Appendix J: South Hill Community Plan

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

- “Current” or “Existing” conditions are in reference to conditions at time of adoption (Adopted Ord. 2003-11s, Effective 6/16/2003).
- “Proposed” or “Desired” conditions are those which required Council action and may have also been amended over time through a Comprehensive Plan Amendment (amendments are reflected in this document).

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Chapter 1: Introduction

Overview of the Plan Area

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

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

History of South Hill

Early History Through the 1900’s

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

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

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

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

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

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

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

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

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

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

The Early 1900’s through the Early 1950’s

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

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

McMillan Reservoir was built in South Hill in the early 1910’s. It was a municipal water storage facility for the City of Tacoma. It stores water from the White River to be transported through two underground aqueducts in South Hill to Tacoma to be utilized as part of the City's water supply.
Bonneville Electric Power transmission lines were constructed to run diagonally across South Hill in the 1940’s, as was a natural gas pipeline.

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

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

In 1973, Willows Shopping Center was built at Willows Corner, followed by the South Hill Shopping Center. Now, the old Willows Corner is a part of the City of Puyallup.

In 1944, several businessmen from Puyallup purchased approximately 250 acres of an old logging camp located northeast of the present-day Frederickson community and immediately east of Meridian (SR 161), and established an airport with a 4,700 foot runway. At that time, it was the longest non-military airstrip in the area. In 1949, John Thun purchased the airport and began to operate a flying instruction business from the airport. With the additional purchase of land, the airport expanded to nearly 500 acres in 1967. Eventually after two additional ownership changes, approximately 150 acres of area including the airport and surrounding area were sold to Pierce County in 1979 and renamed Pierce County Airport-Thun Field. The airport is still owned and operated by Pierce County.

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

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

**The Late 1950’s Through the Early 1970’s**

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

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

**The Mid-1970’s through the 1990’s**

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

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

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

Major subdivisions or planned developments such as Gem Heights and Rainier Terrace, later renamed to Sunrise, came into existence during the 1980’s. The Gem Heights development included approximately 2,000 housing units; the Sunrise development included approximately 4,200 residential dwelling units in its build-out scenario, and has been proceeding in phases. At the completion of Sunrise, the residents projected to live in the development would comprise more than 30% of the population growth of 10,260 households projected for the South Hill census tract. Overall, residential developments intensified near the commercial strips and further out in South Hill, bringing the population to approximately 20,000 by the end of the 1980’s.

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

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

COUNTY PLANNING

1962 PIERCE COUNTY COMPREHENSIVE PLAN AND ZONING

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

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

1994 PIERCE COUNTY COMPREHENSIVE PLAN

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

In 1991, Interim Growth Management Policies were adopted as a transition between the 1962 Comprehensive Plan and the more complex plan developed under the Growth Management Act. In 1992, the County-Wide Planning Policies were adopted. The policies provided the framework and process by which Pierce County and the cities and towns within the County would establish urban growth areas, provide infrastructure and services, and preserve agricultural and natural resource lands.

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

COMMUNITY PLANNING

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

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

**SCOPE OF THE COMMUNITY PLAN**

**LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN**

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

**PURPOSE AND USE OF THE COMMUNITY PLAN**

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

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

**COMPONENTS OF THE COMMUNITY PLAN**

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

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

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

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

GOALS

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

OBJECTIVES

Objectives are statements which specifically define goal actions.

PRINCIPLES AND STANDARDS

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

IMPLEMENTATION ACTIONS

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

CONSISTENCY WITH THE 1994 PIERCE COUNTY COMPREHENSIVE PLAN

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

Development of the recommended plan incorporated a variety of public involvement strategies including the formation of Community Planning Boards and committees, public workshops and open houses, and various surveys. These public involvement techniques ensure that the plan is developed as a representation of the general will and values of the community.

COMMUNITY PLANNING BOARD

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

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

OPEN HOUSES AND WORKSHOPS

VISIONING OPEN HOUSES

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

The planning board also presented three distinct concepts, or alternatives, for future land use patterns. Alternative 1 continued the existing land use pattern where commercial uses are located along Meridian and the remainder of South Hill is residential (see Map J-2: Land Use Working Map Alternative #1). The residential housing choices would be similar to the housing choices of today. Alternative 2 is similar to Alternative 1, but adds higher density housing adjacent to the Meridian corridor (see Map J-3: Land Use Working Map Alternative #2).

Alternative 3 attempts to restructure Meridian Avenue by encouraging commercial uses to locate into distinct centers (see Map J-4: Land Use Working Map Alternative #3). Each center would serve a distinct purpose or market and contain design standards consistent with the goals of that center. One of the goals of this alternative was to redesign Meridian Avenue away from a continuous strip of commercial uses. Alternative 3 also places some small scale, limited commercial uses into residential neighborhoods – with very strict design standards and limits on uses as well as hours of operation. Neighborhood commercial is intended to offer residents
choices for accessing daily goods and services, such as a cup of espresso or an ice cream cone, without having to travel Meridian.

Alternative 3 also offers a variety of housing types and densities. This alternative recognizes that some residents choose to live on large lots while others choose to live on smaller lots with higher density housing. The location of the various types of housing is dependent upon environmental constraints as well as the availability of necessary infrastructure.

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

**Policy Open Houses**

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

**Transportation Workshop**

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

**Survey**

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

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

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

### LAND USE ELEMENT

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

### COMMUNITY CHARACTER ELEMENT

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

### NATURAL ENVIRONMENT ELEMENT

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

### ECONOMIC ELEMENT

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

### FACILITIES AND SERVICES ELEMENT

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

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

IMPLEMENTATION

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

VISION STATEMENT

The citizens of South Hill envision a dynamic residential community with a variety of neighborhoods and housing choices. A locale where residential and business developments are integrated into the natural environment. A safe place, where schools and parks provide focal points and opportunities for citizen involvement in the social fabric of South Hill. A location where neighborhoods are connected to businesses, schools, and services through a functional transportation network that includes roads, sidewalks, bike lanes, and, where needed, transit services. A community where small neighborhood businesses provide the daily needs of local residents. A part of Pierce County where public services meet the needs of the South Hill population.
Map of South Hill Heritage Corridor
Chapter 2: Land Use Element

INTRODUCTION

The Land Use Element of the South Hill Community Plan provides direction regarding the location and intensity of land uses. This element is intended to supplement and further refine the Land Use element of the Pierce County Comprehensive Plan. Where the community plan provides specific guidance regarding land uses, the policy language of this plan will govern. Where the community plan does not provide specific guidance, the reader is directed to utilize the land use objectives, principles, and standards of the Pierce County Comprehensive Plan.

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

DESCRIPTION OF CURRENT CONDITIONS

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

Numerous housing developments were permitted and constructed based on Pierce County’s substandard land use regulations throughout the 1970’s, 1980’s, and early 1990’s. Several major housing developments known as master planned communities were also permitted during this time and significantly changed the face of the community. Three of the largest developments are still in construction. Gem Heights is nearing completion of 1,738 homes located in the southern part of the community immediately west of Meridian. The Sunrise development located in the southeastern corner of the community is approximately 25 percent complete with a buildout expectancy of 3,446
housing units. Finally, the Silver Creek master planned community located south of 176th Street East and west of Meridian Avenue is just beginning construction of 2,889 homes. These three developments alone will house a minimum of 16,000 people and are more likely to house upwards of 20,000 people. A considerable number of smaller residential developments, ranging from 4 homes to 100 homes, were also permitted and developed throughout the 70’s, 80’s, and 90’s adding development and population throughout South Hill.

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

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

**EXISTING LAND USES**

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

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acreage</th>
<th>% of Plan Area</th>
<th>Total Parcels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family</td>
<td>4,278.14</td>
<td>38.27%</td>
<td>10,501</td>
</tr>
<tr>
<td>Duplex</td>
<td>200.11</td>
<td>1.79%</td>
<td>396</td>
</tr>
<tr>
<td>Triplex</td>
<td>4.47</td>
<td>0.04%</td>
<td>8</td>
</tr>
<tr>
<td>Fourplex</td>
<td>37.57</td>
<td>0.34%</td>
<td>76</td>
</tr>
<tr>
<td>Multifamily</td>
<td>94.42</td>
<td>0.84%</td>
<td>71</td>
</tr>
<tr>
<td>Group Homes</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Land Use</td>
<td>Acreage</td>
<td>% of Plan Area</td>
<td>Total Parcels</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>---------</td>
<td>----------------</td>
<td>---------------</td>
</tr>
<tr>
<td>Mobile Homes</td>
<td>298.53</td>
<td>2.67%</td>
<td>403</td>
</tr>
<tr>
<td>Mobile Home Parks</td>
<td>179.15</td>
<td>1.60%</td>
<td>17</td>
</tr>
<tr>
<td>Nursing/Retirement Homes</td>
<td>4.80</td>
<td>0.04%</td>
<td>1</td>
</tr>
<tr>
<td>College Dormitories</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td><strong>RESIDENTIAL-TOTAL</strong></td>
<td><strong>5,097.19</strong></td>
<td><strong>45.59%</strong></td>
<td><strong>11,473</strong></td>
</tr>
<tr>
<td><strong>Civic</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Facilities</td>
<td>18.16</td>
<td>0.16%</td>
<td>7</td>
</tr>
<tr>
<td>Quasi-Public</td>
<td>34.58</td>
<td>0.31%</td>
<td>2</td>
</tr>
<tr>
<td>Religious Assembly</td>
<td>65.75</td>
<td>0.59%</td>
<td>13</td>
</tr>
<tr>
<td>Health Services</td>
<td>9.30</td>
<td>0.08%</td>
<td>7</td>
</tr>
<tr>
<td>Education k-12</td>
<td>123.81</td>
<td>1.10%</td>
<td>13</td>
</tr>
<tr>
<td>Education Higher</td>
<td>39.80</td>
<td>0.36%</td>
<td>2</td>
</tr>
<tr>
<td>Transportation</td>
<td>129.43</td>
<td>1.16%</td>
<td>70</td>
</tr>
<tr>
<td>Communication</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Utilities</td>
<td>363.24</td>
<td>3.25%</td>
<td>151</td>
</tr>
<tr>
<td>Recreation, Non-Profit</td>
<td>171.76</td>
<td>1.54%</td>
<td>72</td>
</tr>
<tr>
<td><strong>CIVIC-TOTAL</strong></td>
<td><strong>955.83</strong></td>
<td><strong>8.55%</strong></td>
<td><strong>337</strong></td>
</tr>
<tr>
<td><strong>Commercial</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Offices</td>
<td>23.13</td>
<td>0.21%</td>
<td>29</td>
</tr>
<tr>
<td>Commercial Service:</td>
<td>75.69</td>
<td>0.68%</td>
<td>51</td>
</tr>
<tr>
<td>Eating/Drinking</td>
<td>21.82</td>
<td>0.20%</td>
<td>18</td>
</tr>
<tr>
<td>Entertainment</td>
<td>5.91</td>
<td>0.05%</td>
<td>2</td>
</tr>
<tr>
<td>Lodging</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Automotive</td>
<td>12.91</td>
<td>0.12%</td>
<td>16</td>
</tr>
<tr>
<td>Other</td>
<td>35.05</td>
<td>0.31%</td>
<td>15</td>
</tr>
<tr>
<td><strong>Commercial Retail:</strong></td>
<td><strong>136.72</strong></td>
<td><strong>1.22%</strong></td>
<td><strong>62</strong></td>
</tr>
<tr>
<td>Food</td>
<td>2.90</td>
<td>0.03%</td>
<td>4</td>
</tr>
<tr>
<td>Automotive</td>
<td>78.70</td>
<td>0.70%</td>
<td>22</td>
</tr>
<tr>
<td>Bldg. Material, Hardware</td>
<td>0.30</td>
<td>0.00%</td>
<td>1</td>
</tr>
<tr>
<td>Furniture, Home Furnishings</td>
<td>1.26</td>
<td>0.01%</td>
<td>2</td>
</tr>
<tr>
<td>Apparel and Accessories</td>
<td>0.55</td>
<td>0.00%</td>
<td>1</td>
</tr>
<tr>
<td>Other</td>
<td>40.15</td>
<td>0.36%</td>
<td>28</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>0.00</td>
<td>0.00%</td>
<td>0</td>
</tr>
<tr>
<td>Shopping Centers</td>
<td>12.86</td>
<td>0.12%</td>
<td>4</td>
</tr>
<tr>
<td><strong>COMMERCIAL-TOTAL</strong></td>
<td><strong>235.54</strong></td>
<td><strong>1.81%</strong></td>
<td><strong>142</strong></td>
</tr>
</tbody>
</table>
As shown in the table, the two prevailing categories of land use in the plan area are residential (46%) and vacant (32%). Together these two use categories account for 78% of total acreage in the community. The dominant land use type is single-family residential (38.3%, 40.9% when adding mobile homes on individual lots). The next most extensive land use types are: utilities (3.6%), agriculture (2.4%), and duplexes (1.8%).

The physical distribution of land uses is shown on Map J-7: Historic Assessed Land Uses. As previously noted, the prevailing land use within South Hill is residential. Residential uses are distributed throughout the community. Residential lot sizes vary throughout the community from small, densely suburban lots to larger estate-type lots. Smaller lot sizes are dominant in the southern portion of the plan area inclusive of the Gem Heights, Sunrise, and Silver Creek developments. Small lot sizes are common along the Woodland/70th Avenue corridor between 128th Street East and 152nd Street East. Finally, smaller lots are also located in the northern portion of the community near the City of Puyallup.
Larger lot sizes are commonly located on environmentally constrained lands such as steep slopes or wetlands. Large lots are found immediately west of Meridian, generally between 128th Street East to 160th Street East and extending west from Meridian to approximately 78th Avenue East. Large lots are also located immediately east of Thun Field south of 152nd Street East. Multifamily housing, which includes duplexes, triplexes, fourplexes and apartment buildings, is scattered throughout the community. The greatest concentration of multifamily housing units is located in the northern portion of the community along 122nd Street East. Table J-1 shows that multifamily housing comprises only 3.01% of the total land uses within South Hill. The prevailing multifamily housing type in South Hill is duplexes, which make up 1.79% of the total 3.01%. Triplexes, fourplexes, and multifamily buildings comprise only 1.22% of the community.

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

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

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

**CURRENT COMPREHENSIVE PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS**

The 1994 Pierce County Comprehensive Plan, as amended, establishes six different land use designations within South Hill. These land use designations are Moderate Density Single-Family (MSF), High Density Residential District (HRD), Master Planned Community (MPC), Employment Center (EC), Community Center (CC), and Mixed Use District (MUD). These land use designations indicate the type, intensity, and density of land uses authorized by the Comprehensive Plan.

The MSF, HRD, and MPC designations are residential in nature, the EC designation is industrial and office, the Community Center is a combination of commercial and residential, while the MUD designation is auto-oriented commercial that also allows residential uses. These land use designations are implemented on a parcel specific basis through zoning. The land use designations do not necessarily reflect the current use of land. For example, property used for auto-oriented commercial purposes could be designated EC, an industrial use designation. The following table summarizes the land use designations in terms of acreage:
Table J-2: Comprehensive Plan Land Use Designations - 2002

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

Land use designations are shown on Map J-8: Historic Land Use Designations/Zoning.

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

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

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

**Moderate Density Single-Family**

The Moderate Density Single-Family (MSF) land use designation/zone classification is intended to provide areas for urban single-family and two-family residential development at densities of 2-6 dwelling units per acre. The MSF designation is the predominant designation in South Hill. Approximately 63% of South Hill (7,680 acres) is designated as MSF.

