-18.6.1  Reduce impervious surfaces by providing a layer of plants on hard surfaces to create a new network of vegetation linking roofs, walls, courtyards, streets, and open spaces.

PSM ENV-18.6.2  Design buildings to complement the open space network.
PSM ENV-18.6.3  Utilize courtyards to provide green spaces for work or relaxation, be cultivated as wildlife habitats, or organized as attractive green areas to offer pleasing views from the home or office window.

PSM ENV-18.6.4  Design the outside space during the design of the building structure to integrate vegetation into the design of the building.

PSM ENV-18.6.5  Promote the use of balconies and small terraces in multifamily developments.

PSM ENV-18.6.6  Encourage the use of vegetated rooftops in greenbelt areas or in designated open space areas.

PSM ENV-18.6.7  Integrate public stormwater detention/retention facilities into the open space network.
Map I-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 I-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.*
Map I-10: Flood Hazard Areas

*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 18E.70.

The Pierce County Code can be found at: www.piercecountywa.org/code
Map I-11: Landslide and Erosion Hazard Areas

*Note: Erosion Hazard areas are based on the criteria for the Pierce County Potential Erosion Hazard Critical Areas. The detailed criteria can be found in the Pierce County Code, Chapter 18E.110.020.B.1.

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 specifics for this designation 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 18RE.05.020.B.

The Pierce County Code can be found at: www.piercecountywa.org/code
Map I-16: Wetland Inventory

County Wetland Inventory
- Delineated
- Verified
- Unverified

Wetland (Unknown Category)
- Category IV Wetland
- Category III Wetland
- Category II Wetland
- Category I Wetland

National Wetland Inventory
- NWI Wetland

*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 articulates needs for facilities and services to implement the visions and goals of the communities plan. Facilities and services are collectively considered infrastructure and may include public or privately funded projects.

Policy statements regarding infrastructure provide direction to investors and decision-makers about investments desired and needed by the community. The element also prioritizes the projects and suggests potential funding sources to complete them.

**SEWER AND WASTEWATER TREATMENT AND ON-SITE SEPTIC SYSTEMS**

**SEWER AND WASTEWATER TREATMENT**

*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 Parkland-Spanaway-Midland service area is concentrated within two sewer service basins – Parkland Basin and Spanaway Basin. These areas are zoned moderately urban with limited rural designations and constitute approximately 10 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.

**On-Site Septic Systems**

The life-span of an on-site sewage system is typically 20 to 30 years, depending on the maintenance of the system and the type of soils. Since most of the on-site sewage disposal systems in the Parkland, Spanaway, and Midland communities were built at least that long ago,
many of these systems are reaching maturity. Despite the older systems, the failure rate is not higher than the countywide average of one-half percent. Once an on-site sewage system is reported for repairs, TPCHD can track the operation and maintenance of on-site systems since septic service companies are required to report such repairs. On-site sewage disposal systems should be maintained and monitored on a regular basis to ensure proper function and prevent potentially hazardous leaks.

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.

**Potable Water**

Potable (domestic) water within the plan area is provided by a combination of individual on-site wells, small Group B Systems, and 29 Group A Water Systems. The plan area is almost entirely serviced by Class A Water Systems, with the exception of one small area, shown in Map I-21. The major water purveyors providing domestic water service within the plan area include Parkland Light and Water, Spanaway Water Company, Tacoma Water, and Rainier View Water Company-Southwood/Sound System.

As potable water is a necessary component of development, a more detailed overview of each major water purveyor serving the plan area is warranted, as well as the issues that impact the ability of these purveyors to supply domestic water for new growth. Pierce County and water purveyors should coordinate their activities to ensure that an adequate and reliable domestic water supply is available to support projected population growth. The availability of an adequate potable water supply should be verified prior to the approval of new land divisions. If water purveyors have problems supplying water for new land divisions, then they should explore connections with other water systems that have adequate water supplies.

**Issues Facing Water Purveyors**

A lack of water is different from a lack of infrastructure (e.g., sewer lines, roads) in that infrastructure can be phased in, planned for or improved upon within a specified time period. If a water system is at capacity, in terms of water rights, it may be impossible to obtain additional water through new water rights. If possible, the timeline under which new water rights can be obtained is impossible to predict. This is in part due to a large backlog of water rights applications that may take the Washington State Department of Ecology (Ecology) years to sort.
through. Additionally, the Chambers/Clover Creek basin is closed to additional surface water withdrawals.

The ability to use existing developed water rights outside of the area specified in the water right through the use of transfers and interties is currently in question. While some utilities have adequate existing water rights and production capabilities, others do not and are near, or in, growth moratoriums. The above provision prevents utilities which do have excess capacity from transferring water to those that do not.

Another issue that may have an impact on water supply is the effect of the Endangered Species Act listing of Chinook salmon as threatened. One of the key elements of maintaining quality salmon habitat is the availability of adequate stream base flows and clean, clear water within those streams. Drawdown of the aquifers for human consumption of water is currently being reviewed for its impact to stream base flows and will play into the Ecology decision making process when considering pending water right applications.

Another issue facing the ability of water purveyors to provide water is the potential impacts of the installation of sewer systems on groundwater withdrawals due to shallow aquifer dewatering. This can occur when groundwater flows along gravel pipe bedding rather than recharging naturally or high water tables during sewer construction result in the need for pumping actions that redirect groundwater resources outside its point of origin.

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**Parkland Light and Water Company**

- Parkland Light and Water Company's water is pumped from several aquifer levels of the Chambers-Clover Creek Basin as it flows to Puget Sound.
- The company owns all 12 wells which range from 30 to 630 feet deep. Stored water is kept in five above-ground water storage tanks that can store a total of 5,600,000 gallons of water.
- The water system is operated by gravity distribution and supplies ample fire protection throughout the service area, as well as the domestic and commercial daily needs of the community.

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**Spanaway Water Company**

- Spanaway Water Company (SWC) is a non-profit mutual water company owned by all the property owners (members) served by the company. SWC serves over 9,000 families and more than 330 businesses in the Spanaway area.
- As with most water systems, the SWC's distribution system has developed over several decades. This evolution has created areas of older, undersized mains and newer lines sized for urban development. Facilities are regularly maintained and improved as set out in the Coordinated Water System Plan and as pipelines are relocated during road improvements or other construction projects.
- SWC is pursuing new water rights and transfers in its existing rights to meet its future demands.
Water purveyors may use and promote water conservation methods as a means of ensuring sufficient water supplies for growth. Conserved water is water that does not have to be purchased or conveyed so it is cost-effective. Water conservation can be frustrated by development regulations and homeowner covenants that require extensive irrigated landscaping and similar features. Water conservation can be enhanced by requiring plumbing fixtures that conserve water, instituting leak detection and correction programs, and by developing strict irrigation and landscaping standards. Care in requiring landscaping that does not demand extensive irrigation for its survival will help as will emphasis in landscaping requirements on the use of indigenous plant materials and in land clearing regulations on the extent of vegetation removal. Pierce County Code requires landscaping associated with new development. Specific plant types are generally left to the developer, however, drought-tolerant and native plants are encouraged to promote water conservation and plant survivability.

Acknowledging the finite resource that it is, the policy focus for potable water is placed on aquifer recharge, resource protection, and conservation. These efforts require cooperation between public agencies, water purveyors, and community groups. Due to the limited available information about

Tacoma Water

• Tacoma Water operates and maintains one of the country’s oldest municipally owned water systems, which provides direct service to more than 300,000 people throughout Pierce and King counties.
• Tacoma’s primary water supply is the Green River, which begins in the Cascade Mountains near Stampede Pass. In addition to sources in the Green River watershed, Tacoma Water owns 24 wells in and around Tacoma.
• Tacoma Water began developing the Second Supply Project in 1968 to meet future water supply requirements and increase regional supply. By the end of October 2005, Second Supply Project water began flowing through the entire 34-mile-long project pipeline.

Rainier Water Co. (Southwood/Sound Water)

• Rainier View Water Company serves a population of over 35,000 in Graham, parts of Spanaway, Puyallup, Gig Harbor, and additional outlying areas.
• The Southwood/Sound Water System has a service area encompassing approximately 21 square miles of predominantly rural area with widespread residential development.
• The system has a unique history of how the overall system developed ultimately resulting in the Southwood/Sound System’s five pressure zones.
• In order to continue to provide dependable and reliable service, Rainier View Water Company is looking toward the future by entering into agreements with Lakewood Water District for a future intertie connection for an additional source of supply.
the aquifers, the planning and monitoring efforts for the Chambers-Clover Creek water resource area and other regional water resource management efforts should also be supported.

**LAW ENFORCEMENT**

**Pierce County Sheriff**

The Pierce County Sheriff’s Department (PCSD) is the primary law enforcement agency for the plan area. Central Pierce County, extending as far south as 224th Street, is served by a full service precinct in South Hill, as well as other facilities providing specialized services.

The PSM plan area is served by the PCSD South Hill Precinct located at 271 John Bananola Way East. Additional facilities serving the area are located at the Parkland-Spanaway Station at 495 Shandon Wright Way South and the County-City Building in downtown Tacoma. All of these facilities provide continual, but not exclusive service to the PSM plan area.

**Washington State Patrol**

The Washington State Patrol's office is located at 2502 112th Street East, just east of the plan area. This office dispatches four detachments to eastern Pierce County covering SR-7 (Pacific Avenue) and SR-512 in the plan area. They respond to a variety of calls for service ranging from standard traffic stops to vehicular accident investigation. The number of troopers in the plan area varies from two to three depending on the calls for service in other areas of Pierce County.

**Fire Protection**

Fire protection and emergency aid in the communities plan area are provided by Central Pierce Fire District (CPFD). CPFD 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 communities that now make up CPFD.

CPFD 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, CPFD provides hazardous materials response and technical rescue service. Technical rescue involves any situation where life is in danger (drowning, climbing, building collapse, etc.). CPFD also provides training and information to the public on fire and injury prevention, CPR, First Aid, fire extinguisher usage, and other safety related topics.
PUBLIC SCHOOLS

The plan area is served by Bethel School District No. 403 and Franklin Pierce School District No. 402.

Comprehensive Plan policies encourage coordination with school districts on future capital facilities planning. School district facility needs and requirements should be considered when making land use decisions that could impact district facilities. New schools should be sited in the UGA near the student population being served by the school facility. The student enrollment should not exceed classroom capacity. School impact fees should be paid to the district to adequately mitigate the impacts to school facilities that are generated by new residential growth within the communities plan area.

PARKS AND RECREATION

HISTORY OF PIERCE COUNTY PARKS AND RECREATION

Prior to 1958, the Metropolitan Park District of Tacoma (Metro Parks) provided most of the park facilities and recreation programs throughout Pierce County. In 1958, the Board of Pierce County Commissioners created the Department of Parks and Recreation for Pierce County. At this time, several park sites outside of Tacoma were conveyed to Pierce County by Metro Parks including Spanaway Park and Gonyea Playfield.