**High Density Residential District**

The High Density Residential District (HRD) designation is intended to provide areas of multifamily and high density single-family housing along with limited neighborhood commercial retail and service uses. Allowed residential densities in the HRD range from 6 to 25 dwelling units per acre. There is one area designated HRD located in the vicinity of 136th Street East and 94th Avenue. This designation accounts for less than .2% of the community and contains fewer than 30 acres.
**Master Planned Community**

The Master Planned Community (MPC) designation is intended to achieve well designed, compact, urban development, with a balance of uses, more efficient use of public facilities and a greater amount of open space than would be required under standard development. MPCs integrate a mix of housing, services and recreation and are approved through a planned unit development or planned development district process. MPCs must encompass a minimum of 320 acres. Four MPCs exist in South Hill: Gem Heights, Silver Creek, Sunrise, and Rainier Terrace. These communities comprise nearly 2,700 acres and account for approximately 22% of the land mass of South Hill.

**Community Center**

The Community Center (CC) designation has as its focus a significant traffic generator around which develops a concentration of other commercial office, services, and some high-density residential development. The commercial activity is drawn from customer base of more than one neighborhood. CCs are places for the community to gather and converse, places where people live, and places with civic elements. The CC designation includes 90 acres of land located along Meridian Avenue just south of the 160th Street intersection. The CC designation accounts for .7% of the community.

**Mixed Use District**

The Mixed Use District (MUD) designation provides for auto-oriented commercial and land intensive commercial uses along major arterials, state highways, and major transit routes. Commercial activity in MUDs serves a customer base beyond the surrounding neighborhoods or community. The MUD designation is typically located along a roadway used by residents of more than one community or serving a region. The MUD designation also allows for multifamily residential uses. The MUD designation accounts for approximately 648 acres of land, totaling 5.4% of the community.

**Employment Center**

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

**Description of Desired Conditions**

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

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

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

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

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

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

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

Another major difference between the Comprehensive Plan and the community plan are requirements for design. Since adoption of the Comprehensive Plan, Pierce County has worked with individual communities toward the formulation of community plans. Through this process, it has become apparent that a major concern of all communities is that of design, particularly building design and sign design. Building architecture and the predominance of signs are major concerns within Pierce County communities and thus, have been regulatory features included in every community plan proposed since 1995.
The community plan introduces regulations for South Hill that address architectural design for commercial buildings, sign design, and lighting design. The plan also includes standards for site design for commercial and residential to ensure new development is integrated into the natural environment to the greatest extent possible.

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

Finally, the South Hill Community Plan recognizes that not all housing needs or desires are alike and thus, provides a variety of housing choices. For example, many seniors and single parents like to live on smaller lots with homes fairly close together. This housing meets their needs as it provides a sense of security and doesn’t require a lot of yard maintenance. Other families like to live on the homestead, a larger estate-type lot where the sense is of a rural nature, although located within an urban area. The community plan allows for estate, mid-size, small lot, and multifamily residential development while maintaining the dominant pattern of 2-6 dwelling units per acre.

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

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

**PROPOSED DESIGNATIONS AND ZONING CLASSIFICATIONS**

**MODERATE DENSITY SINGLE-FAMILY DESIGNATION**

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

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

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

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

**High Density Single-Family Designation**

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

**Proposed Zoning**

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

**High Density Residential District Designation**

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

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

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

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

**COMMUNITY CENTER DESIGNATION**

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

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

PROPOSED ZONING

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

The CC zone is nearly identical to Pierce County's current CC zone classification. Residential densities are slightly lower (8–20 units per acre) to encourage more residential growth within the Urban Village. The uses permitted in the zone are generally the same, with a few minor modifications such as no longer allowing bulk fuel dealers within the zone. The CC zone is intended to be oriented to serve the pedestrian, but able to accommodate the automobile.

The Urban Village zone is new to both South Hill and Pierce County. The purpose of the Urban Village is to provide an opportunity for South Hill to have a focal point or central place of the community. The Urban Village is intended to be a vibrant place where citizens gather, work, live, or shop. It is to offer a well-designed mix of living, shopping, office, and leisure activities. Businesses within the Urban Village are to be pedestrian dependent. Design standards for the Urban Village require residential uses to be mixed with commercial uses and require businesses to be connected via plazas and open-air walkways. Density within the Urban Village is based on the amount of commercial area provided.

NEIGHBORHOOD CENTER DESIGNATION

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

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

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

**PROPOSED ZONING**

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

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

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

**MIXED USE DISTRICT DESIGNATION**

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

**PROPOSED ZONING**

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

**EMPLOYMENT CENTER DESIGNATION**

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

**PROPOSED ZONING**

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

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

<table>
<thead>
<tr>
<th>Table J-3: Proposed Land Use Designations</th>
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<tbody>
<tr>
<td><strong>Land Use Designation</strong></td>
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<tr>
<td>Moderate Density Single Family (MSF)</td>
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<tr>
<td>High Density Single Family (HSF)</td>
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<tr>
<td>High Density Residential District (HRD)</td>
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<tr>
<td>Community Center (CC)</td>
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<tr>
<td>Mixed Use District (MUD)</td>
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<td>Employment Center (EC)</td>
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<tr>
<td>Neighborhood Center (NC)</td>
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<tr>
<td>Master Planned Community (MPC)</td>
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<tr>
<td><strong>TOTAL</strong></td>
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</tbody>
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*Differences in total acreage between Tables J-1 and Table J-3 are due to the base of information used for calculations.*

<table>
<thead>
<tr>
<th>Table J-4: Proposed Zone Classifications</th>
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<tbody>
<tr>
<td><strong>Zone Classification</strong></td>
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<tr>
<td>Moderate Density Single Family</td>
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<tr>
<td>Employment Center</td>
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<td>Mixed Use District</td>
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<td>Community Center</td>
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<td>High Density Residential District</td>
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<tr>
<td>Residential Resource</td>
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<tr>
<td>High Density Single Family</td>
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<tr>
<td>Moderate-High Density Residential</td>
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<tr>
<td>Neighborhood Center</td>
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<tr>
<td>Residential, Office, Civic</td>
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<tr>
<td>Urban Village</td>
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</tbody>
</table>
**Activity Center Designation**

The Activity Center is intended to function as a primary civic center within the community and will generally have a unique recreational, cultural, or community amenity as its focal point. The Activity Center also serves as the transitional area between this amenity and adjacent commercial and residential areas. Within the Activity Center, a broad range of commercial, civic, and residential uses will be allowed and incentives will be offered to projects that provide a mix of these uses within individual buildings. Encouraging this mix of uses will help to promote and support the level of civic and recreational activity desired in the Activity Center.

Within the South Hill Community Plan area, there is currently one geographic area that has been identified as an ideal location for an Activity Center. This 71-acre area is located at the crossroads of 144th Street East and Meridian Avenue East and includes the Amphitheater at South Hill and adjacent commercial areas.

**Proposed Zoning**

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

**Land Use Policies**

**Goals**

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

**General**

**Goal SH LU-1** Establish land use patterns that integrate the natural environment and provide compatibility among different uses.

**SH LU-1.1** Uses should embrace a livable community of residential, commercial, and civic uses situated among trees and green space, supplemented by design features that lend to a greater sense of community, and connected by a fully linked system of roads and nonmotorized pathways.
SH LU-1.2 Stay the course articulated in the community plan; this includes elected officials, community leaders, citizens, and County employees.

SH LU-1.3 The Urban Growth Area (UGA) boundary should remain as currently located to result in redevelopment and improvements to achieve the specified goals.

SH LU-1.3.1 Pierce County should not expand the Urban Growth Area south of the plan area to encourage the redevelopment of existing properties.

SH LU-1.4 Allow time for change to occur by recognizing that the community plan influences land use patterns for 20 years and beyond.

SH LU-1.4.1 The future land use pattern for the South Hill community shall reflect long-range community desires and economic goals. Short-term benefits shall not preclude the realization of long-range goals.

SH LU-1.4.2 Parcels should not be rezoned within the first two years of plan adoption to allow appropriate time for the market to adjust.

SH LU-1.5 Recognize that the adoption of the plan will result in the creation of nonconforming uses. Over time, the gradual redevelopment of nonconforming uses will aid in achieving community-wide goals.

GOAL SH LU-2 Reverse the existing pattern of residential and commercial sprawl. This should be accomplished by:

SH LU-2.1 Providing for a variety of housing types and densities throughout residential zones;

SH LU-2.2 Allowing small-scale neighborhood commercial centers interspersed among residential areas; and,

SH LU-2.3 Reshaping commercial activities along Meridian Avenue through providing appropriate land use designations and design standards.

GOAL SH LU-3 The pattern of residential development should reflect the community’s desire to preserve environmentally sensitive areas and open space corridors.

SH LU-3.1 Higher densities should be allowed only outside of areas with environmental constraints.

GOAL SH LU-4 Intersperse small-scale neighborhood centers throughout the community residential areas.

SH LU-4.1 The purpose of the neighborhood centers is to provide citizens the opportunity for frequent/daily shopping or service activities without having to drive to Meridian Avenue.

GOAL SH LU-5 Reshape commercial activities along Meridian Avenue to stop the continuous strip pattern.

SH LU-5.1 Commercial districts of similar activities shall be designated along portions of Meridian Avenue.
SH LU-5.2 The uses and intensity of commercial districts along Meridian should serve both regional and community needs.

SH LU-5.3 Residential districts may be integrated along Meridian Avenue to separate commercial districts.

SH LU-5.4 Designate underdeveloped and vacant parcels along Meridian Avenue for non-commercial uses to break up the existing continuous commercial corridor.

GOAL SH LU-6 Utilize innovative techniques and strategies to achieve the desired land use patterns and supporting infrastructure.

SH LU-6.1 Regulatory requirements should provide incentives for redevelopment and infill opportunities.

SH LU-6.2 Provide incentives for redeveloping nonconforming uses and structures.

SH LU-6.2.1 Provide alternative development opportunities for landowners along Meridian Avenue.

SH LU-6.2.2 Minimize the creation of nonconforming businesses along Meridian Avenue.

SH LU-6.3 Ensure zoning regulations that provide flexibility in the development of individual parcels without undermining the community's desired land use pattern.

SH LU-6.3.1 Adopt incentive-based density and intensity regulations that provide a menu of choices.

GOAL SH LU-7 Provide strict guidance for rezones to ensure community plan goals and objectives are properly implemented.

SH LU-7.1 The proposed zone must be an allowed zone under the existing land use designation.

SH LU-7.1.1 Rezones cannot be used to enlarge the land area of a center or alter the boundaries of the center.

SH LU-7.1.2 Changes in land use designation are not permitted through rezones.

SH LU-7.1.3 Ensure commercial rezone applications are consistent with the intent, goals, objectives, and standards as set forth in the South Hill Community Plan.

SH LU-7.1.4 Commercial rezones shall be applied only within designated urban centers and districts.

SH LU-7.1.5 Commercial rezones may be allowed when the following criteria are met:

SH LU-7.1.5.1 A Planned Development District (PDD) shall accompany all rezone applications;
SH LU-7.1.5.2  An analysis of market vacancy has demonstrated there is a need for the commercial use type within the South Hill Community Plan area. The analysis must consider the availability of vacant commercial buildings for the same type of use and shall demonstrate why the rezone is necessary. The analysis shall not be an analysis of market potential; and

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

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

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

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

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

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

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

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

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

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

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

SH LU-8.1.3  Identify achievable implementation measures or actions if desired results are not realized.
Pierce County shall work closely with the South Hill Advisory Commission to implement and monitor the community plan.

Each year, the South Hill Advisory Commission, with the assistance of Pierce County, shall develop a work program aimed at accomplishing the short, mid, and long-term goals of the South Hill Community Plan.

Planning and Land Services shall provide year end reports to the advisory commission summarizing the accomplishments and making recommendations for the upcoming year.

Ensure compatibility between adjacent land uses.

Ensure the incentive-based, flexible regulations contain the necessary requirements to allow for higher density development. Higher density development shall not occur when infrastructure is inadequate and amenities are absent.

Higher densities located next to lower densities are considered compatible when appropriate infrastructure such as safe roads, vegetation, stormwater, bike, and pedestrian connections are provided. For increased compatibility, include design features that soften the intensity difference and provide reasonable light while not glaring onto adjacent properties.

Designate land uses adjacent to the Pierce County Airport/Thun Field that are compatible with aviation activity and complement the South Hill Community Plan goals.

Develop criteria, standards, and compatible land use designations that will protect the South Hill community and aviation users by adopting implementing regulations consistent with the WSDOT Aviation Division guidelines, *Airports and Compatible Land Use, Volume 1*.

Implement distinct zoning districts for a variety of residential choices including estate, mid-size, small lot, multifamily, senior housing, and mixed use development.

Building footprints should correspond to the approximate size of the residential lot:

- Estate (large lot, large home);
- Mid-size (yard/home proportionate); and
- Small lot (small lot, smaller home).

Low residential densities should be located in the vicinity of environmentally constrained lands such as wetlands, floodplains, slopes, groundwater recharge areas, and priority wildlife habitat.
Moderate density residential development should be allowed in established areas that do not have potential for redevelopment within the next 20 years.

Higher density residential development should be located within and around the Urban Village to promote the pedestrian activities and provide activity and safety at night.

Higher density residential development should be located in areas that have potential for redevelopment.

High density and small-lot development provide opportunities for affordable housing, starter homes for young families, and downsizing opportunities for seniors.

Higher density residential should be located throughout existing residential neighborhoods where infrastructure is available or can be improved by construction of the higher density.

Provide on-site density credits for the Residential Resource zone.

Recognize that areas zoned for both commercial and residential uses typically develop as all commercial uses. Remedy this situation by ensuring opportunities for both high density housing and true mixed use.

Establish a zone that allows for high density housing that does not include commercial development.

Ensure opportunities for a true mix of uses that contain both commercial and residential components.

Require residential uses in certain mixed use zones to ensure both residential and commercial development occur.

Allow non-residential uses within residential areas.

Limited non-residential uses such as churches, schools, and daycares should be allowed within residential areas.

Non-residential activity should be scaled and sized appropriately to ensure compatibility within the neighborhood.

Create separate and distinct commercial centers along Meridian Avenue through zoning and design standards. Establish centers for specific purposes, designed in appropriate scale and intensity for the identified function and purpose.

Create separate and distinct districts along Meridian Avenue providing the highest quality private and public sector developments that connect to adjacent neighborhoods, preserve pockets of natural areas, and move through traffic safely and efficiently.
Reshape the existing commercial corridor along Meridian Avenue into separated commercial nodes distinguishable through activities, architecture, and site design and are based on the surrounding neighborhood and development potential.

Limit the size and configuration of commercial areas to direct land uses to desired locations at intended intensities.

Designate portions of Meridian Avenue to break up the continuous commercial development and encourage a greater variety of uses.

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

Encourage opportunities for small-scale retail.

Allow warehouse retail shopping centers, also known as big-box retailers, in specified districts.

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

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

Rezone designated areas in mature strips for urban mixed use projects and higher density housing.

Link the higher density development districts with high capacity transit.

Identify districts, and designate and zone accordingly to encourage development.

Aggressively seek nuisance abatement to eliminate problems that inhibit achieving the goals of the districts and the community.

Dilapidated or abandoned buildings and illegal land uses shall be corrected or eliminated.

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

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

Designate an area for regional commercial uses.

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

The type of commercial uses in the regional commercial district should serve a regional market, i.e., a market greater than South Hill residents and businesses.
The permitted commercial activities may include land consumptive (e.g., modular home sales) and auto-dependent businesses (e.g., warehouse grocery or building materials and supplies).

The size of the individual commercial buildings should be unlimited.

Residential uses are incompatible with regional commercial uses and should not be allowed.

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

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

Regional commercial uses are identified as auto-dependent.

Regional commercial uses should be identified with the Mixed Use District (MUD) designation.

Designate two or three areas for community commercial uses.

The purpose of the community centers is to provide retail and service opportunities that residents are likely to access on a weekly or frequent basis such as grocery stores, restaurants, or banks.

Community commercial centers should serve a market not greater than South Hill residents and businesses.

The permitted commercial activities should not include land consumptive or auto-dependent activities.

The area of individual tenant space within commercial buildings shall be limited.

Building mass and orientation should be pedestrian scaled.

Site design and building orientation shall safely accommodate pedestrians and should incorporate interaction with surrounding residential neighborhoods.

Each community commercial area shall be a compact node and not allowed to sprawl along Meridian Avenue in a continuous commercial strip.

Community commercial uses should be identified with the Community Center (CC) designation.

Community commercial uses draw from a variety of South Hill neighborhoods as the market.

Community commercial uses should be dispersed in distinct nodes along Meridian Avenue for easy access from many neighborhoods of South Hill.
Community commercial uses include stores and activities to which patrons can walk, drive, or take transit. Uses such as grocery stores, theaters, and large-scale clothing stores would be located in community commercial areas.

Community commercial uses are identified as pedestrian-oriented and auto-accommodating.

Community commercial centers shall contain design standards that emphasize pedestrians and pedestrian connections throughout the shopping district.

**GOAL SH LU-18**

Designate a few nodes for neighborhood center uses.

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

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

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

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

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

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

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

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

Neighborhood Centers should serve primarily the local neighborhood.

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

Although 24-hour uses may offer convenience to adjacent neighborhoods, 24-hour uses such as gas stations with convenience stores and drive-through restaurants are inconsistent with the objective requiring Neighborhood Centers to be compatible with adjacent single-family residential areas.

Sales of alcohol or tobacco products shall be prohibited in Neighborhood Centers.
Activities that generate excessive noise shall not be allowed within Neighborhood Centers.

Building size and area of individual tenant space shall be limited.

Spatially distribute Neighborhood Centers throughout South Hill in a manner that will maintain the scale of the neighborhood and not challenge the economic hierarchy and thus, the financial success of existing commercial areas.

Neighborhood Centers should be dispersed throughout the community to serve a majority of neighborhoods.

Neighborhood Center activities shall be low intensity and connected to the surrounding neighborhoods with a series of sidewalks and bicycle paths.

Local residents should determine the location and configuration of Neighborhood Centers.

Neighborhood Centers should be located where neighborhood commercial currently exists and new locations should be designated to serve more neighborhoods.

Designate a central place that is the focal point of commercial activity for the community.

Designate and zone an area that can be identified as a central place in South Hill. This area is envisioned to contain a variety of people-oriented shopping and leisure activities without the dependence or interference of the automobile.

The central place shall be designated Community Center and zoned Urban Village.

The Urban Village shall contain design standards that promote small-scale storefronts, taller buildings, plazas, pedestrian access, and landscaping.

The Urban Village should serve as a focal point of commercial and civic activities for the South Hill community.

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

A residential component such as lofts, senior housing, and apartments above retail storefronts shall be included in Urban Village.

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

All new commercial developments in the Urban Village must have residential uses as a component of the project.

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

Designate an Activity Center within South Hill.
SH LU-20.1 Designate and zone an Activity Center to provide a civic focal area for the community oriented around a unique recreational, cultural, or community amenity.

SH LU-20.2 Activity Centers shall permit a broad range of commercial, civic, and office uses. Examples of such uses include professional offices, retail sales, retail and/or personal services, restaurants, grocery stores, bakeries or coffee sales, farmers markets, and churches.

SH LU-20.2.1 Residential uses shall be limited to multifamily and attached single-family uses. Heavy industrial uses shall not be allowed.

SH LU-20.3 Mixed use buildings shall be encouraged to locate within Activity Centers through the use of incentives. Examples of acceptable incentives include density bonuses, reductions in requirements for native vegetation and impervious surfaces, and similar measures.

SH LU-20.4 Activity Centers shall be subject to design standards that emphasize pedestrians and pedestrian connections throughout the center, foster high quality architectural design, and promote quality site layout and planning.

GOAL SH LU-21 Commit to appropriate steps ensuring that South Hill Urban Village will become a viable reality.

SH LU-21.1 Focus public and private investments toward South Hill Urban Village.

SH LU-21.2 Transit service and mobility improvements that serve the Urban Village should be given priority.

SH LU-21.3 Encourage public/private partnerships to create the viability of the Urban Village.

SH LU-21.4 South Hill’s development regulations should contain deadlines for processing permits and administrative appeal processes to avoid lengthy delays.

SH LU-21.5 Pierce County should periodically review development within the Urban Village zone and identify barriers to efficient permitting.

SH LU-21.5.1 To encourage compact development within South Hill Urban Village, Pierce County shall maintain information on available and underutilized parcels in coordination with Pierce County’s Buildable Lands program.

INDUSTRIAL

GOAL SH LU-22 Provide for small-scale manufacturing and aviation-related industries while ensuring public safety.

SH LU-22.1 Provide some industrial lands to facilitate small-scale light manufacturing and aviation-related industries.

SH LU-22.2 The industrial area should be limited to the Pierce County airport and some adjacent properties.
SH LU-22.3  Industrial activities shall not impact the safety of airport operations.

GOAL SH LU-23  Allow for commercial retail and service uses within the Employment Center.

SH LU-23.1  Allow smaller parcels along Sunrise Boulevard between Meridian East and 110th Avenue East to be zoned Employment Services.

SH LU-23.1.1  Parcels rezoned to the Employment Services zone classification should not be greater than 4 acres in size.

SH LU-23.1.2  Rezones may only be allowed when the following criteria are met:

SH LU-23.1.2.1  A PDD shall accompany all rezone applications; and,  
SH LU-23.1.2.2  The proposed uses are compatible with airport operations associated with Thun Field.

SH LU-23.2  Limit the range of allowed uses within the Employment Services.

SH LU-23.2.1  The range of retail and service uses should complement industrial activity and meet the daily needs of employees and local residents.

SH LU-23.2.2  Residential uses shall be prohibited within the Employment Service zone.

SH LU-23.2.3  The type of retail and commercial services allowed should serve a market not greater than South Hill residents and businesses.

GOAL SH LU-24  Residential and commercial development shall not impact airport operations or the safety of citizens.

SH LU-24.1  Land uses around the airport should not concentrate people or buildings in the airport's safety zones or under the flight path for take-offs and landings at Thun Field.

SH LU-24.2  Expand the Pierce County Airport Area of Influence to reflect safety zones 1-6 as depicted in "Airports & Compatible Land Use, Volume 1," WSDOT, Aviation Division, Revised February 1999.

SH LU-24.3  Any buildings and structures that would penetrate the imaginary airspace surfaces for the Pierce County Airport (Thun Field) as defined in Title 14 CFR (Code of Federal Regulations), FAR (Federal Aviation Regulations) Part 77 "Objects Affecting Navigable Airspace" shall be prohibited.

SH LU-24.4  Encourage natural vegetation to minimize noise impacts from airport operations on the surrounding residential neighborhoods.

SH LU-24.5  Encourage the replacement of low-growing vegetation for noise attenuation in areas where trees are cleared.

**Implementing Actions**

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

**SHORT TERM ACTIONS**

1. Amend Title 18A to provide incentives for re-development and infill. (PALS, SHAC)
2. Develop and implement a program to provide a visual break, protect resources, and reduce flooding along Meridian. Programs to be considered include:
   - Transfer of Development Rights
   - Current Use Assessment
   - Public Purchase
   - A landscape and restoration program. (PALS, SHAC)
3. Conduct yearly reports that summarize accomplishments and outline recommendations for work items toward the upcoming year. (PALS)
4. Complete regulations and design provisions for small-lot single-family or the High-Density Single-Family residential zone. Regulations shall address:
   - Appropriate infrastructure in place prior to occupancy;
   - Design features that mitigate and blend high-density with established single-family;
   - Possible exception from barrier curb requirements. (PALS, SHAC)
5. Develop and implement incentive based regulations by incorporating a minimum, base, and maximum density for each zone. Developments exceeding base density shall have criteria to exceed the base. A menu of choices shall be provided to allow flexibility. (PALS)
6. Amend Title 18 to require rezone applications to include an analysis of market vacancy and demonstrate a need for rezone. (PALS)
7. Establish an Airport Advisory Committee for Pierce County Airport within one year of plan adoption.

**MID-TERM ACTIONS**

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

**LONG TERM ACTIONS**

1. Complete a monitoring report to evaluate the effectiveness of regulations and incentives. (PALS)
Map J-6: Land Use Designations

*Note: The legend shows only the land use designations within the South Hill Community Plan Area. The areas outside this plan area are masked within the map display.
Map J-7: Historic Assessed Land Uses

Legend:
- Single Family Residential
- Multi-Family Residential
- Group House/Mer
- Mobile Home
- Commercial/Service
- Education
- Quasi-Public Facilities
- Public Facilities
- Industrial
- Transportation/Communication/Utilities
- Open Space/Recreation
- Resource Lands
- Vacant
- Other

Source: Pierce County Assessor/Treasure Land Use Code Information.

Department of Planning and Land Services
Plot Date: October 02, 2002

South Hill Community Plan
Chapter 3: Community Character and Design Element

INTRODUCTION

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

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

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

The Community Character and Design Element is a new addition to the set of documents comprising the Pierce County Comprehensive Plan. The need for a community plan element articulating the desired appearance and character of individual communities is inferred through policies in the 1994 Pierce County Comprehensive Plan and is stressed through public input gathered through the South Hill and other community planning efforts.
The Community Character and Design Element is an integral part of the entire growth management planning process for South Hill. Design directly affects land use patterns, transportation planning and community and neighborhood livability, and overall quality of life. The design policies are intended to establish and reinforce a visual character for South Hill.

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

**Description of Current Conditions**

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

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

Meridian Avenue provides superb views of Mount Rainier, views rarely seen due to the overwhelming signs advertising businesses that are also obstructed by the signs. This proliferation of signs adds to the visual clutter along the Avenue and deteriorates pride in the community.

With the exception of older, established neighborhoods, the existing residential character is void of significant vegetative buffers within and surrounding developments. Significant stands of trees have not been retained and complete removal of understory vegetation has been a common development practice. Until 1998, there were no design standards required for residential development within South Hill. The residential complexion is largely single-family with some duplexes and mobile home parks. There are a few multifamily residential complexes located in the northern portion of the community situated near Meridian Avenue.

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

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

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

**CENTRAL PLACE**

To counteract the lack of a central place or heart of the community, two strategies are proposed. First, the allowance and creation of two Urban Villages along Meridian Avenue would provide a mix of residential and small commercial business interconnected with plazas and pedestrian walkways. These areas are intended to be local community centers where citizens would be likely to meet for coffee, a community gathering, a farmer’s market, or shopping. Plantings, plazas, public art, and other features will be used to create an aesthetically pleasing atmosphere and provide a sense of the community. Secondly, the community plan recognizes the need and importance of a community center in a park-like setting. The property located at 144th and Meridian is recognized as a very desirable setting should it become available.

**DESIGN**

The South Hill Community Plan integrates the natural and built environments to create neighborhoods and business centers that are functional, visually attractive, and compatible with the natural surroundings. Design standards require new development to

*Reduced setbacks, sidewalks, landscaping and architectural features enhance the livability of the community and character of the neighborhood.*
demonstrate that filling and grading are minimized, trees are retained or replaced, and pedestrian connections are in place. Landscape standards are increased for parking lots and commercial buildings. Architectural standards are required for small lot residential development. High-density housing will be characterized by houses that accentuate the living area of houses, and de-emphasize carports and garages. Residential areas will feature a variety of architectural features that mute the scale of larger buildings so as to blend with the desired sense of scale for the neighborhood. Covered bus shelters will be required for new residential developments and commercial complexes served by transit.

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

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

**Signs**

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

**Trees**

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

**Pedestrian Linkages**

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

HISTORIC RESOURCES

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

CULTURAL RESOURCES POLICIES

SOCIAL AND CULTURAL ACTIVITIES

GOAL SH CR-1    Build upon current community events by increasing participation and community spirit.

SH CR-1.1    Create a variety and depth of community cultural activities.
SH CR-1.2 Encourage regular cultural events, exhibits, performing series, and festivals that utilize existing public and private facilities.

SH CR-1.2.1 Support the annual holiday tree lighting in December through attendance and publicity.

SH CR-1.2.2 Work with community groups to develop an annual festival or community event to occur in the spring or summer.

SH CR-1.2.3 Utilizing local talent whenever possible, give special attention to the celebration of the community’s heritage and natural history as well as emerging art form and themes.

SH CR-1.2.4 Work with the local school districts to develop an information distribution system for upcoming cultural events.

SH CR-1.2.5 Investigate the feasibility of a farmers market associated with South Hill Central Place.

SH CR-1.3 Provide information about South Hill’s cultural activities through systems that will expand public awareness of the arts, heritage, and humanities and promote their value to individuals and the community.

SH CR-1.3.1 The Pierce County website shall include accessibility to current and newly developed cultural events.

SH CR-1.3.2 Encourage broad-based community participation to foster the coordination and realization of the Community Character Element.

**Historic Preservation**

**GOAL SH CR-2** Record South Hill’s history of settlement and development through restoration and preservation.

SH CR-2.1 Identify and record South Hill’s history and centralize the information in a public location.

SH CR-2.2 Support and work with the South Hill Historical Society to record the history of the area through fundraising, identifying grant opportunities, and attending activities sponsored by the society. The historical society coordinates historic documentation activities, but should be able to look to the Land Use Advisory Commission and County for assistance and support.

SH CR-2.2.1 Research and acquire a possible site for the historical society to locate information and teach about the history of South Hill.

SH CR-2.2.2 Coordinate with the historical society and the South Hill Library to retain historical information until a permanent site can be found.

SH CR-2.2.3 Work with the South Hill Historical Society to identify and inventory historic resources.
**SH CR-2.2.3.1** The Pierce County cultural resource inventory should be reviewed and updated for the South Hill area.

**SH CR-2.2.3.2** Prioritize properties for placement onto national, state, or local historic registers.

**SH CR-2.3** The Blyton Farm cabin should be moved to a carefully selected location that will allow for the cabin to be preserved as a prominent feature in the community.

**SH CR-2.4** Actively pursue the opportunity to link the South Hill Heritage Corridor with the Naches Trail from Walla Walla to Steilacoom.

**SH CR-2.5** Work with the local school districts to integrate South Hill history into the curriculum.

**SH CR-2.6** The South Hill Land Use Advisory Commission should be afforded an opportunity to provide input into the review process when a nomination application for a property located in the South Hill community to the Pierce County Register of Historic Places is filed with the Pierce County Landmarks Commission.

### Design and Character Policies

**Goals**

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

**Site Design**

**Goal SH D-1** Ensure consideration is given to the natural site characteristics before designing or planning developments to ensure trees, views, energy-efficient design, and open space are incorporated into developments.

**SH D-1.1** Natural resources and site characteristics determine the site layout of proposed developments.

**SH D-1.2** Site design should work in conjunction with the natural site contours.

**SH D-1.3** Minimize the amount of grading and filling on a site.

**SH D-1.4** Allow stormwater facilities to be designed as a site amenity. Landscaping, hedges, wrought iron fencing, or placing a fountain in the pond are encouraged and considered site amenities. Non-decorative fencing, such as chain-link or wood is not considered a site amenity and at a minimum shall be shielded from view of neighboring properties by planting vegetation along the perimeter.
SH D-1.5  Ensure post-development site hydrology closely mimics the hydrology of the site prior to the development.