Subsequently, Pierce County acquired and constructed additional parks and recreation centers including Lake Spanaway Golf Course and Sprinker Recreation Center. Sprinker ice arena opened in the late 1970s and soon became the only public ice skating rink in Pierce County. The Pierce County Parks and Recreation Department continued to grow in the 1980s and 1990s and established many recreational programs, such as the All Abilities Camp, Sound to Narrows Race, mobile recreation, ski school, martial arts, aerobics, Tour de Pierce, Carless Commute, Cooperative Playshops, and sports leagues. Fantasy Lights at Spanaway Park provides a holiday light display which served approximately 200,000 in 2018. Today, it is estimated that over 3 million people utilize Pierce County Parks and Recreation facilities and programs annually.
OVERVIEW OF CURRENT COUNTY PARK & RECREATION POLICIES AND REGULATIONS

PIERCE COUNTY COMPREHENSIVE PLAN

The Parks and Recreation Element of the Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of park and recreation facilities in the County. These policies cover a range of issues including responsibility for provision of parks, technical assistance, and location criteria for new parks.

Comprehensive Plan policy PR-1 states that the County’s primary role is as a regional service provider for parks and recreation. The location of park and recreation areas is discussed in policy PR-4, which states that new parks must be located on public roads. If a park is located in an urban area, then urban services need to be available.

The Parks and Recreation Element contains policies on the responsibilities of the County including:

- Develop and maintain regional facilities;
- Work with communities to identify local park and recreation needs and funding opportunities; and
- Implement the Capital Facilities Plan Element as a level of service (LOS) for parks and recreation.

Technical assistance for the development, operation, and maintenance of local parks and facilities may include technical planning, help in the formation of local recreation service areas, service districts, city/county service area agreements (joint ventures), and self-help agreements with user organizations. The Communities Plan serves as a mechanism to address community values and needs for local parks and recreation activities.

PIERCE COUNTY COMPREHENSIVE PARK, RECREATION, AND OPEN SPACE PLAN

The Pierce County Comprehensive Park, Recreation, and Open Space (PROS) Plan provides an overall vision for the County park system, policy direction, and guidance for facilities and programs. The PROS Plan also contains an inventory of the park system, a demand and needs analysis, revenue projections, capital improvement program, and a regional trail plan. The PROS Plan does not contain site specific plans for each of the County’s properties. These site-specific plans have been prepared, modified, and implemented as needed over the decades.

SPRINKER RECREATION CENTER MASTER SITE PLAN

Sprinker is operated in accordance with the PROS Plan. Pierce County created a site plan for Sprinker to govern development of the site in 1975.

In 1999, Pierce County developed an updated Master Site Plan in response to a variety of proposals, concepts, and ideas regarding future activities involving Sprinker and adjacent grounds. Pierce County undertook an improvement study to identify projects to address
needed improvements and upgrades at Sprinker in 2016. Improvements identified in the improvement study will be constructed in the next six years.

PARKS AND RECREATION IN THE PLAN AREA

While it appears that the Parkland-Spanaway-Midland Communities Plan area contains a high number of parks, a majority of the park acres are concentrated in one area with large, regional-level facilities in Spanaway, and thus there is a perceived lack of equity in distribution. There is a strong desire to have more local parks (that contain picnic areas, walking trails, and small playgrounds) spread evenly throughout the communities. An adequate level of these parks should be provided based upon the population density within the plan area.

Table I-9: Pierce County Owned Parks, Recreation, and Trail Sites

<table>
<thead>
<tr>
<th>Location</th>
<th>Site</th>
<th>Classification</th>
<th>Acres</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spanaway Regional Park</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spanaway</td>
<td>Sprinker Recreation Center</td>
<td>Site within Regional Park</td>
<td>44</td>
<td>Located north of Military Road South and west of C Street South. Includes meeting/craft rooms, ice rink, indoor tennis courts, and handball/racquetball courts; 8 baseball/softball fields; children’s play equipment; hard surface play areas; basketball courts; outdoor tennis courts; and skate park.</td>
</tr>
<tr>
<td>Spanaway</td>
<td>Spanaway Park</td>
<td>Site within Regional Park</td>
<td>89</td>
<td>Located south of Military Road South between Bresemann Boulevard South and Spanaway Lake. Multi-purpose park that provides access to Spanaway Lake, a boathouse/launch, restrooms, play equipment, hard surface play areas, covered picnic areas and open picnic areas, walking trails, and department maintenance shops.</td>
</tr>
<tr>
<td>Spanaway</td>
<td>Lake Spanaway Golf Course</td>
<td>Site within Regional Park</td>
<td>129</td>
<td>Located south of Military Road South between SR-7 and Bresemann Boulevard South. 18-hole par-72 competition golf course with restrooms, a driving range, pro-shop, and restaurant.</td>
</tr>
<tr>
<td>Spanaway</td>
<td>Bresemann Forest</td>
<td>Site within Regional Park</td>
<td>66</td>
<td>Located north of Military Road South and west of Sprinker Recreation Center. Naturally wooded site with a network of walking trails and Spire Rock. Spanaway Creek flows south to north through the middle of the forest. Parking is shared with Sprinker Recreation Center.</td>
</tr>
<tr>
<td>Other Parks</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkland</td>
<td>Gonyea Playfield</td>
<td>Local Park</td>
<td>12</td>
<td>Located west of 10th Avenue South, between 132nd Street Court South and 136th Street Court South. Includes one restroom, play equipment, hard surface play area, and multi-purpose fields.</td>
</tr>
<tr>
<td>Location</td>
<td>Site</td>
<td>Classification</td>
<td>Acres</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
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<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Midland</td>
<td>Dawson Playfield</td>
<td>Local Park</td>
<td>5</td>
<td>Located east of Portland Avenue East between 88th Street East and 90th Street East. Includes one multi-purpose ballfield, a basketball court, tennis courts, play area, and a walking trail.</td>
</tr>
<tr>
<td>Parkland</td>
<td>Mayfair Playfield</td>
<td>Local Park</td>
<td>5</td>
<td>Located south of Brookdale Road East between Golden Given Road East and 14th Avenue East. Includes one softball diamond/soccer field and a playground.</td>
</tr>
<tr>
<td>Parkland</td>
<td>Parkland Prairie Nature</td>
<td>Resource Conservancy</td>
<td>5</td>
<td>Located between Tule Lake Road South and Clover Creek and between Yakima Avenue South and 10th Avenue South. Open space property that includes prairie along Clover Creek with a walking trail and educational kiosk.</td>
</tr>
</tbody>
</table>

Park areas should be located, designed, and maintained to meet the needs of a growing population. It is important that local parks be located within walking distance from large concentrations of residential development and connected, when possible, by paths or trails that serve pedestrians and/or bicycles. These park areas should create a balance between active recreation uses and natural open space areas and, when possible, incorporate historical or educational components. Maintenance of existing facilities and enforcement of park rules should be increased.

While finding funding sources for acquisition and maintenance of new park facilities is a challenge, when properties suitable for local parks become available they should be purchased and put in a trust for future development. Existing county-owned land should be reviewed to determine if any portion of these parcels is suitable/usable for parks. Public and private partnerships for development of parks should be encouraged.

In order to provide a more even distribution of urban parks, consideration should be given to levels of service (LOS) for local parks based on the population density within each community. Existing parks and any new park sites that are acquired should be protected through a protective covenant that conserves the use of the property as a park in perpetuity.

Within the three communities, there is a strong desire for more facilities and programs for young children and teenagers. Both Midland and Spanaway residents expressed a need for a community center, which should be designed to meet the objectives of a variety of ages. Additional recreational programs/activities should be established throughout the three communities and include: garden clubs; neighborhood level tennis and basketball courts and baseball fields; a swimming pool; and trail systems for bike riding and walking.

Privately funded and managed recreation facilities should be encouraged throughout the community as well. Opportunities to increase the number of recreational programs through joint use agreements with the local school districts should be explored. Recreational programs and facilities should be designed to be flexible in accommodating new recreational opportunities that may arise in the future. Whenever feasible, partnerships should be
encouraged and funding priority be given to cooperative operational arrangements, shared facilities, and community needs.

The County’s primary role is as a regional service provider. The County will acquire land for local parks, also referred to as neighborhood and community parks. The County will only develop new local parks in partnership with another agency if that agency takes over ownership and operations of the new park. Existing local parks are currently maintained by the County and available for public use.

**Specific Community Issues**

**Midland**

- Dawson Playfield should be renovated to meet the needs of the community. The County should provide safe pedestrian access to this park, and ensure its continuation as a park in perpetuity.
- A community level park should be developed in Midland in the vicinity of Golden Given Road East and 105th Street East. This site should be targeted for the development of a community center, unless another existing facility, suitable for a community center, can be found.
- Smaller neighborhood scale parks should be acquired and developed at various locations within the Midland community.

**Parkland**

- Gonyea Playfield should be renovated. A community driven planning process should identify community needs and prioritize future improvements. Trees should be planted to define the different activity areas.
- Neighborhood park sites should be acquired and developed, especially east of SR-7.
- A linear trail and park system should be developed along both banks of Clover Creek with interpretive and educational materials that provide information about the resident fish and wildlife populations and their particular life cycle needs. Where possible, this linear corridor should be connected to designated open space and school sites.
- Opportunities to create partnerships with local land trusts, environmental organizations, and universities to acquire or develop these areas should be explored.

**Spanaway**

- While Spanaway is rich in regional level parks, there are no local parks within the community. A community park should be acquired and developed in south Spanaway. Several neighborhood level parks should be acquired and developed.
- Sprinker should be renovated in accordance with the master plan.
LIBRARIES

The plan area is served by the Pierce County Library System. The Parkland-Spanaway branch library has a total floor space of 15,576 square feet, is open 63 hours per week, and has a collection size of 126,215 items.

POWER

The Parkland, Spanaway, and Midland communities are serviced by five electric service providers and one natural gas system. Reliable utility service should be provided to accommodate growth in a way that balances public concerns over the impacts of utility infrastructure with the consumer's interest in paying a fair and reasonable price for utility services. When planning for and constructing utility facilities, utility providers should consider the impacts that utility infrastructure may have on community's natural environment and the community's desire that utility projects be aesthetically compatible with surrounding land uses. Regional electrical and natural gas facilities should be permitted in the plan area. Pierce County should support expansion of electric utility facilities to meet future load requirements and support conservation measures to aid in meeting future growth needs.

ELMHURST MUTUAL POWER AND LIGHT COMPANY

Elmhurst Mutual Power and Light Company serves the southern portion of the PSM plan area. Elmhurst is a non-profit member owned utility established in 1922 and serves an area of 28 square miles. The approximate service boundaries are Joint Base Lewis-McChord to the west, 86th Avenue East to the east, 128th Street East to the north, and 170th Street East to the south. The service area includes Sprinker Recreation Center and Lake Spanaway Golf Course. Elmhurst Mutual serves 13,000 customers with a ratio of 80 percent residential and 20 percent commercial. Four power substations with a capacity of 100-megawatts provide the power source for the electrical customers served. The electrical system is a 12,470-volt system with a system of ties between each substation. Bonneville Power Administration provides the high voltage tie to Elmhurst’s power needs.

PUGET SOUND ENERGY

Puget Sound Energy (PSE) provides both natural gas and electric services to portions of the Parkland, Spanaway, and Midland communities.

PSE experiences greatest natural gas usage during the winter heating season. Primary sources of natural gas are from the Frederickson Gate Station and the South Tacoma Town Border Station, which receive natural gas from the inter-state pipeline operated by Williams, Inc. The natural gas is then distributed via high-pressure and intermediate pressure gas mains into individual service lines at the customer’s property. Two primary high-pressure mains are located within the plan area. One high pressure main is located on 112th Street South. The
other main traverses the region from the southeast at Brookdale Road to the northwest at Steele Street South.

PSE provides electric service to much of the plan area. These customers are served from two separate substations, the Fern Hill Substation and the Spanaway Substation. Both of these substations are outside of the communities plan boundary. Primary electrical feeders for the PSM Communities Plan area are along Park Avenue South, 168th Street East, and B Street East.

**LAKEVIEW LIGHT AND POWER**

Lakeview Light & Power was established in 1922 as a mutual, non-profit cooperative owned by its members. The size of the service area is approximately eight square miles and serves customers in the Lakewood and Parkland areas.

**PARKLAND LIGHT AND WATER COMPANY**

Parkland Light and Water Company (PL&W) was established in 1914 as a non-profit member owned electric and water utility. PL&W currently serves a service area of four square miles centered along Pacific Avenue, between 104th Street South and 131st Street South.

**TACOMA PUBLIC UTILITIES**

Tacoma Public Utilities (TPU) provides electrical services, a 12,500-volt distribution system, to the Midland area and a small section of Parkland and Spanaway areas. Midland is served by TPU’s Polk substation located at 2317 97th Street East. Part of Parkland is served by TPU’s Croft substation located at 9609 Barnes Lane South. Part of Spanaway is served by TPU’s Crescent Substation located at 19114 22nd Avenue East.

**SOLID WASTE AND RECYCLING**

Curbside pickup of refuse, recyclables, and yard waste is available to all single-family residences by Pierce County Refuse, the hauling company franchised to serve the area under the authority of the Washington Utilities and Transportation Commission. The company, a subsidiary of Harold LeMay Enterprises, also provides collection of refuse and recyclables from multifamily residences, condominiums, mobile home parks, and from commercial customers. Recyclables collected at the curb include plastic bottles and tubs, newspaper, cardboard, mixed paper, and metal cans.

Those who choose to self-haul can take refuse, yard waste, and recyclables, including glass, to the Hidden Valley Transfer Station south of Puyallup. Yard waste is accepted and is composted and turned into a valuable soil amendment or mulch. Yard waste, land clearing debris, and other recyclables can also be taken to the many private recycling facilities existing in the plan area. Yard waste cannot be burned since the plan area is within the permanent burn ban area established by the Puget Sound Clean Air Agency. It is also against the law to burn refuse.
Household hazardous waste, such as oil-based paints, pesticides, anti-freeze, or used motor oil, can be taken free of charge to Household Hazardous Waste facilities located at the Hidden Valley Transfer Station and Tacoma Transfer Center. The Tacoma-Pierce County Health Department maintains a hazardous waste hotline to answer questions about proper disposal of hazardous waste. Pierce County Planning and Public Works maintains an online recycling menu at piercecountywa.gov/recycle. This resource provides options for recycling and donation as alternatives to the landfill. Planning and Public Works has a full range of public outreach and education programs about all waste and recycling issues, including environmental education for schools, adult workshops, and many publications.

**Stormwater Facilities**

Stormwater flowing from impervious surfaces is typically associated with higher density residential developments, commercial sites, and in industrial areas; however, any road, roof, or compacted turf can add to the level of impervious cover in an area. Any impervious surface can contribute a variety of pollutants to the surface water, but typically commercial areas have higher concentrations of the metals, oil, petroleum, and other compounds than runoff from other surfaces. Many of the fluids and metals that are produced by cars have a higher toxicity than pollutants from other sources. In addition, paved surfaces can increase the speed and amount of water leaving a site. This increases the size of the drainage collection and conveyance systems needed to accommodate the additional flow and can impact natural systems such as creeks.

Since 1995, Pierce County has been issued NPDES Phase 1 Municipal Stormwater Permits from the Washington State Department of Ecology. These permits regulate both the quality and quantity of stormwater through many required actions such as regulating new development, retrofitting structures, mapping infrastructure, inspecting and maintaining stormwater facilities, performing education and outreach activities, sampling watercourses, and more. To implement this permit, Pierce County adopted the following local regulations:

- **Stormwater Management & Site Development Manual** – Provides guidance on reducing stormwater flows and erosion from new construction.
- **Best Management Practices Manual** – Provides guidance on ways in which existing businesses and residences can reduce or prevent pollution.
- **Illicit Discharge Ordinance** – Makes it illegal for any business or individual to cause Pierce County to violate its permit. It includes an inspection program.

Stormwater runoff and flooding are major issues within the plan area. While the current regulations do a better job of controlling stormwater impacts of new development, developments that took place before these regulations were implemented have left cumulative impacts that will need to be addressed by continued investment in stormwater infrastructure and preservation of drainage systems.

Surface Water Management (SWM) is a division of Pierce County Planning and Public Works responsible for infrastructure and services related to stormwater and flooding. The
Comprehensive Plan establishes levels of service (LOS), and Basin Plans, TMDL plans, and other surface water related plans identify future capital improvement needs and priorities.

**Parks and Recreation Policies**

**Park Site Acquisition**

**Goal PSM PR-1**  Focus on park site acquisitions that serve to expand existing facilities.

**PSM PR-1.1**  Priority should be given to expanding a system of local parks that are within walking distance of residential neighborhoods.

**Goal PSM PR-2**  Purchase additional land throughout the plan area for future development of park facilities.

**PSM PR-2.1**  High priority areas for future park acquisition include:

- **PSM PR-2.1.1**  In the vicinity of 169th Street East and 170th Street East and SR-7;
- **PSM PR-2.1.2**  Property between Mayfair Playfield and Brookdale Golf Course;
- **PSM PR-2.1.3**  176th Street East past B Street East near the Prairie House Museum (Spanaway Historical Society) located at 824 176th Street East;
- **PSM PR-2.1.4**  In the vicinity of Clover Creek and North Fork Clover Creek;
- **PSM PR-2.1.5**  Larger park or several smaller parks south of 152nd Street East and east of SR-7;
- **PSM PR-2.1.6**  Midland area; and
- **PSM PR-2.1.7**  Look for opportunities for passive recreation on Pierce County Surface Water Management and Conservation Futures properties in the vicinity of A Street South and B Street East between 132nd Street East and 136th Street East.

**PSM PR-2.2**  Continue to invest in improvement and expansion of existing parks.

**Park and Recreation Facility Development and Level of Service (LOS) Standards**

**Goal PSM PR-3**  Explore revenue-generating opportunities to support regional park and recreation facilities.

**PSM PR-3.1**  Pierce County should continue to operate Sprinker Recreation Center (SRC) as a regional park facility and pursue partnerships that enhance programs and activities.

**PSM PR-3.2**  Explore sponsorship opportunities to support recreational programs at SRC.

**PSM PR-3.3**  Continue to improve the financial performance of SRC by considering adjustment of fees.
GOAL PSM PR-4  The County should work with the community to develop a funding mechanism for the acquisition and development of local park and recreation facilities. The standards below provide recommended policies to guide this effort:

PSM PR-4.1  Consider the creation of a park service area to help fund and develop local parks throughout the plan area.

PSM PR-4.2  Explore opportunities for land dedication, or fee in lieu of dedication for local parks.

PSM PR-4.2.1  Collected fees should be used for maintenance, operations, acquisition, and development of parks within the plan area.

PSM PR-4.3  Where appropriate, develop park facilities that generate funds. Incorporate revenue collection into the design of new parks.

PSM PR-4.3.1  Continue using a sliding fee structure to allow fee discounts for low-income and elderly individuals.

GOAL PSM PR-5  Maintain the countywide LOS for the parks system within the plan area.

GOAL PSM PR-6  Ensure that publicly-owned park sites are protected and maintained in perpetuity.

PSM PR-6.1  Place protective covenants on park sites to ensure that they are retained as parks in perpetuity.

PSM PR-6.2  Require any proceeds from sales of publicly-owned park sites located within the plan area be used to purchase an equivalent or greater amount of land within the plan area for park and recreation use.

PSM PR-6.3  The quality of the land needs to be the same or greater than that of any piece sold.

GOAL PSM PR-7  New parks within the plan area should be designed and located to serve the needs of all segments of the communities per the County’s PROS Plan.

PSM PR-7.1  Parks should be separated from one another in a relatively even manner throughout the plan area.

PSM PR-7.2  Parks should be reasonably central to the neighborhood they are intended to serve.

PSM PR-7.3  Parks should be easily and safely accessible for pedestrians and bicyclists, including safety measures, such as sidewalks, crosswalks, and flashing beacons.

PSM PR-7.4  Parks should be developed adjacent to school sites whenever possible to promote facility sharing.

PSM PR-7.4.1  Facilities on park sites should supplement uses that the school does not provide, such as trails, open space, picnic areas, playground equipment, and multi-purpose paved courts.
Recreation facilities provided by a developer shall be provided in new, large residential subdivisions, multifamily complexes, mobile home parks, and senior housing developments where there are no nearby facilities, or where safe pedestrian access does not exist for nearby facilities.

Each recreation facility should be improved with a variety of recreational amenities such as a playground, sports court, tot lot, picnic facility, gazebo, on-site water line, and associated landscaping.

When possible, open space tracts, screening buffers, and stormwater facilities should be connected to any recreation facility to create the opportunity for a system of integrated walking trails.

At a minimum, there should be a recreation facility every four or five blocks.

Require walking paths or trails that connect new residential developments to any dedicated mini-park area. Such paths or trails should not cross any major roadways.

Areas designated for parks should be located contiguous to other designated park or open space areas

### Trails

**GOAL PSM PR-8**  
Trails for recreation and commuting should be built throughout the County, and especially within the plan area, per the County’s Regional Trails Plan.

**GOAL PSM PR-9**  
Purchase additional land throughout the plan area for future development of trail facilities. High priority areas for future trail acquisition and development include:

- **PSM PR-9.1**  
  Along Clover Creek and North Fork Clover Creek; and

- **PSM PR-9.2**  
  Parkland Community Trail, connecting schools, parks and other major destinations in the community.

**GOAL PSM PR-10**  
Require the dedication of trails during the site development process for proposed trails as identified in an adopted County plan.

- **PSM PR-10.1**  
  Designated trails should be considered for each subdivision and site plan approval.

- **PSM PR-10.2**  
  When a site is located along a proposed trail route, then a linear section of land shall be dedicated and developed as a condition of approval.

  - **PSM PR-10.2.1**  
    Such portion of land shall be credited toward any required recreation or open space dedication.

- **PSM PR-10.3**  
  When a site is not located along a proposed trail route, then a fee in lieu of land dedication shall be required to contribute toward the regional trail system.

- **PSM PR-10.4**  
  Consider dedicating unopened rights-of-way and other public lands for trail purposes.
Existing Parks and Recreation Areas

GOAL PSM PR-11  Conduct maintenance and renovations that serve to enhance existing regional park and recreation facilities and programs.

GOAL PSM PR-12  Pierce County should continue the ownership and management of the Spanaway Regional Park complex and implement the SRC Improvement Study.

PSM PR-12.1  Regularly work with the community to determine and implement current recreational needs.