SH D-1.5.1  Minimize impermeable surfaces and site disturbances.

SH D-1.5.2  Provide incentives for residential design that incorporates low impact development techniques.

SH D-1.6  Reduce natural resource consumption in site design and building features.

SH D-1.6.1  Encourage the use of alternative site and building design through the use of incentives.

SH D-1.6.2  Design infrastructure systems to optimize efficient use of natural resources.

SH D-1.6.2.1  Re-use or connect to existing systems.

SH D-1.6.2.2  Consider alternative stormwater collection and retention methods.

GOAL SH D-2  Retain or restore stands of trees within the community.

SH D-2.1  New developments shall incorporate trees and vegetation in keeping with Pacific Northwest vegetation.

SH D-2.2  Clear-cutting a site and replacing the trees with homes and only decorative vegetation, such as flowering cherry or vine maple, is unacceptable.

SH D-2.3  Some portion of the site must contain stands of tall evergreen trees.

SH D-2.3.1  These trees may be retained at the time of development or planted to reach maturity within a reasonable time frame.

SH D-2.4  Provide flexible standards for on-site tree retention, restoration, and replacement. Standards or regulations should be flexible to allow for situations where placement of existing trees limits building capabilities of the site.

SH D-2.4.1  Tree retention should occur in a clustered format to limit exposure and potential safety hazards during windstorms.

SH D-2.4.2  The developer should replant trees on sites that have been completely logged.

SH D-2.4.2.1  Trees may be clustered in open space, park or recreation areas, or within a significantly landscaped perimeter of the development.

SH D-2.4.3  Trees restored on-site shall be capable of growing to significant heights.

SH D-2.4.3.1  New trees should be at least 8 feet in height, 2 inches in diameter, and fully leafed at the time of planting and capable of a minimum height of 35 feet at maturity, except where conflicts occur with utility or aviation corridors.

SH D-2.4.4  Allow selected limbing of trees so that significant views are not obscured.

SH D-2.4.5  Native or drought-tolerant species should be used to reduce watering needs.
SH D-2.4.6  Tree retention replacement regulations shall not apply to individual single- or two-family building lots.

SH D-2.4.6.1  However, single- and two-family property owners are encouraged to replace fallen or downed trees.

GOAL SH D-3  Vegetation coverage and tree retention requirements should focus on post-construction safety and site enhancement.

SH D-3.1  Vegetative plantings of trees and shrubs should be used in subdivisions in place of fences to separate homes and neighborhoods.

SH D-3.2  To promote tree retention and integration of the natural environment while buffering homes from noise and glare, residential subdivisions, multifamily, and manufactured home parks shall contain a landscaped buffer around the perimeter. Provisions shall be made to allow adjacent subdivisions to reduce or forego the buffer in locations where amenities such as shared recreational areas or trails are provided.

SH D-3.3  The width of the perimeter vegetation buffers for new residential developments along 70th Avenue/Woodland Avenue, 86th Avenue E., 94th Avenue E., Shaw Road, Military Road, 122nd Avenue, 112th St. East, 122nd St. East, 128th St. East, 136th St. East, 144th St. East, 152nd St. East, 160th St. East, 176th St. East, Sunrise Boulevard, Sunrise Parkway, Meridian Avenue between 176th St. East and 187th St. East, and State Route 512 shall be sized to mitigate air and noise impacts from high levels of automobile traffic.

SH D-3.4  Include language on the plat and in conservation easements, signage, and homeowner covenant maintenance agreements that requires post-construction protection for designated native vegetation areas.

SH D-3.5  Require developments to present a composite site analysis that overlays soil, slopes, wetlands, streams, and other natural features to retain native vegetation to the greatest extent.

SH D-3.6  Tree stands on and adjacent to steep slopes shall be retained.

SH D-3.7  Require commercial developments, subdivisions, and multifamily developments to provide tree retention or replacement.

SH D-3.8  Require development sites that are unable to meet the minimum tree canopy cover retention percentage to be planted or replanted as necessary to achieve the desired tree canopy cover within 10 years.

SH D-3.9  Require a bond prior to final plat approval to ensure developments are built-out with the required landscaping. The amount of the bond shall cover the potential overhead costs that Pierce County may experience in the employment of a third party to plant the required vegetation retention or replacement.

SH D-3.10  Provisions shall be made to allow for removal of dead or diseased trees or trees that pose a safety hazard.
SH D-3.11 Provisions shall be made to ensure that newly planted trees survive through the first year.

**Residential**

**Goal SH D-4** Residential development shall be designed to be inviting and vibrant.

**SH D-4.1** Design and integrate new residential subdivisions, plats, multifamily dwellings, and manufactured home parks with the natural characteristics and resources of the site as well as the surrounding neighborhood.

**SH D-4.2** Develop flexible design requirements that allow for innovation in integrating the natural environment with varied densities, including exceeding the standard density, if the development surpasses minimum requirements.

**SH D-4.3** Provide incentives for innovative site designs that cluster residential uses to preserve a larger area of the native environment and provide open space amenities.

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

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

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

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

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

**SH D-5.1.1** Using site planning techniques;

**SH D-5.1.2** Giving residents more control over the space adjacent to their homes (increased territoriality);

**SH D-5.1.3** Increasing opportunities for neighbors and those passing by to keep an eye on nearby activities; and

**SH D-5.1.4** Using design and construction approaches to reduce vandalism.

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

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

**SH D-6.2** Flexible regulations shall be developed to ensure that new, small-lot residential subdivisions, multifamily complexes or manufactured housing parks include a recreational area.
SH D-6.3  If a local park and recreation district or park and recreation service area is formed, a fee may be provided to the district or area in lieu of constructing an on-site facility.

SH D-6.4  Recreational areas shall be functional spaces that can be viewed from neighboring homes.

SH D-6.5  Recreational areas should be interconnected with green spaces that preserve natural features such as wetlands, forests, tree stands, and views.

SH D-6.6  Fences between recreational areas and open space shall be minimized.

SH D-6.7  Recreation areas shall include at least one of the following:
  SH D-6.7.1  Tot lots with traditional play equipment such as swings, slides, and other play equipment such as interactive artistic forms;
  SH D-6.7.2  Formal playgrounds with basketball courts, tennis courts, and baseball diamonds;
  SH D-6.7.3  Other sport-oriented play areas;
  SH D-6.7.4  Jogging and exercise trails in the form of common dedicated greenbelt backyards; or
  SH D-6.7.5  Open green spaces with enough room for children to play and benches or picnic tables to allow close supervision.

SH D-6.8  New developments shall be required to provide open space. Active recreation areas are not counted toward the open space requirement. Areas counted as open space are:
  SH D-6.8.1  Critical areas, buffers, and other spaces permitted by the Pierce County Comprehensive Plan;
  SH D-6.8.2  Landscaped stormwater ponds without fences; or
  SH D-6.8.3  Gathering places and passive recreation areas.

SH D-6.9  Recreational areas should be landscaped with native vegetation.

SH D-6.10  Large recreational areas and open space tracts are priority.
  SH D-6.10.1  An incentive-based system shall encourage the development of significant, contiguous park and open space tracts while discouraging the smaller tracts that are not as conducive to recreational activities.

**COMMERCIAL AND CIVIC**

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

SH D-7.1  Design commercial and civic sites to integrate the natural features of the site while providing orderly and safe pedestrian circulation.
SH D-7.2 Require pedestrian connections between the proposed use and the street for all structures that face public streets. Satellite buildings should have pedestrian connections across parking areas to the principal structure or anchor store.

SH D-7.3 Ensure delivery areas are incorporated into site design in a manner that minimizes the impacts of these activities on adjacent sites.

SH D-7.4 Require multifamily complexes and commercial/industrial sites to provide adequate, accessible storage and collection locations for recyclable materials.

SH D-7.5 Site plan review for commercial businesses, manufacturing, and light industrial uses shall take into account potential negative impacts on nearby uses.

SH D-7.6 Provide pedestrian-scaled, direct lighting that illuminates walkways, increases safety, highlights buildings and landmark elements, and provides sight line to other retail uses such as a view from a café to unique shops.

ARCHITECTURAL DESIGN

GOAL SH D-8 To ensure quality development, increase predictability and set a high standard for development within the South Hill community to avoid being a generic suburban area.

SH D-8.1 Ensure that architectural designs of non-residential or multifamily complexes located adjacent to single- and two-family neighborhoods do not detract from the residential character of the established neighborhoods.

SH D-8.2 Use techniques such as building placement, architectural design, and landscape design to reduce the perceived bulk and scale of non-residential and multifamily structures that are located adjacent to residential neighborhoods.

RESIDENTIAL AND ACCESSORY STRUCTURES

GOAL SH D-9 Design homes that facilitate interaction between residents.

SH D-9.1 Use design features to encourage interaction and reduce impacts of small lot development.

SH D-9.2 Front doors, windows, and walkways should be emphasized on residential buildings; garages should not be emphasized in appearance.

SH D-9.3 Garage placement shall not be located closer to the street front than the porch or front door on small lots.

SH D-9.4 Provide opportunities for reduced front yard setbacks to accommodate porches and decks while placing the garage further back or behind the home.

SH D-9.5 Allow rear yard alley access. Alleys should be constructed for one-way traffic flow to reduce impervious surfaces.

SH D-9.6 Provide incentives for architectural design standards.
SH D-9.7 Driveway length should allow adequate space for parking cars without blocking sidewalks.

SH D-9.8 Mailbox structures shall include rain covers or roofs and should be complementary to the rest of the development in color and design.

SH D-9.9 Encourage lockable mailboxes.

SH D-9.10 Reduce the impacts of small lot development through architectural and site design.

GOAL SH D-10 Design multifamily units that depict an inviting and vibrant living environment.

SH D-10.1 Avoid locating off-street parking areas for multifamily development between the buildings and the street.

SH D-10.2 Allow the residential units to be oriented toward the street or toward a common space instead of a parking lot.

COMMERCIAL AND CIVIC

GOAL SH D-11 Create attractive walkways and street front experiences maximizing the quality of the pedestrian environment and the opportunities for retail shopping.

SH D-11.1 Design shop fronts to shelter pedestrians from the rain.

SH D-11.2 Street-facade building facades shall employ a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of standard building materials and landscaping to increase visual interest and visually break up large building mass.

SH D-11.3 Provide distinctive building entries through the use of distinctive architectural features.

SH D-11.4 Strive for architectural excellence, higher quality building design, and retail-friendly first floor facades.

SH D-11.4.1 Deter crime by designing for security; ensure street-level vitality and plenty of eyes on the street.

SH D-11.4.2 Vary roof pitch and façade designs since retailers depend on diverse, appropriately-scaled, and customized shop fronts.

SH D-11.4.3 Discourage nondescript architecture that has few design features, lacks cohesiveness, or is scaled to be appreciated at automobile speeds.

SH D-11.4.4 Within a given commercial or civic development, require consistent architectural themes and colors for buildings, street furniture, and amenities.

SH D-11.4.5 Civic buildings and uses such as libraries, parks, or government offices shall be of exemplary design to serve as anchors for other developments in the district and to demonstrate the architectural excellence of the community.

SH D-11.4.6 Buildings constructed with public monies shall contain some form of public art and/or public gathering space.
**INDUSTRIAL**

**GOAL SH D-12** Integrate industrial and business uses into the natural environment and community.

**SH D-12.1** Ensure professional offices or manufacturing companies contain appropriate lighting, landscaping, and traffic and noise buffers to blend with the community.

**SH D-12.2** The preferred method of noise attenuation is landscaping. Where fencing or other structural methods are used, landscaping shall be provided.

**SH D-12.3** Cell towers shall be constructed and painted to blend with the surrounding environment.

**NEIGHBORHOOD COMMERCIAL**

**GOAL SH D-13** Ensure that the design and location of neighborhood commercial development within South Hill is consistent with the character, scale, and identity of the neighborhood.

**SH D-13.1** Neighborhood commercial development should directly serve the needs of the local community providing the necessary goods and services.

**SH D-13.2** Ensure that commercial development is limited and proportionately interspersed with other community-oriented services such as schools, branch libraries, open space, and parks.

**SH D-13.3** Select Neighborhood Centers that are appropriate for the surrounding community and complement adjacent residential uses.

**SH D-13.3.1** Neighborhood character should be recognized and preserved through the preparation of design standards and guidelines for development within Neighborhood Centers.

**SH D-13.3.2** Standards should prohibit the development of regional-scale commercial uses within Neighborhood Centers.

**SH D-13.4** Establish and implement consistent requirements for all new neighborhood commercial development.

**SH D-13.4.1** Pierce County shall establish design guidelines and standards for development within Neighborhood Commercial areas.

**SH D-13.4.2** Apply height limitations within the Neighborhood Centers consistent with adjacent single-family residential districts to complement the surrounding residential uses and maintain the human scale of the neighborhood.

**SH D-13.4.3** Ensure architecture is consistent or harmonious in character with single-family residential uses through the use of color, materials, textures, and landscaping. Development within Neighborhood Commercial areas should enhance the identity of the neighborhood.
SH D-13.4.4  Require parking for employees in the back or on the side of the building which shall include landscape screening. Require angled on-street parking (not located within the right-of-way) within Neighborhood Commercial areas to avoid the construction of parking lots adjacent to single-family residential neighborhoods.

SH D-13.4.5  Require new commercial development to adhere with the same impervious surface requirements as adjacent single-family residential uses.

SH D-13.4.6  Require street trees and landscaping along rights-of-way consistent with requirements in single-family residential districts to minimize the effect of the Neighborhood Commercial uses on adjacent residential neighborhoods.

SH D-13.4.7  Require new development within Neighborhood Commercial areas to provide a transition zone to the sidewalk that enhances the quality and feeling of the connection to the street. The connection to the street is enhanced through facing many windows and doors toward the street, and through the use of window displays and details like potted plants and awnings.

SH D-13.4.8  Pierce County shall adopt sign regulations to ensure signs are of a size and scale harmonious to single-family residential uses. Signs shall not be permitted to remain lit during non-business hours.

SH D-13.4.9  Pierce County shall amend lighting requirements to ensure that Neighborhood Commercial areas do not cast light onto adjacent properties and roads.

SH D-13.4.10 Neighborhood Commercial districts shall be required to use amber lighting.

SH D-13.4.11 Sidewalks shall be installed within Neighborhood Commercial districts.

SH D-13.4.12 Site layout and building orientation shall be designed to encourage pedestrian access and circulation.

SH D-13.4.13 Design standards shall include methods to reduce noise, light, and glare so that surrounding residential uses are not impacted.

**LANDSCAPE DESIGN**

**GOAL SH D-14**  Use creative landscaping to calm traffic, attractively screen service areas, minimize the impact of parking lots, and revitalize the natural environment.

**SH D-14.1**  Require a landscaped area between the traffic and the sidewalk that includes elements, such as mature trees that provide shade. The purpose of the landscaped area is to provide shade to pedestrians and to provide a safe buffer between pedestrians and the street. Landscaping shall not inhibit driver sight distance or visibility.

**SH D-14.2**  Newly planted landscaped strips shall contain trees that are at least 8 feet tall and 2 inches in diameter.
SH D-14.2.1 Trees must be a minimum of 35 feet at maturity, except where conflicts occur with utility or aviation corridors.

SH D-14.3 Provisions shall be made to ensure that newly planted trees survive through the first year.

SH D-14.4 Trees that serve to assist in noise reduction for commercial or industrial properties shall contain foliage throughout the year.

SH D-14.5 Landscape Meridian Avenue with trees, plants in the median, and lush green areas along its edges.