PSM PR-12.2  Retain and improve the area around Spire Rock, such as with restroom facilities.

PSM PR-12.3  Improve and expand support areas within SRC, such as restrooms, hallways, locker rooms, and training rooms.

PSM PR-12.4  Improve access to SRC by providing safe connections to the surrounding neighborhoods and to Spanaway Park through sidewalks, pathways, and crossings.

PSM PR-12.5  Update the Bresemann Forest management plan and invest in improvements to public access.

PSM PR-12.5.1  Address the trail system and the need for amenities.

PSM PR-12.5.2  Consider invasive plant removal.

PSM PR-12.5.3  Explore environmental education opportunities.

PSM PR-12.6  Develop an environmental education trail along Spanaway Park/Spanaway Creek regarding wetlands/riparian areas.

PSM PR-12.7  Address the goose overpopulation problem in Spanaway Park.

PSM PR-12.8  Provide upgrades to existing parks within the plan area.

PSM PR-12.8.1  Renovate Dawson Playfield to address recreation facilities, ADA access, safe connections to the neighborhood, and drainage issues.

PSM PR-12.9  Increase enforcement and safety within park and recreation facilities.

PSM PR-12.9.1  Establish bike and horseback patrols of the parks by the Pierce County Sheriff’s Department. Provide foot patrols in Bresemann Forest to deter people from lighting fires/camping and perpetrating vandalism around Spire Rock.

PSM PR-12.9.2  Increase enforcement of scoop/leash laws.

Agency Coordination

GOAL PSM PR-13  Partner with local school districts and other agencies to develop safe pedestrian and bicycle paths connecting schools and parks in a community trail network.
SEWER AND WASTEWATER TREATMENT

Utilizing the six-year Capital Facilities Plan, and the 20-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 PSM U-1  Design landscaping around sewerage facilities to reflect the area surrounding the facility or as otherwise provided in community plan design standards.

GOAL PSM U-2  Design treatment/collection systems to minimize impacts on the natural environment and surrounding development.

PSM U-2.1  Consider the noise sensitivity of neighboring uses during the design of sewage facilities.

PSM U-2.2  Design housing for above ground pump stations to be harmonious with surrounding structures.

GOAL PSM U-3  Establish conservation measures that minimize the impacts of water usage associated with sewer utilities.

PSM U-3.1  Encourage the use of low-flow fixtures.

PSM U-3.2  Support cost-effective incentive programs for plumbing fixture and appliance replacement in service areas.

PSM U-3.3  Participate in public information and education programs on water conservation in service areas.
GOAL PSM U-4  Prioritize sewer service within the plan area to serve Towne Center and Corridor designations and environmentally sensitive areas where the impacts of failing septic systems may be greater.

PSM U-4.1  Sewer service should be connected to all Towne Center designations.

PSM U-4.2  Sewer service should be within 300 feet of all Corridor designations.

PSM U-4.3  Sewer service should be expanded to serve the area surrounding Spanaway Lake to reduce the potential impacts of failing septic systems on water quality in the lake, groundwater, and connect streams. If necessary, a Utility Local Improvement District (ULID) should be established for property owners in the area to cost-share expansion of sewer service to this area on a shorter timeline.

DOMESTIC WATER SYSTEMS

GOAL PSM U-5  Pierce County should support changes in State legislation either to ensure that water rights needed to accommodate future growth can be obtained or that the Growth Management Act be amended to limit growth in the County so that additional water rights are not necessary.

GOAL PSM U-6  Pierce County and water purveyors should coordinate their activities to ensure that an adequate and reliable domestic water supply is available to support projected population growth.

PSM U-6.1  The availability of an adequate potable water supply should be verified prior to the approval of new land divisions.

PSM U-6.2  If water purveyors have problems supplying water for new land divisions, then they should explore connections with other water systems that have adequate water supplies.

STORMWATER FACILITIES

GOAL PSM U-7  Enhance drainage facilities within the plan area.

PSM U-7.1  Acquire flood-prone properties (both public and private) within the plan area for future stormwater detention areas.

PSM U-7.2  Identify all culvert and stormwater inlets that discharge directly into or that are tight-lined directly to wetlands, lakes, and riparian areas.

PSM U-7.3  Planning and Public Works and Parks and Recreation departments should work together to establish public recreation opportunities on publicly-owned properties, where appropriate.

PSM U-7.4  Study need for surface water management fees paid by property owners when adequate infrastructure to meet stormwater and flood protection needs in the plan area have been established.
PSM U-7.5 Study floodplain mapping in the plan area to ensure FEMA maps are accurate and consider adopting alternate maps that provide a greater level of accuracy to reduce the burden on property owners of proving their base flood elevation.
Map I-17: Existing and Planned Parks and Trails

*Trails are from the Pierce County Regional Trails Plan.

Community Plan Boundary

- Existing
- Proposed

- Golf
- Park
- Playfield
- Rec Center
- Wildlife Habitat


Revision Date: 9/4/2018
Plot Date: 11/9/2018
Water Purveyors

- 141ST AVE KPN WATER COMPANY
- CITY OF TACOMA
- COACH COUNTRY CORRAL
- CRESENT PARK CRESCENT PARK # 355
- ENCHANTED FIRS MOBILE ESTATES
- FIELD ROAD WATER SYSTEM
- HANDY STOP
- JOINT BASE LEWIS MCCHORD
- LAUREL LAND MOBILE HOME PARK
- LITTLE LAKE MOBILE HOME PARK
- LITTLE PARK RESTAURANT
- LOVELAND MOBILE ESTATES
- MARTENS ADD MUTUAL WATER ASS
- MOUNTAIN HIGHWAY APARTS
- MOUNTAIN VALLEY WATER SYSTEM
- OUR LADY QUEEN OF HEAVEN
- PARKLAND LIGHT & WATER
- PINewood GLEN IMP CLUB
- PIRNEY ROAD
- PONDEROSA MOBILE HOME PARK
- PRAIRIE VILLAGE MOBILE HOME COURT
- RAINIER VILLA
- RANCH WATER SYSTEM
- REDWOOD MOTEL
- SOUTHWOOD WATER SYSTEM
- SPANAWAY WATER SYSTEM
- SUMMIT WATER & SUPPLY CO.
- SUNSET APARTMENTS & TAVERN
- TERRY LANE WATER SYSTEM #354
- THE COUNTRY / EL DORADO ESTATES
- TWIN FIRS MOBILE ESTATES
- VINSON'S VILLA MHP/ ROY WYE INN
- WINCHESTER MOBILE HOMES WATER

Map Information: This map features an approximate and as-expanded view to enhance indication of specific water purveyors. The map is prepared to present the Plan as shown in the respective, actual survey. All information is subject to verification and approval by Pierce County for accuracy and completeness. No warranty is offered for a particular project.
Chapter 7: Transportation Element

History of Transportation Planning in Pierce County

The transportation policies and project list for the Parkland-Spanaway-Midland Communities Plan originated with resident participation. In 1977, a dedicated group of residents, property owners, and interested groups from Parkland and Spanaway worked with Pierce County to develop the Parkland-Spanaway Comprehensive Plan that was adopted by the County Commissioners in 1980. The 1980 plan contained a Circulation Element with seven objectives that continue to influence today’s plan for the area.

In 1992, two plans were adopted that gave further guidance to the developing transportation system for Parkland, Spanaway, and Midland: The Joint Land Use Study (JLUS) and the Pierce County Transportation Plan (PCTP). The JLUS was a land use study undertaken by local jurisdictions and the military installations at Joint Base Lewis-McChord. The JLUS provided policy guidance regarding land use issues and transportation issues in the vicinity of federal military installations. The four circulation recommendations contained in the JLUS were analyzed and their intent is included in the current plan for the PSM communities. The PCTP, also adopted in 1992, was the result of a four-year intensive public effort to develop Pierce County’s first all-encompassing transportation plan setting policies and prioritizing transportation improvements for the following 20 years and beyond. The PCTP was organized into five main topic areas and each of those areas was evaluated for the appropriate policies and projects to be included in the PSM Communities Plan.

In 1994, the Pierce County Comprehensive Plan was adopted in response to the Washington Growth Management Act (GMA). The Comprehensive Plan relied upon the work done on the PCTP to set transportation policy and recommended transportation improvements. The Comprehensive Plan summarized a newly developed system for coordinating the planning, funding, programming, and construction of transportation improvements with future land development. This State-mandated concept, known as transportation concurrency, continues to play a significant role in completing transportation improvements throughout Pierce County.

In 1997, the County adopted its first Nonmotorized Transportation Plan (NMTP). An extensive public involvement campaign was used to identify and prioritize pedestrian and bicycle policies and projects for the entire County. Since 1997, both the PCTP and the NMTP have been updated and combined into one Transportation Element contained in the Pierce County Comprehensive Plan. The most recent update of the Pierce County Comprehensive Plan was completed in 2015.

Current Plans and Policies

The Parkland-Spanaway-Midland Communities Plan’s transportation policies and project list work in conjunction with the Transportation Element of the Pierce County Comprehensive Plan. The transportation guidance found in the PSM plan supplements the guidance provided in the Transportation Element. Transportation improvements that are financially programmed can be
found in the County's most recent copy of the Transportation Improvement Program (TIP). The TIP is updated annually and provides a snapshot of the transportation improvements planned for the following six years. The PSM Communities Plan and the Transportation Element play a major role in determining which transportation improvements will be included in the TIP. The timing of projects and the phasing of various parts of projects are largely based on the anticipated funds available for each type of project. Unfortunately, the factors determining funding and priority can and do change from year to year.

The GMA requires that the Comprehensive Plan contain level of service standards for all arterials, and that it offer specific actions and requirements for bringing "any facilities and services, including transit services that are below an established level of service standard." The Capital Facilities (CFP) describes the method by which Pierce County has established level of service standards for its transportation system. This methodology measures the daily traffic volume divided by the carrying capacity of a road and compares the result to an allowable service standard to make a concurrency determination.

**Roads and Highways**

PSM is one of the most densely urbanized parts of the unincorporated area, with a well-developed grid system of roadways throughout much of the communities. However, there are a limited number of major through routes. SR-512 carries much of the area’s east-west traffic, and SR-7 is the highest volume north-south route. There is increasing congestion on County arterials, particularly on north-south roads, like Spanaway Loop Road South and Portland Avenue East.

In total, there are just over 220 miles of County roadway and just under 13 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 220 miles of County roadway in the plan area, there are approximately 18 miles of major arterials, 28 miles of secondary arterials, 33 miles of collector arterials, and 141 miles of local roadways. The County’s roadway design guidelines use the functional classification system to specify design features for each roadway type.

An evaluation of countywide roadway performance was completed in the Transportation Element during the 2015 update to the Comprehensive Plan for the year 2030 using the County’s traffic-forecasting model. The model showed that most of the roads will function adequately except for Spanaway Loop Road South, SR-7, and SR-512 during the PM peak hour. Typically, roads that do not function adequately are scheduled for widening under the County’s Transportation Concurrency Management Program. However, the Transportation Element introduces a concept called “ultimate capacity,” whereby some roadways would be allowed to operate under congested conditions without widening. This recognizes that the County will not continue to expand a roadway beyond its intended ultimate width. Spanaway Loop Road South is one of the roadways that may be subject to the ultimate capacity designation. In such cases, a roadway will be reviewed for operational and safety needs for all users, including motorists,
bicyclists, and pedestrians. Identification of these needs may bring certain active transportation projects forward for possible implementation.

Other issues evaluated during the planning process include safety, maintenance, neighborhood, environmental, mobility, and funding. The transportation system being proposed is intended to reduce the number of collisions, especially those involving pedestrians, reduce high speeds, and improve visibility at curves and hills. The community would like to see the active transportation and transit systems improved in their area to ensure safe and efficient transportation facilities are provided for all users traveling through their communities.

**Rail Services**

The Tacoma Rail, Mountain Division, owns the railroad lines traveling through the Midland and South Spanaway areas. The section of rail line running through the Midland area is approximately 2.4 miles. This track continues to Frederickson, where it splits into two lines. One line goes to Yelm in Thurston County via Roy, and the other goes to Morton in Thurston County via Eatonville and Elbe. The portion of the line from Eatonville to Morton is leased by the Mount Rainier Scenic Railroad for passenger excursion service. The section of line running through the Spanaway area is approximately 0.4 miles long and part of the Frederickson-Roy line. According to the Tacoma Public Utilities website, the Mountain Division has 15 customers, mostly in the Frederickson area.

The communities have expressed interest in commuter passenger rail service. One possibility is to run a passenger train from Frederickson to connect to the Sound Transit rail station in downtown Tacoma. Another possibility is a passenger train between downtown Tacoma and the proposed Mt. Rainier Resort near Ashford. The "Train to the Mountain" has been studied, but there are currently no plans for implementation.

**Public Transportation**

**Pierce Transit**

Pierce Transit operates several bus routes in the PSM Communities Plan area, as well as providing parking and a transit center. The Parkland Transit Center is located on 121st Street South, just west of SR-7. In addition, the Roy Y park and ride lot is at the intersection of SR-7 and SR-507.

The following Pierce Transit routes operate within the Communities Plan area:

- Route 1 runs along SR-7 from the Walmart at 204th Street East to downtown Tacoma and continues to Tacoma Community College, operating at 15-minute frequencies during peak weekday hours.
- Route 4 runs from the Lakewood Transit Center and SR-512 park and ride lot to the South Hill Mall Transit Center and the Puyallup campus of Pierce College. The route travels along 112th Street East/South through Parkland and operates at 30-minute frequencies during peak weekday hours.
- Route 45 runs from the Parkland Transit Center to Downtown Tacoma using C Street South and Park Avenue South, operating at 30-minute frequencies during peak weekday hours.

- Route 48 runs from the Lakewood Transit Center to Downtown Tacoma, crossing the northwest corner of Midland on 96th Street South. The route operates at 30-minute frequencies during peak weekday hours.

- Route 55 runs from the Parkland Transit Center to the Tacoma Mall Transit Center along C Street South, 116th Street South, Ainsworth Avenue South, and 96th Street South, operating at 30-minute frequencies during peak weekday hours.

Pierce Transit saw their revenue decline sharply during the 2008 recession, resulting in significant reductions in service hours between 2009 and 2014. Further reductions in revenue and service resulted from five cities and a portion of the unincorporated County being removed from the Pierce County Public Transportation Benefit Area (PTBA) in 2012. The PTBA is the area where a sales tax of 0.6 percent is applied to fund Pierce Transit, and where transit service can be provided. Some transit service was restored from 2015-2017, but service hours are still well below 2009 levels.

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. Pierce Transit has received significant funding from ST3 and the State Legislature for the SR-7 BRT route and supplementary federal funds have been requested. Pierce Transit is proceeding with Design of BRT route and is planning to start construction in Spanaway in 2021. The route is planned to be operational by 2024.

The planned 14-mile BRT route would run from downtown Tacoma along Pacific Avenue/SR-7 to 204th Street East. About half of the length of the BRT route will be in the unincorporated area, serving Parkland, Spanaway, and Midland. $90 million is already secured for the project with the majority coming from the voter-approved Sound Transit 3 package. Pierce Transit will find out in 2021 if they will receive additional grant funds from the Federal Transit Administration. This route, once implemented, will replace Route 1 in the Parkland and Spanaway areas.

**Sound Transit**

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.
Sound Transit currently operates one route that passes through the Communities Plan area, Route 580. This route travels from the Lakewood Sounder rail station and SR-512 park and ride to the South Hill Transit Center and the Puyallup Sounder Station. Route 580 does not have any stops in the Communities Plan area, but there are Pierce Transit connections to access the route in Lakewood and South Hill.

Sound Transit’s long-range plan identifies future transit service along 176th Street East and the proposed Cross-Base Highway between Dupont and South Hill. This service is dependent on construction of the new highway, which is currently unfunded.
TRANSPORTATION POLICIES

ACTIVE TRANSPORTATION

GOAL PSM T-1  Meet the needs of bicyclists and pedestrians traveling on roads in the plan area.

PSM T-1.1  Encourage the provision of active transportation facilities, including sidewalks, bike lanes, paved shoulders, and widened curb lanes.

PSM T-1.2  Separate active transportation facilities should be provided for incompatible modes in areas of intensive demand, especially within Towne Center and Corridor land use designations.

PSM T-1.3  Active transportation routes should be planned to avoid major arterials and highways by following adjacent parallel rights-of-way where possible.

PSM T-1.4  Active transportation facilities that serve or provide access to recreation areas should not interfere with other recreation activities in the area.

PSM T-1.5  Freeway overpasses and underpasses should include safe and accessible sidewalks and paved shoulders for pedestrian and bicycle traffic.

PSM T-1.6  Maps, signs, and directional markers should be incorporated in the active transportation transportation system.

PUBLIC TRANSPORTATION AND COMMUTER TRIP REDUCTION

GOAL PSM T-2  Increase transit service and facilities in the Parkland, Spanaway, and Midland communities, such as:

PSM T-2.1  Adding new east-west routes;

PSM T-2.2  Increase frequency for all routes;

PSM T-2.3  Increase time range of service to run in the late evening;

PSM T-2.4  Provide and maintain transit restroom facilities;

PSM T-2.5  Coordinate school transit and public transit; and

PSM T-2.6  Extend rail service or other high-capacity transit to the PSM communities and ensure that the Towne Centers are connected to the regional rail service.

PSM T-2.6.1  Consider the use of existing rail lines for commuter rail.

CIRCULATION

GOAL PSM T-3  Access on and off SR-512 should be limited to Steele Street South, Pacific Avenue, and Portland Avenue.
GOAL PSM T-4

Support land use densification in Towne Center and Corridor designated areas with a multimodal transportation system that moves people and goods, while keeping through-traffic out of residential neighborhoods.
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 regularly review and evaluate their comprehensive plans. As part of the County’s Comprehensive Plan, the Parkland-Spanaway-Midland Communities Plan is subject to this requirement. One mechanism for conducting this evaluation and review is to monitor the development standards, regulations, actions, and other programs called for in the plan for the purpose of determining their effectiveness in fulfilling the vision of each of the six elements of the plan.

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 5-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 Parkland-Spanaway-Midland Communities Plan identifies actions that need to be implemented to meet its visions, goals, and policies. Plan monitoring evaluates how effective these actions are in fulfilling these visions, goals, and 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 fulfill the objectives they were intended to fulfill.

To do this, the monitoring program is divided into five steps: Actions, Inputs, Process, Outputs, and Outcomes. Each of the steps and the responsible participant are discussed briefly here.
**PHASE 1: ACTIONS**

Phase 1 monitoring would consist largely of reviewing the visions, objectives, policies, and actions stated in the plan and identifying what needs 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 Parkland-Spanaway-Midland Advisory Commission (PSMAC) members would be the primary participants in this activity.

**PHASE 2: INPUTS**

Phase 2 monitoring would determine whether actions called for in the plan have actually been undertaken and completed. PPW staff would evaluate if regulations and design standards have been adopted. Review to determine if other actions, such as community forums or other events, have been completed could be done by PSMAC, PPW staff, or other County departments.

**PHASE 3: PROCESS**

Phase 3 monitoring would evaluate whether an action is straightforward, understandable, or easy to use. In the case of regulations and design standards, those persons who have submitted permit applications requiring compliance with these regulations and design standards would need to be involved in the evaluation. The Pierce County Hearing Examiner and PSMAC, which review such applications, as well as PPW staff, would also be included in the monitoring. PPW staff would coordinate the monitoring and could conduct interviews or distribute questionnaires to persons who have submitted or reviewed permit applications subject to the regulation being monitored.

**PHASE 4: OUTPUTS**

Phase 4 monitoring would determine whether the action has been carried out as stated in the plan. For example, monitoring would determine whether a regulation or design standard has been complied with and identify reasons for any noncompliance. In regard to non-regulatory activities, monitoring would determine whether the immediate objectives of the activity have been met. Participants would include residents, property owners, the PSMAC, 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 PSMAC, and PPW staff. PPW staff would assist in organizing public meetings, preparing and distributing questionnaires, and using other means to gather information.
Timeline

It is anticipated that the Parkland-Spanaway-Midland Communities Plan will take a substantial period of time to be implemented. There are a number of actions that can be accomplished within a short timeframe; some will take much longer, and others will involve ongoing actions with no specific completion date. It is important that monitoring be done on a continuing basis with specific actions monitored at different times.

In regard to monitoring the development and implementation of regulations and design standards, it would be appropriate for monitoring to be phased over time as the five phases outlined above are accomplished.

- Phase 1 would begin almost immediately upon the plan adoption.
- Phase 2 would take place within two years following the plan adoption.
- Phases 3, 4, and 5 would occur within two to three years following completion of Phase 2.

This would allow time for the regulations to be applied to a number of development projects. Phase 3 analysis of how understandable the regulations are and the ease to which they can be applied would then be based on the application of the regulations to those projects developed within that time period. Phases 4 and 5 monitoring would be done simultaneously with Phase 3 monitoring. The total time for initial monitoring for Phases 1 through 5 would be about five years. As changes are made to regulations and design standards, the monitoring cycle would need to be repeated to address the changes.

Other actions which do not involve the implementation of regulations or design standards would be monitored on a similar timetable. Phase 1 and Phase 2 would occur within two years of adoption of the plan, while Phase 3, 4, and 5 monitoring would occur within five years of plan adoption.

As amendments are made to the plan, monitoring would need to continue to determine how effective the changes are in carrying out the visions in the plan. In addition, it would be appropriate to continue monitoring all actions in the plan every five years to evaluate whether the actions continue over time to effectively carry out those visions.

Documentation

A review of baseline information is necessary to effectively monitor whether the objectives of the Parkland-Spanaway-Midland Communities Plan are being met. Information regarding community attitudes, visual characteristics of the community, community services, infrastructure, business climate, land uses, permitting activity, and other community characteristics will 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, findings, and recommendations for further
action. The report should be submitted to the PSMAC for review and comment and to the County Council for its consideration.

**Implementing Actions**

The following is a list of actions that need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short-, medium-, or long-term. Short term actions should occur immediately or within one year of plan 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 party or parties responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Parkland-Spanaway-Midland Advisory Commission (PSMAC), Tacoma-Pierce County Health Department (TPCHD), Planning and Public Works (PPW), Park & Recreation Department (Parks), Economic Development Department (ED), and Pierce County Sheriff (Sheriff).