SH D-14.5.1 New trees should be at least 12 feet in height and 3 inches in diameter and capable of a minimum height of 35 feet at maturity.

SH D-14.6 Encourage the use of bioretention swales in parking lots’ landscaped areas to break up the expanse of asphalt and assist in stormwater treatment and infiltration.

SH D-14.7 Parking lot landscaping shall be significant and dispersed throughout the lot to provide shade, pedestrian refuge, and visual relief.

SH D-14.8 Parking lot vegetation should consist of native trees and vegetation.

SH D-14.8.1 New trees should be at least 8 feet in height and 2 inches in diameter and capable of a minimum height of 35 feet at maturity, except where conflicts with utility corridors or aviation corridors would occur.

SH D-14.9 Where commercial or industrial land uses abut residential uses, a landscaped buffer shall be provided to reduce noise and glare impacts.

SH D-14.10 Vegetation that is native to the Pacific Northwest and that is drought tolerant is preferred for landscaping.

SH D-14.11 Develop a threshold that would require commercial renovations to meet landscape standards for perimeter and interior site plantings.

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

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

SIGN DESIGN

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

SH D-15.1 Incentives should be provided to bring existing signs into conformance with new codes.
Incentives should include tax credits or dismissal of permit fees for replacing the sign prior to the assigned sunset date.

Billboards should have an amortization period consistent with the Internal Revenue Service depreciation schedule.

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

Pierce County shall identify dilapidated, abandoned, and illegal signs for future abatement action.

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

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

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

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

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

Prohibit the use of lights and surfaces that result in glare onto adjacent properties.

Prohibit the use of pole signs by allowing them only where an applicant can demonstrate that a monument sign is a hardship.

Allow monument and wall signs.

Allow more than one monument sign on a property if more than 20 businesses are located on the property.

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

Prepare standards that limit overall signage to a proportion of the length of the building façade.

Prohibit canvas canopy signs and canopy signs that are backlit.

Minimize the use of off-premise signs within South Hill.

Restrict the use of off-premise signs to temporary applications such as the directional signage used to identify real estate open houses and garage sales.

Prohibit new billboards in South Hill.
GOAL SH D-18 Enable individuals, businesses, and community groups to promote temporary activities to the wider community through the adoption of clear regulations governing the use, size, and allowed duration of temporary signs.

SH D-18.1 Banners should be of a style, size, and color that complement the surrounding environment and standard on which they are affixed.

SH D-18.1.1 Consider whether or not the structures the banners are being suspended from can support the weight and the force of the wind upon the banners.

SH D-18.2 Commercial center banners must be promoting primarily the commercial center on which they are displayed.

SH D-18.2.1 Specific advertising of businesses or merchandise is prohibited.

SH D-18.3 Temporary signs that are placed within a permanent structure, such as on private light standards, shall be prohibited.

SH D-18.4 Prohibit temporary signs that are affixed to a utility pole unless expressly reviewed and approved by the utility provider.

**LIGHTING DESIGN**

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

SH D-19.1 Provide lighting that is integrated with the overall architectural concept in scale, detailing, use of color and materials, and placement.

SH D-19.2 Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and surrounding neighborhood.

SH D-19.3 Require lighting to be reviewed during design review in all new developments.

SH D-19.4 Encourage amber lighting instead of fluorescent lighting.

SH D-19.5 Provide adequate lighting levels in all pedestrian areas including building entries, along walkways, parking areas, along transit corridors and at transit stops, and other public areas.

SH D-19.6 School bus stops should be lit and safe. The school district should plan the stops, and developments should contribute to construction and safety.

GOAL SH D-20 Encourage all non-essential exterior commercial and residential lighting be turned off after business hours and/or when not in use.

SH D-20.1 Encourage the use of lights on a timer.

SH D-20.2 Encourage the use of motion-activated lighting for security purposes.

SH D-20.3 Encourage parking area lights to be greater in number, lower in height and lower in light level, as opposed to fewer in number, higher in height, and higher in light level.
SH D-20.4 Parking lot lighting shall not exceed Illuminating Engineering Society of North America recommended lumens.

SH D-20.5 Ensure lights within the Pierce County Airport’s area of influence meet Federal Aviation Administration (FAA) standards.

GOAL SH D-21 Reduce the amount of lighting and glare onto adjacent sites and roads.

SH D-21.1 Establish standards that curtail lighting and glare from intruding onto adjacent properties and into the night sky. Lighting standards shall provide a ceiling for all developments. Developments may deviate from the standard only when it can be demonstrated the extra lighting is necessary and impacts onto adjacent properties, roads, and the night sky will be minimized.

SH D-21.2 New commercial and industrial businesses, residential subdivisions, and multifamily development shall be required to meet the minimum lighting standards necessary for security and working purposes; the development shall minimize potential pollution from glare and spillage particularly to:

SH D-21.2.1 Residential and commercial areas;

SH D-21.2.2 Areas of nature conservation interest, and wildlife or open space corridors; and

SH D-21.2.3 Areas whose open and remote landscape qualities would be affected, including observatories.

SH D-21.3 Artificial light from commercial businesses and signs shall not be directed into the night sky, toward the road, or toward neighboring properties.

SH D-21.4 Commercial properties such as car sales or mobile home sales shall be subject to the same standards as other commercial developments.

**South Hill Central Place**

GOAL SH D-22 Through policy, design, and land use regulations, create an urban core or central place that is a focal point for the South Hill community.

SH D-22.1 Include a central place or business district with a vibrant mix of residential, commercial, and civic uses.

SH D-22.2 Plan, zone, and adopt design standards for South Hill Central Place to facilitate vertical mixed use of three or more stories and to achieve pedestrian concentrations that create a lively, safe, attractive, and entertaining streetscape.

SH D-22.2.1 The South Hill Central Place shall be the focal point for pedestrian-scale retail, services, entertainment, civic, and arts center for the community.

SH D-22.2.2 Allow flexible height standards that encourage vertical development.

SH D-22.2.3 South Hill Central Place should have a strong pedestrian and transit orientation that is reflected in site development and design standards.
SH D-22.2.4 Allow significantly higher densities in South Hill Central Place.

SH D-22.2.5 All developments within South Hill Central Place should contribute proportionate funding to an open space area or park within the Central Place.

SH D-22.2.6 Outdoor seating areas should be encouraged within South Hill Central Place.

SH D-22.2.7 Street furniture, artwork, lighting, planter boxes, canopies, and other architectural or site detailing should be required in South Hill Central Place.

SH D-22.2.8 The mix of commercial, civic, and residential activities should be linked with plazas, walkways, and outdoor areas thereby providing an innovative atmosphere and identity that is uniquely South Hill.

SH D-22.2.9 Individual developments within the Central Place shall integrate public spaces, art, and pedestrian circulation in its site design and/or building orientation.

SH D-22.2.10 Development within the Central Place shall be designed in such a manner that residents from the surrounding neighborhoods can access the area through pedestrian paths, bicycles, and transit.

SH D-22.3 Allow mixed use development within South Hill Central Place. Mixed use developments may contain retail, office, and residential uses within a building or complex of buildings. Mixed use developments can reduce vehicular trips, more efficiently use land, and provide concentrations of customers who live or work in the area. Mixed use developments can benefit other businesses and provide opportunities for uses, such as transit and other civic and cultural uses, which might otherwise be difficult to accommodate in the South Hill community.

SH D-22.3.1 South Hill should encourage mixed uses in South Hill Central Place. Mixed use developments shall be designed to encourage compatibility among the on-site uses and with adjacent land uses.

SH D-22.3.2 Uses that are inconsistent with the intent of South Hill Central Place shall not be allowed. These include industrial uses, automobile repair services, and other uses that are suitable only for patronage via automobile.

SH D-22.4 Encourage site design supporting a mixed use, pedestrian-oriented district.

SH D-22.4.1 Develop and adopt a preferred conceptual streetscape layout for the location of buildings, open space, utilities, and amenities.

SH D-22.4.2 Provide incentives for the implementation of the conceptual site layout.

SH D-22.4.3 Permit deviation to the conceptual layout and incentives if specific design criteria are met.
GOAL SH D-23  Recognize that views of Mount Rainier are one of the amenities of South Hill, and enhance the image and enjoyment of the community by making the views more prominent and public. This section also encourages public art in site or architectural design. The policies are intended to emphasize the importance of these aesthetics without creating burdensome regulations.

SH D-23.1  Preserve views of Mount Rainier and include public art through site design.

SH D-23.2  Create opportunities for viewpoints in South Hill where significant views exist within the community.

SH D-23.2.1  Where significant views occur, encourage development to recognize and preserve public views on the site.

SH D-23.2.2  Create better viewpoints by terminating the road at the viewpoint or creating a park or recreational area where views occur.

SH D-23.2.3  Preserve the views of Mount Rainier, Orting Valley, and open space areas in the valley below 86th Avenue East.

SH D-23.2.4  Work with Pierce County Recycling, Composting, and Disposal (PCRCD), the Tacoma-Pierce County Health Department, the Washington State Department of Ecology, and the United States Environmental Protection Agency to develop a wider array of compatible future uses for the landfill site which would include establishing scenic vistas.

SH D-23.2.5  When 176th is extended east toward Orting, the alignment should be developed to maximize scenic viewing opportunities through the use of design concepts such as pullouts.

SH D-23.2.6  Scenic vistas should be considered for the vicinity of 77th Avenue and 114th Street.

SH D-23.2.7  Identify other key vistas that should be scenic viewpoint locations.

SH D-23.2.8  Roads should be aligned to capture views where possible.

SH D-23.2.9  Pullouts should be included in prime view areas.

SH D-23.3  Enhance views and create viewpoints along Meridian Avenue.

SH D-23.3.1  Recognize that the visual quality of Meridian Avenue, as the main thoroughfare, can produce pride in local residents.

SH D-23.3.2  Establish a scenic viewpoint in the vicinity of 156th Street East and Meridian Avenue.

SH D-23.3.3  Developments along Meridian Avenue should create positive visual diversity by providing public viewing opportunities where possible.
PUBLIC ART

GOAL SH D-24  Encourage various art forms and public displays of art as a means to invoke appreciation and thought.

SH D-24.1  The incorporation of artwork in the South Hill community helps articulate diverse social values and enhances the aesthetic qualities of the natural and built environment.

SH D-24.2  Encourage the use of artwork as a means of introducing beauty and thought into the common day.

SH D-24.3  Provide incentives for development to include public artwork.

SH D-24.4  Work with local art groups for the display of art.

SH D-24.5  Partner with the school districts and Pierce College for artistic display.

SH D-24.6  Recognize important community figures when dedicating public art.

SH D-24.7  Work with the school districts and local artists to develop a community logo.

SOUTH HILL ENTRANCES

GOAL SH D-25  Provide design concepts and policies that will create attractive entrances to the South Hill community.

SH D-25.1  Create identifiable boundaries, entries, and gateways for South Hill and its neighborhoods so that residents, workers, and visitors know they are entering the community.

SH D-25.2  Provide distinctive designs at the edges of or entrances to South Hill.

SH D-25.3  Use a variety of measures to create distinct entrances, e.g., landscaping, tree planting, graphics, signage, lighting, monuments, brick pavers, colored or stamped concrete, and public art.

SH D-25.4  Recognized entries consisting of tree plantings, landscaping, special architectural features, and signage should be established at the following locations to create entrances into the community:

SH D-25.4.1  116th or 120th Street East and Meridian Avenue;

SH D-25.4.2  116th Street East and 94th Avenue;

SH D-25.4.3  176th Street East and Meridian Avenue;

SH D-25.4.4  112th Street East and Woodland Avenue;

SH D-25.4.5  128th Street East and Woodland Avenue;

SH D-25.4.6  Military Road East from the Orting Valley;

SH D-25.4.7  SR 512 and 70th Avenue;
SH D-25.4.8  176th Street East and 86th Avenue;
SH D-25.4.9  160th Street East and 70th Avenue;
SH D-25.4.10 116th Street East and 86th Avenue;
SH D-25.4.11 122nd Street East and 110th Avenue; and
SH D-25.4.12 112th Street East and Shaw Road.

SH D-25.5  Pierce County shall support and assist the community in developing and maintaining the entrances.

SH D-25.5.1  Support and assistance may be in the form of grant writing, developing a landscape plan, working with the business community, and other methods to solicit interest in the development of the entrances.

**DESIGN STANDARDS AND REGULATIONS REVISIONS**

**GOAL SH D-26**  Outline the regulatory measures that will accompany the plan and identify potential missing items.

SH D-26.1  Identify regulatory measures necessary to achieve the desired visions and goals of the South Hill Community Plan.

SH D-26.2  Develop flexible and understandable design standards and guidelines to achieve the goals set forth in the Community Character Element of this plan.

SH D-26.2.1  The design standards and guidelines shall be flexible and offer the end user a menu of choices that achieve the desired outcomes.

SH D-26.2.2  The design standards and guidelines shall be easy to understand and implement.

SH D-26.2.3  Develop flexible design standards and a menu of choices to connect new developments to other neighborhoods and community assets.

SH D-26.2.4  Design standards shall provide a menu of choices for providing connections.

**GOAL SH D-27**  Ensure regulatory amendments that implement this community plan are completed.

SH D-27.1  Community residents, business representatives, and the County should work diligently to identify and remove barriers to achieving the policies and action steps listed throughout this element.

SH D-27.2  The County shall revise parking regulations to:

SH D-27.2.1  Allow shared parking facilities;

SH D-27.2.2  Reduce the number of spaces required; and

SH D-27.2.3  Allow on-street parking for minor arterials and residential streets.

**GOAL SH D-28**  Create a community group that is responsible for the implementing actions contained within the community plan.
SH D-28.1 Ensure a community group is put into place or assigned the duty of implementing the actions of the community plan.

SH D-28.2 The South Hill Land Use Advisory Commission should be responsible for coordinating and implementing the short, mid, and long-term actions of the community plan.

SH D-28.3 Consider expanding the South Hill Advisory Commission or assigning subcommittees to complete the tasks, monitor the plan, and request amendments.

IMPLEMENTING ACTIONS

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

SHORT TERM ACTIONS

1. Develop and adopt flexible, incentive-based regulations that provide bonus densities when natural site characteristics are preserved beyond standard requirements or low impact development techniques are utilized. (PALS, SHAC)

2. Develop and adopt incentive-based regulations for residential developments that cluster housing and preserve a significant area of open space. (PALS, SHAC)

3. Develop and adopt flexible regulations requiring adequate recreational areas for residential developments to ensure recreational areas are landscaped with native vegetation. (PALS, SHAC)

4. Develop and adopt incentives for small lot development. Amenities must be provided to mitigate for impacts. (PALS, SHAC)

5. Develop and adopt regulations that integrate single-family homes into areas that allow for high-density apartments. (PALS, SHAC)

6. Develop flexible regulations that allow options for vegetation plantings instead of fences. (PALS)

7. Develop and implement a landscape plan for Meridian Avenue. (PALS, WSDOT)

8. Work with the South Hill Land Use Advisory Commission to implement the community plan. (PALS)

9. Amend parking standards to:
   • allow on-street parking for minor arterials and residential streets; and
• ensure senior housing does not require the same amount of parking as other residential uses. (PALS)

10. Develop and adopt criteria that would permit pole signs in hardship circumstances. (PALS, SHAC)

11. Within one year of plan adoption, complete an inventory of the location and condition of all billboards within South Hill. (PALS)

12. Within one year of plan adoption, review and recommend revisions to the design standards for the Mixed Use District (MUD) and Employment Center (EC) zones if necessary. (PALS, SHAC, AAC, PW)

13. Inventory existing business signs for location and condition. (PALS)

14. Investigate the possibility of increasing the bond amount for landscaping to ensure landscaping is planted. (PALS, PW, SHAC)

15. Investigate the possibility of allowing rear yard alley access development in Pierce County. Alleys should be constructed for one-way traffic to reduce impervious surfaces. (PALS, PW, SHAC)

**Mid-Term Actions**

1. Develop and adopt an incentive-based regulatory program that promotes alternative energy sources and design. (PALS, SHAC)

2. Amend Title 18 to require design standards for cell towers. (PALS, SHAC)

3. Develop and adopt a preferred conceptual streetscape layout for the Central Place:
   • provide incentives for the implementation of the site layout; and
   • permit deviation to the conceptual layout if specific design criteria are met. (PALS, SHAC)

4. Research and pursue a possible site for the Blyton Farm cabin (Historical Society, SHAC)

5. Work toward the creation of community entrances at identified locations. (PALS, SHAC)

6. Facilitate landscaping and maintenance improvements along Meridian Avenue through coordination and cooperation with community service organizations and the business community. (PALS, SHAC, Community Development)

7. Explore the possibility of creating a local park or recreation district whereby a fee may be contributed to the district in lieu of constructing an on-site facility. (PALS, Parks, SHAC)

**Long Term Actions**

1. Work with appropriate agencies to establish a scenic vista area at the landfill site. (PALS, Pierce County Recycling, Composting and Disposal, SHAC)

2. Establish a scenic viewpoint near 156th and Meridian. (PALS, SHAC)

3. Develop and adopt an incentive program to include art into developments. (PALS, SHAC)

4. Expand community awareness and identity through:
   • working with community groups to develop spring or summer festival
• establishing a farmer’s market
• distributing community information through local schools. (SHAC)

5. Pursue the opportunity to link the South Hill Heritage Corridor with the Naches Trail. (Historical Society, SHAC)

6. Work with the local school districts to integrate South Hill history into the curriculum. (Historical Society, SHAC)
Chapter 4: Natural Environment Element

**Introduction**

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

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

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

**Description of Current Conditions**

**Earth Resources**

**Erosion Hazards, Slopes, and Topography**

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

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

**Seismic Hazard Areas**

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

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

**Volcanic Hazard Areas**

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

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

**Water Resources**

**Streams**

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

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

**Flood Hazard Areas**

Pierce County defines flood hazard areas as those lands "in a floodplain within Pierce County subject to a one percent or greater chance of flooding in any given year." These areas have been mapped by the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program. Flood hazard areas may be referred to as the 100-year floodplain.
The FEMA maps for Pierce County indicate there are several flood hazard areas (100-year floodplains) within the community. These flood hazard areas range in size and are typically associated with either wetlands or low areas. In addition, there are 100-year floodplains associated with Horsehaven Creek and Clover Creek.

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

**Wetlands**

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

Pierce County uses the National Wetlands Inventory (NWI), Pierce County Wetlands Inventory (CWI), and site specific investigations to determine the presence of wetlands. The CWI indicates that there are numerous wetlands of various sizes found throughout the plan area. The wetlands are concentrated in several areas: between 78th Avenue and Meridian Avenue, along 122nd Avenue, and south of 176th Street/east of Thun Field. There are small wetland areas throughout the County which have not been mapped. Accordingly, there may be small wetland areas within the community not found in the County database.

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

**Groundwater**

The South Hill plan area is located partially in the regional recharge area for the Clover/Chambers Creek aquifer system. Depth to groundwater is 30 or more feet. The geology of most of the plan area is such that infiltration is rapid. This high degree of permeability makes the groundwater in the area very susceptible and vulnerable to contamination. The Clover/Chamber Creek aquifer encompasses the southern and southwestern portions of the community. Pierce County designates the recharge area for the Clover/Chambers Creek aquifer system as an Aquifer Recharge Area. Pierce County has established regulations to prevent or minimize potential impacts to groundwater resulting from land use activities.
In addition to the Clover/Chambers Creek aquifer, a significant portion of the community is within aquifer recharge areas associated with wells of individual water companies.

**FISH AND WILDLIFE HABITAT**

**OPEN SPACE CORRIDORS**

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

Open space corridors in South Hill frequently contain notable wetland systems. Thus neighborhoods west of Meridian Avenue between 152nd Street East and 136th Street East are identified on open space maps as well as several pockets along 122nd Avenue East.

Clover Creek, outside the plan area to the southwest, is also identified as a major open space corridor.

**PRIORITY WILDLIFE HABITATS**

Priority fish and wildlife habitat and species locations have been mapped by the Washington State Department of Fish and Wildlife (WDFW) and are identified in the Priority Habitat and Species Database. This database indicates that there are several such areas within South Hill. Habitat for bald eagles exists in the northwest part of the plan area and is associated with wetlands. Three significant areas of urban natural open space, i.e., relatively undisturbed areas of natural vegetation, are located in the Sunrise area and in the wetland concentrations located in the western end of the plan area. Isolated wetlands are also identified as having habitat importance.

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

**AIR QUALITY**

The Washington State Department of Ecology and the Puget Sound Clean Air Agency monitor air quality in the Puget Sound Area. In Pierce County, air quality monitoring stations are located at Milton, Tacoma tide flats, in South Hill on 128th Street East, Eatonville, and Mount Rainier. These stations track numerous air pollutants including particulate matter, carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and lead. The sources of these pollutants include motor vehicles, industrial emissions, residential woodstoves and fireplaces, outdoor burning, and other sources. Of these sources, motor vehicles are the largest source of pollutants, generating an estimated 57% of all airborne pollutants in Washington State.
The Environmental Protection Agency (EPA) and Washington State establish air quality standards. Failure to meet the established standards results in an area being designated as a non-attainment area by the EPA. When an area is designated as non-attainment, a plan is required to be developed to bring the area back into compliance with the established standards. The most recently published annual air quality report for the Puget Sound Region is for the year 1998 and was released by the Department of Ecology in April 1999. This report indicates that the air quality of Puget Sound region, including Pierce County, is in compliance with established standards. The trend in air quality over the past ten years in the Puget Sound region has been one of continued improvement.

**DESCRIPTION OF DESIRED CONDITIONS**

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

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

Map J-11: Natural Environment Element was utilized during the visioning process. It represents many elements of the natural environment that are preserved through plan goals and regulations.

**EARTH RESOURCES**

**EROSION HAZARDS AND TOPOGRAPHY**

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

**Vegetation**

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

**Water Resources**

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

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

Design standards, introduced through plan implementation, require each development to demonstrate how it is working within the natural constraints of the land. The new standards will limit grading, filling, and design of stormwater facilities can allow wildlife movement and habitat while enhancing the visual appearance.
vegetation removal. Development projects will demonstrate how the built environment is integrated with the existing resources of the site.

**Fish and Wildlife**

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

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

**Air Resources**

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

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

**Goals**

We envision a community where development portrays the high value citizens place on the functions and aesthetics of the natural environment; a place where neighborhoods are designed in consideration of the unique opportunities and challenges the natural environment presents; and where the ecological functions are preserved and incorporated into development sites as amenities.

**Water Resources**

**Surface Water**

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

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

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

**Water Quality and Water Supply**

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

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

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

**Goal SH ENV-3** Promote and ensure water conservation through a variety of measures.

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

**Wetlands**

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

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

**SH ENV-4.2** Develop and promote acquisition of wetlands and incentive programs for property owners whose parcels contain wetlands.
Explore the options for acquiring the following properties with significant wetland systems: 144th and 86th Avenue East (adjacent to the park); 86th Avenue East and 152nd Street East; 144th Street East and 119th/120th Avenue East; 122nd Avenue East and 136th Street East; 142nd Street East and 86th Avenue East; and west of Firgrove Elementary School and Ballou Junior High School.

**Fish and Wildlife Resources**

**Goal SH ENV-5** Preserving and creating viable wildlife habitats by connecting open space corridors and ensuring that developments provide for wildlife habitat where possible.

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

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

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

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

**Noise**

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

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

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

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

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

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

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

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

IMPLEMENTING ACTIONS

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

SHORT TERM ACTIONS

1. Improve wetland conservation measures and alleviate flooding by:
   • pursuing grants to conduct a detailed, updated wetland inventory;
   • developing an acquisition / incentive program;
   • establishing a program that involves citizen participation in wetland violations;
   • establishing a public outreach program that increases understanding regulations, penalties, and open space taxation possibilities.  (PALS, SHAC)
2. Prohibit activities that store, generate, or utilize hazardous materials at levels that could potentially contaminate the groundwater within all Wellhead Protection Areas and the areas greater than 180 in the DRASTIC ratings.  (TPCHD, PALS)
3. Develop and adopt regulations to ensure sidewalks are constructed on all developments within walking distance of schools.  (SHAC, PALS, PW, school districts)
4. Develop and adopt low impact development standards as an option for developments to control stormwater, provide aquifer recharge, and limit impervious surfaces.  Provide incentives for developments to use low impact development standards.  (PALS)

MID-TERM ACTIONS

1. Establish an education outreach program with WSU Extension and homeowner associations regarding the importance of vegetation retention.  (SHAC, PALS)
2. Update the South Hill Community Plan with recommendations from the Basin Plans. (PALS, PW, SHAC, AAC)

3. Work with local water purveyors to increase public awareness of water quality and quantity issues. Develop strategies, brochures, or other forms of public outreach to improve water quality and maintain quantity. (SHAC, TPCHD, PALS)

4. Inventory and analyze sites adjacent to open space corridors for habitat viability and amend open space map where revisions should be completed. (PALS, SHAC)

5. Investigate the possibility of retrofitting existing publicly owned stormwater facilities to encourage wildlife movement and habitat. (PALS, PW, SHAC)

LONG TERM ACTIONS

1. Obtain funding to acquire the following identified wetlands:
   - 144th Street East and 86th Avenue (adjacent to park);
   - 86th Avenue East and 152nd Street East;
   - 144th Avenue East and 119/120th Avenue East;
   - 122nd Avenue East and 136th Street East;
   - 142nd Street East and 86th Avenue East;
   - West of Firgrove Elementary School and Ballou Junior High School. (PALS, SHAC)

2. Improve air quality along Meridian Avenue by amending Title 18J to require developments along Meridian Avenue to place trees along the arterial to assist in air quality along the street. (PW, PALS, SHAC)

3. Coordinate a public education outreach program for South Hill with the Puget Sound Clean Air Agency. (SHAC, PALS, TPCHD, AAC)
Map J-13: Landslide and Erosion Hazard Areas

Pierce County, Washington

Landslide and Erosion Hazard Areas

- 15% to 30% Slope
- 30% to 45% Slope
- Greater than 45%

Adopted 12/30/97 – Ord. #97-84, Effective 2/2/98

Pierce County Code Title 18E regulates activities within Landslide & Erosion Hazard Areas

The boundaries of landslide & erosion hazard areas are approximate and are intended only to provide an indication of the presence of said areas. Additional hazard areas that have not been mapped may be present.

Source: Soil Survey of Pierce County Area, USDA, US Dept. of Agriculture, Soil Conservation Service, digital data provided to Pierce County by Natural Resources.

South Hill Community Plan Boundary

City of Orting

Department of Planning and Land Services
Plot Date: October 02, 2002
Flood Hazard Areas

- 100 Year Flood Zone
- 500 Year Flood Zone

*Pierce County Ordinance 90-432 recognizes B Zones as 100 Year Flood Zones

Source: FIRM - Flood Insurance Rate Map, Federal Emergency Management Agency
Note: This map is for overview purposes only. For administering the National Flood Insurance Program, please see the original FIRM map series.

South Hill Community Plan Boundary

Department of Planning and Land Services
Plot Date: October 02, 2002

South Hill Community Plan
Open Space Corridors

Open Space Corridors shown:
Adopted October 5, 1999 – Ord. #99-93S2
Effective June 5, 2000

South Hill Community Plan

Department of Planning and Land Services
Plan Date: October 02, 2002
Pierce County Comprehensive Plan
South Hill Community Plan

Map J-20: Watershed

Watersheds
- Clean/Clarks Creek Subbasin
  Payns Way Watershed
- Lower Carbon River Subbasin
  Payns Way Watershed
- Mid Payns Way River Subbasin
  Payns Way Watershed
- Clover Creek Subbasin
  Tacoma Watershed
- Muck Creek Subbasin
  Nisqually Watershed

Comp. Urban Growth Area Boundary
South Hill Community Plan Boundary

Department of Planning and Land Services
Plot Date: June 27, 2003

South Hill Community Plan
Map J-21: Watershed and Proposed Zoning

Watershed
- Watershed Boundary

Zoning
- Employment Center (EC)
- Mixed Use District (MUD)
- Community Center (CC)
- Urban Village (UV)
- High Density Residential (HRD)
- Moderate-High Density Residential (MHR)
- High Density Single Family (HSF)
- Neighborhood Center (NC)
- Residential/Office—Civic (ROC)
- Moderate Density Single Family (MSF)
- Residential Resource (RR)

Department of Planning and Land Services
Plot Date: June 27, 2003

South Hill Community Plan

Pierce County, Washington

Pierce County Geographic Information System
Chapter 5: Economic Element

Introduction

The Economic Element of the South Hill Community Plan builds upon the current economic strength of the community. The economic strength of South Hill is in its ability to provide commercial services not only to local residents, but also to those who reside in the rural communities located to the south and east of the Hill. Many citizens who live in Graham, Eatonville, Nisqually, and Orting purchase goods from commercial businesses located along Meridian Avenue. The regional services provided along Meridian Avenue encompass not only commercial uses, but health and civic services as well. The community plan continues to strengthen the role of South Hill as a provider of regional commercial, health, and civic services.

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

Description of Current Conditions

Many residents of South Hill commute out of the immediate community for employment. Thus, South Hill is largely known as a bedroom community, i.e., a community where many people live but not necessarily work. While this situation is one of the contributing factors to traffic problems, it is very difficult to change. The Community Planning Board recognized the difficulty in trying to shift the local economy to one of manufacturing particularly when situated next to Frederickson and the locational amenities that area offers to traditional industry. The Board also discussed the possibility of focusing investments and energy toward high-tech industries. However, attracting high-tech industries is a very competitive market. The plan allows for high-tech industries and employment but does not rely on them.

Industry and Employment

Reflective of a bedroom community, employment located in the South Hill area is heavily concentrated in the retail trade and services sectors, with nearly 78% of all employment in those two sectors. Using location quotients, which compare an area’s concentration of a given factor to that of a larger area (such as the nation, a state, or a region), Table J-5 shows employment concentrations in South Hill in comparison to Washington State and Pierce County. A location quotient greater than 1 indicates a high-concentration sector, a location...
quotient less than 1 indicates low concentration. Put another way, areas with a high location quotient in a sector may have a locational advantage for that sector. Relative to the State, South Hill has a higher concentration of employment in the construction, finance, insurance and real estate (FIRE), and retail sectors. Relative to Pierce County, South Hill has higher concentrations of employment in construction, FIRE and retail trade. The area has substantially lower concentrations than the State and Pierce County in agriculture, forestry and fishing, manufacturing and wholesale trade.

### Table J-5: Employment Concentrations Comparison

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

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

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

In terms of numbers of firms, retail trade, the sector with the highest employment, is fairly diversified with eating places and grocery and food stores representing 28% of all firms in the sector. Table J-6 shows the rank by number of firms for the top ten retail trade clusters.