**Recommendations for Further Action**

In addition to determining the effectiveness of the plan, a key component to monitoring would be the recommendations for further action. These recommendations should clearly identify the specific vision statement being addressed, how the recommended action corrects a deficiency in the plan, how the recommended action will contribute to fulfilling the vision statement, and a timeline for completing the proposed action.
### Table I-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>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>1.1. Monitor community population, housing, and other demographic data.</td>
<td>PPW</td>
<td>X</td>
<td>X</td>
<td>X</td>
<td>All Elements</td>
</tr>
<tr>
<td></td>
<td>1.2. 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>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>2.1. Develop a Planned Action EIS for each of the Towne Centers to increase the likelihood of development according to the goals of this plan.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.2. Develop a unique streetscape plan for the Towne Centers and require implementation as part of any public or private development.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Design</td>
</tr>
<tr>
<td></td>
<td>2.3. Work with PLU to meld university functions into the broader Garfield Towne Center and broader neighborhood.</td>
<td>PPW, PLU, ED</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>2.4. Work with PLU to implement those portions of its Master Plan that would increase vitality in the Garfield Towne Center and broader neighborhood.</td>
<td>PPW, PLU, ED</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>2.5. Work with PSMAC to develop and provide incentives for redeveloping nonconforming uses in Centers.</td>
<td>PPW, PLU, ED</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>2.6. Work with PSMAC to develop design standards unique to each Towne Center that creates unique character.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Design</td>
</tr>
<tr>
<td></td>
<td>2.7. Track annual development of commercial and industrial uses within the communities plan area to determine if the actual level of development provides an adequate amount of land for economic growth within the communities plan area.</td>
<td>ED</td>
<td>X</td>
<td></td>
<td></td>
<td>Economic</td>
</tr>
<tr>
<td>3</td>
<td><strong>Community Character and Design</strong></td>
<td></td>
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<tr>
<td></td>
<td>3.1. Develop and adopt an incentive program for open space preservation in the UGA that allows innovative measures such as clustering development, zero-lot-line setbacks, and other techniques.</td>
<td>PPW, PSMAC</td>
<td>X</td>
<td></td>
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<tr>
<td></td>
<td>3.2. Develop and adopt provisions for stringent enforcement of screening and buffering standards.</td>
<td>PPW, PSMAC</td>
<td>X</td>
<td></td>
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<tr>
<td></td>
<td>3.3. Develop and adopt standards that reduce the number and size of nonconforming signs.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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<tr>
<td></td>
<td>3.4. Restrict off-site advertising signs and billboards in the plan area.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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<tr>
<td></td>
<td>3.5. Examine street-lighting policies and technologies to reduce light pollution. Lighting fixtures or policies may be able to reduce undesirable light in areas off of the transportation system.</td>
<td>PPW, Utility Providers</td>
<td>X</td>
<td></td>
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<tr>
<td></td>
<td>3.6. Implement a monitoring program to evaluate the impacts of community design standards.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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<tr>
<td></td>
<td>3.7. Conduct a comprehensive review of the design standards and guidelines in Title 18J and update the regulations for Centers and Corridors zones.</td>
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<tr>
<td>4</td>
<td><strong>Economic</strong></td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>4.1. Develop planned action environmental review for Towne Centers within the communities plan area.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>4.2. Amend the Pierce County Six-Year Capital Facilities Plan and supporting plans as necessary to:</td>
<td>PPW</td>
<td>X</td>
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</tr>
</tbody>
</table>

- Identify and prioritize infrastructure, services, and facilities necessary to support commercial and industrial growth within selected centers and corridors.
- Include identified improvements necessary to support a planned action.

- Work with the Tacoma-Pierce County Chamber of Commerce prepare a market assessment to help determine the viability of potential target areas.
- Develop an inventory of locations within the communities plan area where commercial and industrial uses are now occurring and where redevelopment opportunities could occur in the future such as the potential to consolidate smaller parcels of commercial/industrial land to facilitate their use in a more efficient manner.
- Track annual development of commercial and industrial uses within the Communities Plan area to determine if the actual level of development provides an adequate amount of land for economic growth within the communities plan area.
- Prepare a report related to annual economic indicators every five years or in conjunction with a communities plan update, whichever comes first.
<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>4.7</td>
<td>Work with the local business community to:</td>
<td>PSMAC, ED</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>• Target commercial areas for revitalization efforts.</td>
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<tr>
<td></td>
<td>• Identify financial incentives for facade or building improvements related to commercial revitalization efforts.</td>
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<tr>
<td></td>
<td>• Help develop common promotion (advertising, joint merchandising, and special events) and business development (leasing, business recruitment, and market research) within selected commercial target areas.</td>
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<td></td>
<td>• Provide Small Business Administration (SBA) information to local businesses regarding the availability of funding for improvements, expansions, relocations, etc.</td>
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<td></td>
<td>• Educate employers on rideshare and public transportation subsidies for employees who utilize public transportation.</td>
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<td></td>
<td>• Develop the framework for a business improvement program including but not limited to structuring local marketing efforts, physical improvements programs, parking and building improvements, special management organizations, or other programs necessary for effective revitalization of the area.</td>
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<td></td>
<td>• Develop an inventory of available business assistance programs and publish in a form useful to businesses of all sizes.</td>
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<tr>
<td>4.8</td>
<td>Work with the Tacoma-Pierce County Chamber of Commerce to provide services within the plan area, such as business promotion (common advertising, joint merchandising, and special events), business development (leasing information, business recruitment, market research), and labor recruitment and training.</td>
<td>PSMAC</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>4.9</td>
<td>Conduct a study to determine the amount of land needed to provide an adequate amount of commercial and industrial uses to meet the employment needs of the current population and projected population growth.</td>
<td>PPW, PSMAC</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>4.10</td>
<td>Maintain current commercial and industrial site survey information such as available and projected public services, surrounding land uses, transportation capabilities, critical areas, and other relevant economic information.</td>
<td>ED</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>4.11</td>
<td>Provide education to local residents on job training services and employment opportunities which are available within the Communities Plan area.</td>
<td>ED</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>4.12</td>
<td>Promote job search and skills training opportunities provided by local community and technical colleges.</td>
<td>ED</td>
<td></td>
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<td>X</td>
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<tr>
<td>4.13</td>
<td>Actively recruit the following commercial and industrial uses to locate within the communities plan area:</td>
<td>ED</td>
<td></td>
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<td></td>
<td>• Fabrication and manufacturing industries;</td>
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<td></td>
<td>• Recreational/youth-oriented commercial activities such as movie theaters, bowling alleys, etc. in Towne Center and Urban Corridor zones;</td>
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<td></td>
<td>• Health care industry facilities in Towne Centers and Urban Corridor zones;</td>
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<td></td>
<td>• Lodging opportunities in the Towne Center and Urban Corridor zones, particularly in the vicinity of Pacific Lutheran University;</td>
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<td></td>
<td>• Office space for professional services, computer technology industries, or corporate headquarters in Towne Center, Urban Corridor, Employment Corridor, and Community Employment zones;</td>
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<tr>
<td></td>
<td>• Pedestrian-oriented retail uses, such as arts and crafts, specialized gift shops, delis, restaurants, boutiques, etc. in Towne Center and Urban Corridor zones;</td>
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<td></td>
<td>• Destination attractions and supporting uses, including but not limited to the Harold LeMay Car Collection, which could draw Mount Rainier bound tourists and cause them to linger in the communities;</td>
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<td></td>
<td>• Businesses which could benefit from proximity to the staff and students of Pacific Lutheran University; and</td>
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<td></td>
<td>• Commercial businesses needed by military personnel or businesses which can be supportive of military operations.</td>
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<tr>
<td>4.14</td>
<td>Encourage the location of a Washington State Department of Employment Securities office within the Communities Plan area.</td>
<td>ED, PPW</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
</tbody>
</table>

### 5. Environment

5.1. Amend PPW protocols to require the reconstruction of infrastructure that acts as a barrier to fish and/or wildlife passage when any public road or utility project would affect or be affected by the blockage.

<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></td>
<td>Amend PPW protocols to require the reconstruction of infrastructure that acts as a barrier to fish and/or wildlife passage when any public road or utility project would affect or be affected by the blockage.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Facilities and Services; Transportation</td>
</tr>
</tbody>
</table>
### 5.2. Amend the Pierce County Site Development and Stormwater Management regulations to include the following:
- Revise the flood hazard regulations to limit the use of hard armoring techniques, restrict the installation of septic systems within flood hazard areas, and require failing septic systems within flood hazard areas to connect to sewer if a sewer line is available.
- Preserve natural drainage courses within new developments.
- Require an analysis of water holding capacity of potholes, and if proposed to be filled, how this water will be retained elsewhere on the site to retain natural functions.
- Reduce culverts and encourage bridges, when needed.

<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>
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</tr>
</thead>
<tbody>
<tr>
<td>5.2</td>
<td>Amend the Pierce County Site Development and Stormwater Management regulations to include the following:</td>
<td>PPW</td>
<td>X</td>
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</tr>
<tr>
<td></td>
<td>• Revise the flood hazard regulations to limit the use of hard armoring techniques, restrict the installation of septic systems within flood hazard areas, and require failing septic systems within flood hazard areas to connect to sewer if a sewer line is available.</td>
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<tr>
<td></td>
<td>• Preserve natural drainage courses within new developments.</td>
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<td></td>
<td>• Require an analysis of water holding capacity of potholes, and if proposed to be filled, how this water will be retained elsewhere on the site to retain natural functions.</td>
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<td></td>
<td>• Reduce culverts and encourage bridges, when needed.</td>
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</tbody>
</table>

### 5.3. Amend the open space policies to clarify that the proceeds from any sale of a publicly-owned open space site be used to purchase an equivalent or greater amount of land or land which provides an equivalent or greater ecological function and value.

<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>
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</tr>
</thead>
<tbody>
<tr>
<td>5.3</td>
<td>Amend the open space policies to clarify that the proceeds from any sale of a publicly-owned open space site be used to purchase an equivalent or greater amount of land or land which provides an equivalent or greater ecological function and value.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
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</tr>
</tbody>
</table>

### 5.4. Adopt a schedule for developing stewardship and management plans for publicly-owned open space properties.

<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>
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</tr>
</thead>
<tbody>
<tr>
<td>5.4</td>
<td>Adopt a schedule for developing stewardship and management plans for publicly-owned open space properties.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
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</tbody>
</table>

### 5.5. Work with the land trusts, Chambers-Clover Watershed Council, Tahoma Audubon, and Pierce County WSU Cooperative Extension Office to conduct workshops within the plan area and Clover Creek watershed sub-basin on the Current Use Assessment Public Benefit Rating System.

<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>5.5</td>
<td>Work with the land trusts, Chambers-Clover Watershed Council, Tahoma Audubon, and Pierce County WSU Cooperative Extension Office to conduct workshops within the plan area and Clover Creek watershed sub-basin on the Current Use Assessment Public Benefit Rating System.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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</tr>
</tbody>
</table>

### 5.6. Enter into negotiations with a local land trust to initiate a transfer of the Parkland Prairie and Wildlife Habitat open space site.