### Table J-6: Top Ten Retail Trade Clusters in Pierce County

<table>
<thead>
<tr>
<th>Rank</th>
<th>Cluster</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Eating places</td>
</tr>
<tr>
<td>2</td>
<td>Grocery and food stores</td>
</tr>
<tr>
<td>3</td>
<td>Home furnishing &amp; electronics stores</td>
</tr>
<tr>
<td>4</td>
<td>Clothing stores</td>
</tr>
<tr>
<td>5</td>
<td>Hardware and building materials</td>
</tr>
<tr>
<td>6</td>
<td>Miscellaneous retail stores</td>
</tr>
<tr>
<td>7</td>
<td>Auto supply stores</td>
</tr>
<tr>
<td>8</td>
<td>Car dealers</td>
</tr>
<tr>
<td>9</td>
<td>Gift, novelty, and souvenir shops</td>
</tr>
<tr>
<td>10</td>
<td>Sporting goods stores and bicycle shops</td>
</tr>
</tbody>
</table>

Source: U.S. West Phone Disk, 1998
WORK FORCE

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

Table J-7: Work Force Participation and Employment

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

Source: U.S. Census, 2000

The South Hill work force has a moderately higher level of educational attainment than the Pierce County workforce as a whole. As shown in Table J-8, the area has similar concentrations of people with high school education through bachelor’s degree, but smaller proportions of people with less than a high school diploma and those with graduate degrees.

Table J-8: Education Attainment

<table>
<thead>
<tr>
<th></th>
<th>South Hill Count</th>
<th>South Hill %</th>
<th>Pierce County Count</th>
<th>Pierce County %</th>
<th>Relative Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>8th or less</td>
<td>616</td>
<td>1.7</td>
<td>14,874</td>
<td>3.36</td>
<td>0.51</td>
</tr>
<tr>
<td>9-12, No diploma</td>
<td>2,793</td>
<td>7.72</td>
<td>43,251</td>
<td>9.77</td>
<td>0.79</td>
</tr>
<tr>
<td>High School</td>
<td>11,113</td>
<td>30.71</td>
<td>131,810</td>
<td>29.78</td>
<td>1.03</td>
</tr>
<tr>
<td>Some College</td>
<td>10,781</td>
<td>29.79</td>
<td>125,820</td>
<td>28.42</td>
<td>1.05</td>
</tr>
<tr>
<td>Associate’s Degree</td>
<td>3,219</td>
<td>8.89</td>
<td>35,749</td>
<td>8.08</td>
<td>1.10</td>
</tr>
<tr>
<td>Bachelor’s Degree</td>
<td>5,200</td>
<td>14.37</td>
<td>60,536</td>
<td>13.68</td>
<td>1.05</td>
</tr>
<tr>
<td>Master’s Degree</td>
<td>1,808</td>
<td>5.00</td>
<td>20,620</td>
<td>4.66</td>
<td>1.07</td>
</tr>
<tr>
<td>Professional</td>
<td>472</td>
<td>1.30</td>
<td>7,228</td>
<td>1.63</td>
<td>0.80</td>
</tr>
<tr>
<td>Ph.D.</td>
<td>190</td>
<td>0.52</td>
<td>2,777</td>
<td>0.63</td>
<td>0.84</td>
</tr>
</tbody>
</table>

Source: U.S. Census, 2000

Table J-9 shows that the South Hill work force is roughly similar to Pierce County as a whole in terms of occupations, with the exception that there is a considerably lower concentration of people in farming, forestry and fishing occupations.
Table J-9: Occupations

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

Source: U.S. Census, 2000

Firms

The number of businesses reporting tax information from the South Hill area increased steadily through the 90’s. While the number of businesses increased, there was some lag time before gross business income showed a corresponding increase. Average gross income per firm declined somewhat in the period from 1990-1995, then showed strong growth from 1995 through 1999, but has begun to level off at the higher rate (Figure J-1).

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

Figure J-1: Average Gross Income, 1990 to 1999

Source: Washington State Department of Revenue
### Table J-10: Size of Firm Data

<table>
<thead>
<tr>
<th>Size of Firm</th>
<th>Firms</th>
<th>Employees</th>
<th>Wages</th>
<th>Wages %</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 Employees</td>
<td>245</td>
<td>245</td>
<td>349,415</td>
<td>0.5%</td>
</tr>
<tr>
<td>1-4 Employees</td>
<td>561</td>
<td>1,113</td>
<td>5,780,642</td>
<td>7.5%</td>
</tr>
<tr>
<td>5-9 Employees</td>
<td>229</td>
<td>1,527</td>
<td>8,126,468</td>
<td>10.6%</td>
</tr>
<tr>
<td>10-19 Employees</td>
<td>141</td>
<td>1,899</td>
<td>10,057,762</td>
<td>13.1%</td>
</tr>
<tr>
<td>20-49 Employees</td>
<td>81</td>
<td>2,438</td>
<td>13,112,184</td>
<td>17.1%</td>
</tr>
<tr>
<td>50-99 Employees</td>
<td>21</td>
<td>1,470</td>
<td>6,908,719</td>
<td>9.0%</td>
</tr>
<tr>
<td>100-249 Employees</td>
<td>18</td>
<td>2,642</td>
<td>14,535,674</td>
<td>19.0%</td>
</tr>
<tr>
<td>250+ Employees</td>
<td>2</td>
<td>2,451</td>
<td>17,822,839</td>
<td>23.2%</td>
</tr>
</tbody>
</table>

### Description of Desired Conditions

For the most part, the local residents are satisfied with the current South Hill economy. However, there are some changes they would like to see occur, particularly along Meridian Avenue. Map J-22: Economic Element was developed during the visioning process.

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

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

Are the goals and objectives of the community plan realistic for Meridian? The commercial real estate market changes as the population increases in the community. This change brings commercial real estate investors speculating on future needs. The scarcity of vacant commercial properties entices investment in older commercial buildings with low improvement values. When the local economy warrants, it is feasible for investors to demolish existing building and construct more profitable commercial complexes. This redevelopment offers an opportunity to the community to influence a change in the commercial landscape. Economic development is more likely to occur when a specific area or areas are targeted for financing, capital improvements, civic projects, or redevelopment. These districts (along Meridian) are expected to form the basis for moving South Hill from a suburban community without a sense of place to a community with a sense of place. The community, business owners, and County should recognize that transformation of the areas will take time and commitment.

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

**Economic Development Policies**

**Goals**

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

**General**

**Goal SH EC-1** Identify factors that cultivate South Hill as a community reliant upon a vibrant commercial base and attractive residential areas.

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

**Business and Employment Growth**

**Goal SH EC-2** Strengthen the businesses and relationships between businesses in South Hill to create small commercial opportunities for residential neighborhoods and to ensure more unity between businesses and the South Hill community.

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

SH EC-2.5 Develop marketing strategies that can increase patronage of South Hill businesses.

SH EC-2.6 Assist businesses in marketing by:

- SH EC-2.6.1 Organizing a business fair to spotlight the unique goods and services available on South Hill;
- SH EC-2.6.2 Developing/maintaining a business website that profiles South Hill businesses;
- SH EC-2.6.3 Coordinating business workshops;
- SH EC-2.6.4 Publishing a South Hill business directory;
- SH EC-2.6.5 Creating a referral network among businesses in South Hill;
- SH EC-2.6.6 Working with the local media to highlight small, unique businesses in the South Hill community; and
- SH EC-2.6.7 Facilitating common promotion campaigns.

SH EC-2.7 Coordinate efforts with the Pierce County Economic Development Board and various business organizations, including the East Pierce County Chamber of Commerce, to actively recruit professional and technical businesses to locate within the community plan area.

SH EC-2.8 Establish a relationship with local community and technical colleges that can assist with specialized training needs and workforce recruitment. These relationships provide future opportunities for the placement of graduates in the job market in the community.

GOAL SH EC-3 Explore alternatives for local businesses to fund physical improvements and marketing strategies.

SH EC-3.1 Develop an informative outreach program to work with businesses to integrate design standards into business sites. Such improvements may include landscaping, signage, awnings, facade restoration, building painting, and other items as found in the design standards.

SH EC-3.2 Work with the County to obtain grant funding for physical improvements to each business district such as lighting, landscaping, signage, awnings, facade restoration, building painting, and other items as found in the design standards.

SH EC-3.3 Pierce County shall facilitate renovation projects that are brought into conformance with the design standards by developing a fast-track permit and review process.

SH EC-3.4 Explore public/private partnerships in the redevelopment and restructuring of Meridian Avenue.
GOAL SH EC-4  Work in partnership with Pierce County, developers, existing businesses, and citizens to induce overall improvements to Meridian Avenue.

SH EC-4.1  Ensure Meridian Avenue continues to serve the needs of the community while creating a consumer-friendly atmosphere and protecting the natural environment.

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

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

EMPLOYMENT OPPORTUNITIES

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

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

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

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

SH EC-5.4  Actively seek professional office businesses and high tech offices for location in the Urban Village.

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

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

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

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

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

SH EC-6.1  Promote improvements to 176th Street and construction of the Cross Base corridor to successfully attract light manufacturing industries to the Employment Center.
SH EC-6.2  Encourage the development of a regional transportation network to serve light industrial facilities while allowing customers greater ease in reaching all commercial venues.

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

**IMPLEMENTING ACTIONS**

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

**SHORT TERM ACTIONS**

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

**MID-TERM ACTIONS**

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

1. Assist businesses in marketing by:
   - Organizing a “business” fair to spotlight the unique goods and services available on South Hill.
   - Developing/maintaining a business web site that profiles South Hill businesses,
   - Coordinating “business” workshops,
   - Creating a referral network among businesses in South Hill,
   - Working with the local media to highlight small, unique businesses in the South Hill community,
   - Facilitating common promotion campaigns. (SHAC, ED)

2. Assist with marketing efforts for the Employment Center for small-scale aviation industries, light manufacturing, and related businesses. (ED, PW, AAC)

3. Encourage and endorse transportation projects that contribute to the economy of South Hill such as:
   - improvements to 176th Street East and construction of the Cross-Base Corridor to successfully attract light manufacturing and aviation industries to Thun Field
   - development of a regional transportation network to serve light industrial facilities while allowing customers greater ease in reaching all commercial venues. (SHAC)
SOUTH HILL COMMUNITY PLAN
ECONOMIC ELEMENT

LEGEND
- Commercial Districts
- Regional Commercial
- Neighborhood Commercial
- Thun Field Employment Center
- Regional Transportation Network
- Buildable Lands
  - Vacant
  - Underdeveloped
  - Redevelopable
  - Built to Capacity
Chapter 6: Facilities and Services Element

INTRODUCTION

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

The residential growth experienced in the past 20 years has transformed the community into an urban residential community for the Tacoma and Seattle metropolitan area. While this growth has been accompanied by additional facilities and services, such as a sheriff substation, a library, schools, road improvements, and sewer and stormwater utilities, deficiencies still continue for some types of facilities.

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

DESCRIPTION OF CURRENT CONDITIONS

PUBLIC PARKS

The South Hill community currently does not have any developed Pierce County parks. The only public recreation facilities are associated with the ten public schools. The County has begun to develop one of its two undeveloped sites, the South Hill Regional Park. In addition, the County has entered into a partnership with the Puyallup School District to develop a regulation designed sports complex, the South Hill Community Athletic Complex. Pierce County recently received funding to complete preliminary planning for a trail to link the two facilities called the Chapman Trail.

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

The South Hill Community Athletic Complex, located between Rogers High School and Zeiger Elementary School on 128th Street East, is a joint partnership between the Puyallup School District and Pierce County Department of Parks and Recreation. Construction on the approximately 40-acre site will begin in 2003 and be completed by the end of 2004. The facility will include five softball/baseball fields, four soccer fields, and related amenities such as parking and restrooms.

The remaining three-acre, undeveloped County park property, Half Dollar Park, is located at 120th Street East and 94th Avenue East. There are not any current plans for its development.

**TRANSPORTATION**

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

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

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

**MERIDIAN AVENUE E**

Meridian Avenue E is the most heavily traveled roadway in the South Hill area. This four/five lane arterial now carries more than 42,000 vehicles per day (vpd) north of 128th St E. The Washington State Department of Transportation indicates that from 1995 to 2000 that traffic volumes on Meridian Ave E from 176th St E to 128th St E increased at an average rate of 2.84% per year. WSDOT has projected that based on this growth rate, that traffic on Meridian Ave E in 2020 could be as high as 61,000 vpd. Based on either the state or the Pierce County method for determining roadway level of service or roadway deficiencies, Meridian Avenue E in the more
northern section has exceeded its capacity or may be classified as having exceeded its deficiency threshold.

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

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

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

**Programmed Improvements on Meridian Avenue E**

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

**176th St E to 128th St E**

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

**204th St E to 176th St E**

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

**234th St E to 204th St E**

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

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

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

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

PUBLIC TRANSIT

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

PUBLIC SCHOOLS

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

The Puyallup School District's schools are comprised of six elementary schools (Brouillet, Firgrove, Hunt, Pope, Ridgecrest, and Zeiger), 2 middle schools/junior high schools (Ballou and Stahl), and 2 senior high schools (Rogers and Emerald Ridge) within the plan area. The recent enrollment for some of the schools has been greater than forecasted. This reflects the district's overall capacity of 17,688 students and actual 2002 enrollment of 19,355. If the capacity remains stagnant, the deficiency will escalate with the 2008 student forecast of 21,742 students. The result of this deficiency is the placement of portable units, larger class sizes, the use of non-classroom space and students being bussed bused to schools outside their neighborhoods.
The Puyallup School District has the responsibility to alleviate the capacity deficiencies. The district utilizes various funding sources for the construction of needed facilities. Although minimal to the overall costs of new construction, the district started to collect impact fees associated with new residential building in 1996. The current fee is $1,475 for single-family units and $750 for multifamily units. Although this fee amount represents approximately 1/4 of the district’s costs to accommodate new growth, it is the proportionate amount deemed appropriate by Pierce County.

**Sanitary Sewer**

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

The South Hill community is serviced by approximately 48 miles of interceptor and collection lines. The majority of these lines (87.5%) are gravity with the remainder being force mains. The sewer infrastructure is comprised of approximately 27 miles of collection lines and 22 miles of interceptor lines.

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

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

In the late 1990’s Pierce County adopted regulations that require new subdivisions which do not connect to the sewer system to construct dry-line sewer infrastructure in addition to an interim septic system. The premise of this regulation is that when sewer lines are extended past the project in the future, the interim septic systems will be disconnected and the dry-line infrastructure will be connected to the sewer system. The costs of constructing an interim septic system and dry-line infrastructure, maintenance, and the engineering challenges have encouraged developers to connect projects to the sewer system, with limited exceptions. Please see Map J-24: Sewer Infrastructure.

**Stormwater Management**

As natural vegetative cover is replaced with homes, businesses, parking lots, and roads, surface water runoff (stormwater) tends to increase both in volume of runoff and rate at which the water drains off the land. Stormwater that has not been properly addressed can result in flooding, water quality and habitat degradation, and erosion.
The drainage system within South Hill is comprised of stormwater pipes, man-made channels, stormwater ponds, and infiltration facilities. This system has not been adequate for all areas within the plan area. In the recent past local home and business owners have experienced stormwater problems as a result of poor soil characteristics, lack of maintenance to facilities, and inadequate engineering specifications.

Portions of the South Hill community are within a closed depression drainage basin where stormwater flows to a series of potholes. No natural surface water outlet is present in these potholes and the only means of exit is evaporation and infiltration. Because this type of topography lends itself to frequent flooding, regulatory modifications and infrastructure investments had been prioritized since the mid-90’s to address these situations. Developments within the closed-depression areas are now required to retain all of their stormwater flows and volume on-site to prevent further build up of stormwater within the pothole. Pierce County has also obtained property and constructed regional stormwater ponds to alleviate stormwater-related problems in existing developed pothole areas. Developers may inquire with Pierce County Public Works and Utilities about connecting into the regional stormwater ponds. The regional ponds identified below are in addition to the approximately 55 publicly owned retention/detention ponds associated with individual substations.