<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>5.6</td>
<td>Enter into negotiations with a local land trust to initiate a transfer of the Parkland Prairie and Wildlife Habitat open space site.</td>
<td>Parks</td>
<td>X</td>
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</tbody>
</table>

### 5.7. Conduct a meeting or series of meetings with the local land trusts to discuss the adopted Open Space/Greenbelt Map and open space acquisition priorities and opportunities.

<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>
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</tr>
</thead>
<tbody>
<tr>
<td>5.7</td>
<td>Conduct a meeting or series of meetings with the local land trusts to discuss the adopted Open Space/Greenbelt Map and open space acquisition priorities and opportunities.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
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</tbody>
</table>

### 5.8. Conduct an analysis to determine the feasibility of placing an open space tax initiative (RCW 82.46.070) on the ballot.

<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>5.8</td>
<td>Conduct an analysis to determine the feasibility of placing an open space tax initiative (RCW 82.46.070) on the ballot.</td>
<td>Parks</td>
<td>X</td>
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</tbody>
</table>

### 5.9. Work with local land trusts and environmental organizations to sponsor properties within the plan area for acquisition through the Conservation Futures Program.

<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>
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</tr>
</thead>
<tbody>
<tr>
<td>5.9</td>
<td>Work with local land trusts and environmental organizations to sponsor properties within the plan area for acquisition through the Conservation Futures Program.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
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</tbody>
</table>

### 5.10. Utilize the open space network map when delineating proposed major and minor trail systems.

<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>5.10</td>
<td>Utilize the open space network map when delineating proposed major and minor trail systems.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
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</tr>
</tbody>
</table>

### 5.11. Adopt design standards for construction that is located within designated open space/greenbelt areas. Integrate green building techniques into these design standards.

<table>
<thead>
<tr>
<th>ID</th>
<th>Action</th>
<th>Depts.</th>
<th>1 yr</th>
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<tbody>
<tr>
<td>5.11</td>
<td>Adopt design standards for construction that is located within designated open space/greenbelt areas. Integrate green building techniques into these design standards.</td>
<td>PPW</td>
<td>X</td>
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</tbody>
</table>

### 5.12. Implement the recommendations of the Chambers-Clover Creek Basin Plan and the Spanaway Lake Management Plan.

<table>
<thead>
<tr>
<th>ID</th>
<th>Action</th>
<th>Depts.</th>
<th>1 yr</th>
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<th>5-10 yrs</th>
<th>Overlap</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.12</td>
<td>Implement the recommendations of the Chambers-Clover Creek Basin Plan and the Spanaway Lake Management Plan.</td>
<td>PPW</td>
<td>X</td>
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</tr>
</tbody>
</table>

### 5.13. Work with the Chambers-Clover Creek and Puyallup watershed councils to restore water quantity, quality, and protect habitat within waterbodies in the plan area.

<table>
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<tr>
<th>ID</th>
<th>Action</th>
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<tbody>
<tr>
<td>5.13</td>
<td>Work with the Chambers-Clover Creek and Puyallup watershed councils to restore water quantity, quality, and protect habitat within waterbodies in the plan area.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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</tbody>
</table>

### 5.14. Implement the stewardship plan for Parkland Prairie Preserve, especially removal of invasive species and planting vegetation that will provide habitat for pollinators and other wildlife.

<table>
<thead>
<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>5.14</td>
<td>Implement the stewardship plan for Parkland Prairie Preserve, especially removal of invasive species and planting vegetation that will provide habitat for pollinators and other wildlife.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
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</tr>
</tbody>
</table>

### 5.15. Amend the County Comprehensive Plan Open Space/Greenbelt Map to update with any new fish and wildlife habitat information on prairies and oak woodlands.

<table>
<thead>
<tr>
<th>ID</th>
<th>Action</th>
<th>Depts.</th>
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</tr>
</thead>
<tbody>
<tr>
<td>5.15</td>
<td>Amend the County Comprehensive Plan Open Space/Greenbelt Map to update with any new fish and wildlife habitat information on prairies and oak woodlands.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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</tbody>
</table>

### 5.16. Develop a set of protocols for handling spill response in high risk aquifer recharge areas.

<table>
<thead>
<tr>
<th>ID</th>
<th>Action</th>
<th>Depts.</th>
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</tr>
</thead>
<tbody>
<tr>
<td>5.16</td>
<td>Develop a set of protocols for handling spill response in high risk aquifer recharge areas.</td>
<td>TPCHD, DEM, PPW</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

### 5.17. Amend the Pierce County Code to:
- Remove the requirement to provide an irrigation system for commercial development and establish minimum requirements for native plant species appropriate to soil, hydrology, and historic, indigenous plant community types.
- Require a conservation easement be recorded on any open space dedication that was provided in exchange for a density bonus.

<table>
<thead>
<tr>
<th>ID</th>
<th>Action</th>
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</tr>
</thead>
<tbody>
<tr>
<td>5.17</td>
<td>Amend the Pierce County Code to:</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Design</td>
</tr>
<tr>
<td></td>
<td>• Remove the requirement to provide an irrigation system for commercial development and establish minimum requirements for native plant species appropriate to soil, hydrology, and historic, indigenous plant community types.</td>
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<td></td>
<td>• Require a conservation easement be recorded on any open space dedication that was provided in exchange for a density bonus.</td>
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</tbody>
</table>

### 5.18. Amend the County's subdivision and platting regulations to establish a requirement for developers/builders to provide homeowner educational material on open space and critical area tract maintenance.

<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td>5.18</td>
<td>Amend the County's subdivision and platting regulations to establish a requirement for developers/builders to provide homeowner educational material on open space and critical area tract maintenance.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Land Use</td>
</tr>
<tr>
<td>ID</td>
<td>Action</td>
<td>Depts.</td>
<td>1 yr</td>
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<tr>
<td>5.19</td>
<td>Coordinate ditch maintenance activities, streamside restoration projects, and the additional release of surface water runoff into existing ditches with the applicable drainage districts.</td>
<td>PPW, Drainage Dist. 14, 19</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Facilities and Services</td>
</tr>
<tr>
<td>5.20</td>
<td>Develop partnerships with the Washington State University Pierce County Cooperative Extension Office, the Pierce Conservation District, and other environmental groups to conduct additional workshops and training on preserving wetlands, restoring riparian areas, conducting fish passage surveys, instituting better farm management practices, placing properties in open space, and increasing water quality.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>5.21</td>
<td>Establish a monitoring program to determine compliance with vegetation requirements. Penalties for non-compliance should include a fine.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>5.22</td>
<td>Conduct an inventory of publicly owned properties located within the adopted open space network to determine suitability for long-term stewardship and management as permanent open space and:</td>
<td>PPW</td>
<td>X</td>
<td></td>
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<tr>
<td></td>
<td>• Place conservation easements on those parcels designated for permanent open space.</td>
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<tr>
<td></td>
<td>• Prepare long-term management plans for any parcels identified for permanent open space.</td>
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<tr>
<td></td>
<td>• Initiate transfer of these properties to a local land trust for long-term management and stewardship.</td>
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</tr>
<tr>
<td>5.23</td>
<td>Update the Bresemann Forest Management Plan with an emphasis placed on the forest’s ecological function and value.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>5.24</td>
<td>Amend the Subdivision and Platting Regulations to require homeowners’ maintenance agreements for open space areas. These amendments should include a requirement for developers/builders to prepare and distribute informational brochures regarding the maintenance of designated open space areas.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Land Use</td>
</tr>
<tr>
<td>5.25</td>
<td>Facilitate a meeting with the WSU Cooperative Extension Office and Pierce Conservation District to identify specific open space areas for concentrated public education and outreach efforts.</td>
<td>PPW, Parks</td>
<td>X</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>5.26</td>
<td>Provide educational materials on green building techniques at the Pierce County Development Center.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Design</td>
</tr>
<tr>
<td>5.27</td>
<td>Implement an annual on-site septic performance test program to determine whether these systems are functioning properly.</td>
<td>TPCHD</td>
<td>X</td>
<td>X</td>
<td></td>
<td>Facilities and Services</td>
</tr>
<tr>
<td>5.28</td>
<td>Inventory and map existing wildlife within the plan area.</td>
<td>PPW, WDFW, UW</td>
<td>X</td>
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</tr>
<tr>
<td>5.29</td>
<td>Continue County funding for the WSU Cooperative Extension Office – Water Quality Program, Master Gardeners Program, Pierce Conservation District - Stream Team Program, and Farm Management Program.</td>
<td>County Council</td>
<td>X</td>
<td></td>
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<tr>
<td>5.30</td>
<td>Expand the open space program to conduct more detailed fish, wildlife, and plant inventories within the designated open space network. Work with State agencies and universities to help conduct inventories.</td>
<td>PPW, Parks</td>
<td>X</td>
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</tbody>
</table>

6. **Facilities and Services**

<table>
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<tr>
<th>ID</th>
<th>Action</th>
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</thead>
<tbody>
<tr>
<td>6.1</td>
<td>Implement basin plans, TMDL plans, and other water quality and flood plans.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Environment</td>
</tr>
<tr>
<td>6.2</td>
<td>Amend County protocols to require the reconstruction of infrastructure that acts as a barrier to fish or any wildlife passage when any public road or utility project would affect or be affected by the blockage.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
<td>Environment; Transportation</td>
</tr>
<tr>
<td>6.3</td>
<td>Ensure the Capital Improvement Program to address the current plan area deficits in regional parks and trails.</td>
<td>Parks, PPW</td>
<td>X</td>
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<tr>
<td>6.4</td>
<td>Amend Title 18A, Development Regulations - Zoning to:</td>
<td>PPW, Parks</td>
<td>X</td>
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<td></td>
<td>Transportation</td>
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<tr>
<td></td>
<td>• When a new development is proposed adjacent to a planned trail, require a land dedication or fee-in-lieu-of land dedication.</td>
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<td>• Require the installation of safe bicycle and pedestrian facilities that connect new developments to schools, parks, and or adjacent development.</td>
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<tr>
<td>6.5</td>
<td>Place protective covenants on all existing park sites that restrict future uses to park and recreation activities.</td>
<td>Parks</td>
<td>X</td>
<td></td>
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<tr>
<td>6.6</td>
<td>Amend the Pierce County Code to require the proceeds from the sales of publicly owned park sites be used to purchase an equivalent or greater amount of land for park and recreation purposes within the same community.</td>
<td>Parks</td>
<td>X</td>
<td></td>
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<tr>
<td>6.7</td>
<td>Renovate Dawson Playfield to meet community needs.</td>
<td>Parks</td>
<td>X</td>
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<td>ID</td>
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<tr>
<td>6.8</td>
<td>Enforce dog scoop and leash laws in parks.</td>
<td>Parks, Sheriff</td>
<td>X</td>
<td></td>
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</tr>
<tr>
<td>6.9</td>
<td>Increase Deputy Sheriff patrols in Bresemann Forest.</td>
<td>Sheriff</td>
<td></td>
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<tr>
<td>6.10</td>
<td>Participate with water purveyors in a water conservation program that encourages the reduction of water usage associated with sewer utilities.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.11</td>
<td>Amend the Capital Facilities Plan to adopt a level of service, based on the number of on-duty commissioned officers in the community, which would more accurately reflect the true level of service in the community.</td>
<td>Sheriff, County Council</td>
<td>X</td>
<td></td>
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<tr>
<td>6.12</td>
<td>Work with the Franklin Pierce and Bethel School Districts to determine if impact fees for schools are adequate to mitigate the impacts to the facilities that are generated by new residential growth within the Communities Plan area. Amend the school impact fee ordinance if necessary.</td>
<td>PPW, School Districts</td>
<td>X</td>
<td></td>
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<tr>
<td>6.13</td>
<td>Establish administrative guidelines for location and plantings of stormwater detention and retention facilities.</td>
<td>PPW</td>
<td></td>
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</tr>
<tr>
<td>6.14</td>
<td>Study floodplains in the plan area to ensure FEMA maps are accurate, and where inaccuracies are present, adopt maps that supersede FEMA maps to reduce the burden of proving base flood elevation on property owners.</td>
<td>PPW</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>6.15</td>
<td>Study Surface Water Management fees to determine the appropriate rate for the plan area.</td>
<td>PPW</td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>6.16</td>
<td>Evaluate the financial performance of Sprinker Recreation Center. Consider increasing the fee structure as a method to help defray the costs of operating and maintaining league play.</td>
<td>Parks</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.17</td>
<td>Ensure sufficient County expenditures are directed to acquire, operate, and maintain a system of local parks in the plan area.</td>
<td>County Council, Parks</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.18</td>
<td>Ensure the Capital Improvement Program addresses the projected plan area deficits in regional parks and regional linear (major) trails.</td>
<td>Parks, PPW</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.19</td>
<td>Pursue sponsorship opportunities at Sprinker Recreation Center.</td>
<td>Parks</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>6.20</td>
<td>Improve SRC according to the Master Plan.</td>
<td>Parks</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.21</td>
<td>Address the goose overpopulation problem in Spanaway Park.</td>
<td>Parks</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.22</td>
<td>Develop an environmental education trail along Spanaway Park/Spanaway Creek.</td>
<td>Parks</td>
<td></td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>6.23</td>
<td>Enter into negotiations with the local school districts to establish cooperative agreements for joint use of facilities.</td>
<td>Parks</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.24</td>
<td>Hire a volunteer coordinator/environmental educator.</td>
<td>Parks</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.25</td>
<td>Complete and adopt development site plans for all regional facilities within the plan area.</td>
<td>Parks</td>
<td></td>
<td></td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>6.26</td>
<td>28th Avenue Pump Station - Proposed for completion by 2021: This project will construct a new pump station and remove a temporary station that was not sized for the regional demand and will support the Centers and Corridor Community Plan Proposal.</td>
<td>PPW</td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>6.27</td>
<td>144th Street East Extension - Proposed for completion by 2023: The project will serve 290 acres of Urban Growth Area and Buildable Lands Area.</td>
<td>PPW</td>
<td></td>
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</tr>
<tr>
<td>6.28</td>
<td>136th and 62nd Streets Extension - Proposed for completion by 2023: The project will serve 150 acres of Urban Growth Area and Buildable Lands Area.</td>
<td>PPW</td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>6.29</td>
<td>208th Street East/Mountain Highway Extension - Proposed for completion by 2025: The project will construct approximately 3,900 linear feet of 8-inch sewer main to serve 190 acres of Urban Growth Area and Buildable Lands Area that is currently unsewered.</td>
<td>PPW</td>
<td></td>
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<td>X</td>
</tr>
<tr>
<td>6.30</td>
<td>Pacific Commons/Spanaway Airport Extension - Proposed for completion by 2023: This project will construct a new pump station on &quot;A&quot; street and extend approximately 2,150 feet of 8-inch and 10-inch line. This project will support portions the Centers and Corridor Community Plan Proposal.</td>
<td>PPW</td>
<td></td>
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</tr>
<tr>
<td>6.31</td>
<td>Parkland/Brookdale Extension Phase 3 - Proposed for completion by 2023: The project will follow the existing interceptor in most places but will also utilize other rights-of-way corridors. The improvement will serve the East Basin, Rainier Terrace, Frederickson, Brookdale, and Golden Given Basins, as well as the Parkland Basin.</td>
<td>PPW</td>
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</table>
### Transportation

#### 7.1. Update the Pierce County active transportation plan to prioritize safe pedestrian connections to schools, parks, and Towne Centers, as well as safe bicycle routes through the communities.

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<tr>
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<tbody>
<tr>
<td>6.32</td>
<td>Parkland/Brookdale Extension Phase 4 - Proposed for completion by 2025: The project will provide future capacity relief for the interceptor located between the Brookdale Interceptor (Brookdale Basin) and the Spanaway Loop Bypass and will follow the existing interceptor in most places but will also utilize other right-of-way corridors. The improvement will serve the East Basin, Rainier Terrace, Frederickson, Brookdale, and Golden Given Basins, as well as the Parkland Sub-basin.</td>
<td>PPW</td>
<td>X</td>
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</tr>
<tr>
<td>6.33</td>
<td>West Lake Spanaway Interceptor - Proposed for completion by 2030: The project will extend sanitary sewer service to the west side of Lake Spanaway.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.34</td>
<td>Spanaway Interceptor Phase 2 - Proposed for completion by 2030: The project will serve the southerly part of the Spanaway Sub-basin and convey it to the B Street Interceptor via Spanaway Interceptor Phase 1.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.35</td>
<td>Muck - Kapowsin Trunk - Proposed for completion by 2035: The project will provide service to a part of the Spanaway Sub-basin that was designated rural by the Pierce County Comprehensive Plan and would not be constructed until either a sizeable number of on-site sewer system failures occur threatening water quality, or the area is incorporated into the County’s Urban Growth Area.</td>
<td>PPW</td>
<td>X</td>
<td></td>
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<tr>
<td>6.36</td>
<td>Elk Plain Trunk - Proposed for completion by 2035: The project will provide service to the southern portion of the Spanaway Sub-basin that was designated rural by the Pierce County Comprehensive Plan and would not be constructed until either a sizeable number of on-site sewer system failures occur threatening water quality, or the area is incorporated into the County’s Urban Growth Area.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.37</td>
<td>Elk Plain Force Main - Proposed for completion by 2035: The project will provide service to the Elk Plain Trunk line. The Elk Plain Force Main will be constructed at the same time.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>6.38</td>
<td>Parkland Interceptor Bypass - Proposed for completion by 2035: The project will provide future capacity relief for the existing interceptor and serve parts of the Parkland and Spanaway basins.</td>
<td>PPW</td>
<td>X</td>
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<td></td>
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<tr>
<td>6.39</td>
<td>168th Street East Relief Interceptor - Proposed for completion by 2040: The project will generally follow 168th Street East from B Street East to 22nd Avenue East and discharge to the existing B Street Interceptor and will replace a temporary pump station and force main with a gravity trunk and will serve the central part of the Spanaway Sub-basin.</td>
<td>PPW</td>
<td>X</td>
<td></td>
<td></td>
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<tr>
<td>6.40</td>
<td>Parkland Interceptor Expansion - Proposed for completion by 2040: The project will provide future capacity relief for the interceptor located between 152nd Street East and 1st Avenue Court Street to 146th Street South and C Street South and will serve the Parkland and Spanaway basins.</td>
<td>PPW</td>
<td>X</td>
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</tbody>
</table>

#### 7.2. Revise development standards:

- Locate structures and orient entrances to the non-motorized transportation network (i.e., sidewalks and transit stops);
- Minimize the construction of excessive parking stalls and locate off-street parking behind developments to allow direct, non-motorized access to structures without traveling through large parking areas;
- Consider the use of wide sidewalks in Towne Centers to allow for higher-intensity use, rest areas, and other amenities.

#### 7.3. Coordinate efforts by Pierce County, local jurisdictions, the Washington State Department of Transportation, the State legislature, and the private sector to increase State and federal funding for transportation. This could include increases in the gas tax or other existing transportation funding sources, or the creation of new sources such as a sales tax on gasoline, or street utilities for capital improvements.

#### 7.4. Program recommended transportation projects in the Pierce County Capital Facilities Element and Transportation Improvement Program.

#### 7.5. Revise the Pierce County Comprehensive Plan transportation project listing to be consistent with the Parkland-Spanaway-Midland Communities Plan transportation project list.

#### 7.6. Coordinate with Pierce Transit to expand the Pierce County Public Transportation Benefit Area to allow transit service in more of the unincorporated area, particularly on 176th Street East between Spanaway, Frederickson, and South Hill.

#### 7.7. Develop a program to prioritize and implement standalone sidewalk construction.
<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>7.8</td>
<td>Work with Pierce Transit to review bus service between and through residential neighborhoods, commercial areas, and industrial areas in the plan area.</td>
<td>PPW, PSMAC</td>
<td>X</td>
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<td>7.9</td>
<td>Develop a program annually consult with the Franklin Pierce and Bethel School Districts to prioritize safety improvements near schools and established bus stops.</td>
<td>PPW, School Districts</td>
<td>X</td>
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<tr>
<td>7.10</td>
<td>Work with Pierce Transit to review bus service between and through residential neighborhoods, commercial centers and districts, and employment centers within the plan boundaries.</td>
<td>PPW, PSMAC</td>
<td>X</td>
<td></td>
<td>Economic</td>
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</tr>
<tr>
<td>7.11</td>
<td>Work with WSDOT to develop strategies (projects) to achieve balanced flow of traffic volumes on Pacific Avenue.</td>
<td>PPW</td>
<td>X</td>
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<td>7.12</td>
<td>Review WSDOT policy documents, design standards, and proposed projects to ensure that freeway overpasses and underpasses include safe, accessible sidewalks and paved shoulders.</td>
<td>PPW</td>
<td>X</td>
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<tr>
<td>7.13</td>
<td>Develop a neighborhood speed control program by:</td>
<td>PPW</td>
<td>X</td>
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<td></td>
<td>• Approving a budget to develop and implement the program;</td>
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<td></td>
<td>• Hiring staff to produce administrative procedures to evaluate and prioritize options for interested neighborhoods; and</td>
<td></td>
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<td></td>
<td>• Beginning the program by requesting applications from communities and neighborhoods.</td>
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<tr>
<td>7.14</td>
<td>Develop an umbrella agreement with Pierce Transit to identify standards and conditions for transit facilities in public rights-of-way. In addition, develop an agreement between the agencies governing financial cooperation in the provision of roadway/transit facilities such as:</td>
<td>PPW, Pierce Transit</td>
<td>X</td>
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<tr>
<td></td>
<td>• Widened bus stops;</td>
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<td></td>
<td>• Lighting;</td>
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<td></td>
<td>• Litter receptacles;</td>
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<td></td>
<td>• Shelters;</td>
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<td>• Street furniture; and</td>
<td></td>
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<td></td>
<td>• Bicycle racks.</td>
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<td>7.15</td>
<td>Continue to cooperate with Pierce Transit in applying for grant funding for facilities and providing data to ensure operational efficiency.</td>
<td>PPW, Pierce Transit</td>
<td>X</td>
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<td>7.16</td>
<td>Revise the Pierce County regulations to require criteria for the location and determination of drainage grates used in new roadway construction and reconstruction to mitigate impacts to bicycles and wheelchairs.</td>
<td>PPW</td>
<td>X</td>
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<td>7.17</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>
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</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 |