**Table J-11: Regional Stormwater Facilities**

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

**Basin Planning**

To assist in future decision making associated with stormwater issues, a series of basin plans are being prepared by Pierce County to address all aspects of surface water management. Three such plans are being written that include portions of the South Hill Community Plan area - Clover Creek, Mid-Puyallup River, and the majority within Clear/Clarks Creek. Implementation
of the plans’ recommendations will help ensure that actions taken to improve stormwater drainage in the County are in compliance with federal and state laws and regulations, particularly the federal Clean Water Act and Endangered Species Act.

**POTABLE WATER SUPPLY**

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

The Washington State Department of Health (DOH) has regulatory responsibility over Group A water systems while the Tacoma-Pierce County Health Department (TPCHD) has primary regulatory responsibility over Group B systems, in conjunction with DOH. TPCHD is responsible for permitting individual wells. Water systems meeting certain conditions (i.e., size) are required by DOH to prepare water system plans. Such plans are required to be consistent with growth and zoning conditions contained in the relevant jurisdiction's comprehensive plan.

The Central Puget Sound area faces significant challenges in meeting the water needs for people and fish habitat with available resources. At current levels of water use, additional water supplies will be needed to meet both near-term (through 2020) and long-term (through 2050 and beyond) water demand in the region. While many of these systems would prefer the ability to drill for new sources of groundwater within their service areas, the likelihood of doing so is questionable. Instead, water systems are beginning to recognize the need to seek a regional water source to supplement existing sources of supply, which is reflected in several new regional planning efforts, such as the Central Puget Sound Water Initiative and ESHB 2514 planning processes.

At the local level, several Pierce County water purveyors operating within the urban growth boundary are in need of new sources of supply to serve anticipated new growth. Currently, both Fruitland Mutual Water and the Southwood Water, each serving a portion of the South Hill community, are reaching capacity in terms of their water rights. Both systems have recognized the need for a new water source in their current individual water system plans and each is actively pursuing alternatives for additional sources. For example, Southwood Water is currently acquiring additional water rights through the purchase of existing wells with water rights and transferring the rights into the system capacity and has formalized a request to the City of Tacoma to enter a wholesale water contract. The majority of the Southwood Water system service area in the South Hill community is within the Silvercreek development.

According to the Southwood/Sound Water System Plan, August 29, 2001, service to the
development has already been committed. Fruitland Mutual Water is currently analyzing an intertie with the Lakewood Water District. See Map J-25: Water Systems.

**Pierce County Airport (Thun Field)**

The Pierce County Airport is a publicly-owned facility operated by Pierce County. Airport and aircraft provisions located on the 150-acre site include support services for activities associated with accommodating small piston and turbine-engine aircraft, airport patron, tenants, and the general public. These support services include a single non-precision instrument lighted runway and a full-length taxiway, with exit and crossover taxiways to the terminal area facilities. The terminal area building and facilities are used and occupied under lease by aircraft operators and private and commercial enterprises. Airport hangars are owned and operated by a mix of county and private entities and provide for various uses, including individual aircraft storage, transient storage, commercial maintenance/repair, leased business and office areas. Hangar storage currently totals 138 units, with an on-demand hangar waiting list of over 35 planes. In 2001, Pierce County adopted an updated master plan that details future improvements to the airport.

The Pierce County Airport was developed in 1944 by a group of local businessmen. Initially, low-density residential sites and agricultural operations surrounded the facility. As time proceeded, the airport ownership transferred to various private individuals/partnerships. Airport improvements attracted more civilian-based aircraft and an increase in aircraft operations, growing from approximately 25,000 annual operations in the 50’s to roughly 49,000 annual operations in 1980. The residential community surrounding the airport began to grow also, but not to the extent as in the 80’s and 90’s.

In the late 70’s, the FAA encouraged a local government to sponsor the facility to assure continued aircraft recreation activity. Pierce County acquired Thun Field in 1980 with participation from the FAA and Washington State DOT, Aeronautics Division. The manager of the County Park, Recreation, and Community Services Department assumed the initial administrative sponsorship of the facility. In 1994, the airport's management was transferred to the County Department of Public Works and Utilities.

Residential construction skyrocketed around the airport in the late 80’s and throughout the 90’s. By 2002, it is forecasted that there will be a total of 170,000 operations. With the combination of residential and aircraft operation growth, various neighborhoods have an increased sensitivity towards safety and noise issues.

**Description of Desired Conditions**

Community residents emphasize that their quality of life is dependent on the level of service for certain facilities and infrastructure. Increased access to public services and additional oversight of the Pierce County Airport are also desired. Agency coordination, regulatory modifications, and public investment highlight strategies to successfully accomplish the community's goals. Map J-23: Capital Facilities Element was developed during the visioning process. The map identifies numerous facilities and services desired by the citizens.
PUBLIC PARKS

The objectives, policies, and standards focus on the acquisition and development of property for public parks and a community trail system. Strategies identify possible funding mechanisms and public agency partnerships. Additional policies address park and trail design to ensure associated amenities provide visitors various opportunities for enjoyment.

Existing utility corridors are identified as potential community trail segments. Pierce County is directed to enter into discussions with the Bonneville Power Administration, Tacoma Water, and Williams Natural Gas to negotiate conditions associated with the development of a trail system. The trail system would fulfill a dual role, providing pedestrian connections between residential neighborhoods and the Meridian commercial districts, and providing passive recreation opportunities.

Five new sites are identified as possible parks. The vast majority of these sites are existing publicly owned properties or dedicated undeveloped tracts within established neighborhoods. Policy also directs the County to explore the acquisition of the property located southwest of the intersection of 144th and Meridian for a public commons area if it becomes available on the real estate market. Although a site has not been specified, the need for a multi-purpose community center has also been identified. Possible uses for this type of facility may include community holiday functions, senior activities, service organizations, etc.

**IDENTIFIED PUBLIC PARK SITES**

- Horse Haven Creek Park and Trail
- Hopp Farm/Hemlock Pond Park and Trail
- Ates Pond Park and Trail
- Reservoir Park and Trail
- Half Dollar Park (94th Avenue and 124th)

STORMWATER MANAGEMENT

The objectives, policies, and standards strive to manage stormwater to ensure existing neighborhoods are not flooded by runoff from new development and to more effectively integrate stormwater facilities into the natural landscape. General strategies are recommended to address the contributing factors of flooding episodes: Purchasing properties that have experienced repeated flooding episodes; discouraging development in areas that are susceptible to flooding; and properly maintaining public and private stormwater facilities. The community plan should be updated with more specific recommendations once local basin planning is completed.

SANITARY SEWER

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

**Potable Water**

Acknowledging the finite resource that it is, the policy focus for potable water is placed on aquifer recharge, resource protection, and conservation. These efforts require cooperation between public agencies, water purveyors, and community groups. Due to the limited available information about the aquifers, the planning and monitoring efforts for the Chamber-Clover Creek water resource area and other regional water resource management efforts should also be supported.

**Public Schools**

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

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

**Pierce County Airport (Thun Field)**

Heated debated occurs when pilots and residents living around the Pierce County Airport are convened in the same forum. Residents complain of the noise generated and acrobatic maneuvers performed by individual aircraft. Pilots respond with reference to FAA regulations, but concede that some individuals have not always complied with them. Through the planning process, both sides of the issue have recognized that a lack of productive dialogue has escalated the tension.

The primary emphasis of the policies is on the establishment of an airport advisory committee. Committee membership would represent both residential and aviation interests. In addition to updates to the master plan, the committee would explore good neighbor practices to implement at the airport. As a means to recognize the airport as a community facility, the airport master plan would be incorporated as a component of the South Hill Community Plan. This reference would require additional community review for future revisions to the master plan.
plan. Additional policies encourage Pierce County to develop a marketing plan for available airport properties.

PIERCE COUNTY OFFICES

Residents and business owners are currently required to travel to the City of Tacoma to receive certain County services. The population in the community warrants some level of local access. Policies encourage the County to survey community residents and business owners to determine the appropriate services to be located in a potential Pierce County satellite service center. The County should identify existing public or private facilities in South Hill that could serve as a potential Pierce County satellite service center.

TRANSPORTATION

Improvements to the transportation system need to efficiently facilitate the existing and projected automobile traffic.

The policies strive to safely connect roadways, bike lanes, and trails to residential neighborhoods, schools, parks, community services and commercial areas. The community plan development is accompanied by appropriate infrastructure such as sidewalks, roads, and bicycle paths. A top priority is connections within neighborhoods, between neighborhoods, and throughout the community. Plan policies and action steps prioritize:

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

CAPITAL FACILITIES POLICIES

GOALS

We envision a community with roadways, bike lanes, and trails that safely connect our homes with our schools, parks, community services, and commercial areas. Services such as police, fire, and County offices will be adequately staffed and easily accessible. South Hill will be an area where infrastructure such as sanitary sewers, effective surface water management
facilities, and transportation improvements are available as developments are approved. Such facilities will allow safe, efficient access to goods and services at all hours of the day.

**GENERAL**

**GOAL SH CF-1** The South Hill community has experienced tremendous residential and commercial growth in the past 10 years. As the community has become urban, the need for public facilities and services has increased to maintain a desirable quality of life. The policy statements in this element identify public facilities and service investments necessary to achieve the community’s vision.

- **SH CF-1.1** Explore opportunities for funding that may include special taxing districts, grant funding, and community fundraisers.
- **SH CF-1.2** Control impacts to traffic and transportation networks during construction projects.
  - **SH CF-1.2.1** Utility providers shall be required to notify Central Pierce Fire and Rescue, school districts, and other utility providers regarding construction activities, schedules, and locations.
  - **SH CF-1.2.2** Pierce County shall inform residents of road projects that may disrupt traffic in the South Hill area. Various communication methods should be employed to disseminate the information as quickly as possible.

**PUBLIC SCHOOLS**

**GOAL SH CF-2** To communities such as South Hill, local schools provide the spirit of the community. Through its educational curriculum and facilities, the Puyallup School District has a high quality reputation. The residential growth in recent years has challenged the district in maintaining its quality educational environment. Elementary schools have reached their capacity even with the placement of module units. As a result, students are bused to schools outside their neighborhoods. Students that do attend local schools are either bussed or driven to schools because of the lack of safe walking routes. Acknowledging that Pierce County has a limited ability to address these issues, the intent of the school policies is to provide coordination with the Puyallup and Orting school districts.

- **SH CF-2.1** The location of schools should be considered in the planning and construction of future sidewalks and pedestrian paths.
- **SH CF-2.2** Coordinate with the Puyallup School District to identify and prioritize designated school walking routes in need of safety improvements.
THUN FIELD

GOAL SH CF-3 As a community airport, the Pierce County Airport (Thun Field) provides economic opportunities and facilitates aircraft-related training to various segments of Pierce County residents. South Hill residents recognize these positive contributions of Thun Field; however, an airport can also impede the quality of living of adjacent residential neighborhoods if appropriate mitigation measures are not put in place. The intent of the following policies is to foster communication between the aviation community, facility operators, and residents to pursue good neighbor practices.

SH CF-3.1 Improvements should be made to keep Thun Field operating safely and efficiently. Noise mitigation should proceed in conjunction with operational changes.

AIRPORT MANAGEMENT

GOAL SH CF-4 Ensure a responsive and qualified airport management team.

SH CF-4.1 A Thun Field airport advisory committee shall be formally appointed by the County Council.

SH CF-4.1.1 The membership of the committee shall be balanced to represent various segments of the South Hill community, including representatives from aviation interests, Thun Field building tenants, the South Hill Land Use Advisory Commission, surrounding homeowner associations, and the Federal Aviation Administration.

SH CF-4.2 Incorporate the Pierce County Master Plan for Thun Field as a component of the South Hill Community Plan. The master plan is hereby incorporated by reference.

SH CF-4.3 Property owners within the Pierce County Airport area of influence should be notified of proposed amendments to the Pierce County Airport Master Plan.

SH CF-4.4 Explore the possibility of creating a new Pierce County department to manage Thun Field and its operations.

GOOD NEIGHBOR PRACTICES

GOAL SH CF-5 Minimize impacts to surrounding residential neighborhoods by pursuing good neighbor practices such as:

SH CF-5.1 Occasionally scheduling airport staffing hours to extend into the evening during the summer months to monitor aircraft operations;

SH CF-5.2 Preparing and publishing a formal procedures document that outlines the steps airport officials will follow when responding to complaints;

SH CF-5.3 Establishing a formal complaint log documenting complaints associated with aircraft operations around the Pierce County Airport or management of facilities;
SH CF-5.4  Posting airport regulations and contact information for officials serving on the advisory committee and airport staff at different facilities at the Pierce County Airport.

GOAL SH CF-6  Require Thun Field to include an architectural design plan within the master plan.

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<th>REVENUE SOURCES</th>
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GOAL SH CF-7  Thun Field shall strive to be a financially self-sufficient facility.

SH CF-7.1  Pierce County should develop a plan in consultation with the Pierce County Community Services Department - Economic Development Section and the airport advisory committee to market available commercial sites on the Thun Field property.

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<th>PIERCE COUNTY OFFICES</th>
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GOAL SH CF-8  Residents of South Hill have various needs to access Pierce County offices ranging from applying for a building permit to attending a public hearing for a proposed subdivision. As the population of the community grows, the need for this access increases. Currently, South Hill residents have to travel between 30 and 60 minutes to a County office in the City of Tacoma. Policy direction encourages Pierce County to make the County's services more accessible.

SH CF-8.1  Access to Pierce County government services within the South Hill community.

SH CF-8.2  Encourage Pierce County to locate offices in South Hill to enable residents and business owners to attend County-related appointments and obtain permits without traveling to the City of Tacoma.

SH CF-8.2.1  Identify existing public or private facilities in South Hill that could serve as a potential Pierce County satellite service center.

SH CF-8.2.2  Survey various segments of the South Hill community to identify which services are desired in the community.

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<th>PARKS AND RECREATION POLICIES</th>
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GOAL SH PR-1  Provide and maintain park lands and recreational facilities and services within the community that are accessible to adults and children and meet the recreational needs of an urban population.

SH PR-1.1  Develop recreational facilities identified and desired by the South Hill community.

SH PR-1.2  Actively pursue opportunities to acquire land for the following types of park and recreational facilities:

SH PR-1.2.1  Community multi-use trail system;

SH PR-1.2.2  Athletic fields;
SH PR-1.2.3 Picnic areas;
SH PR-1.2.4 A park that includes a community center for seniors equipped with kitchens and potentially gym facilities;
SH PR-1.2.5 Tennis courts; and
SH PR-1.2.6 Covered outdoor basketball courts.

SH PR-1.3 Support the development of an aquatic center in the Emerald Ridge High School neighborhood.

SH PR-1.4 Initiate discussions to revise the distribution of County monies that are raised through activities at other parks.

**TRAIL SYSTEM**

**GOAL SH PR-2** Adopt a trail corridor map that identifies desired segments for a South Hill community trail system.

SH PR-2.1 Multi-use trails should incorporate existing utility corridors including gas, power, rail, and road rights-of-way.

SH PR-2.2 Design the community-wide trail system to connect residential areas located within one mile of schools.

SH PR-2.3 Explore strategies to remove various types of natural and built barriers to allow connections between existing subdivisions and commercial districts to a community-wide trail system.

SH PR-2.4 Promote development of the South Hill Heritage Corridor and its linkage to Naches Trail.

SH PR-2.5 Promote development of a trail link between the Rogers/Zeiger Athletic Complex and the 9th Street Pit/Half Dollar Park along 90th Avenue East.

SH PR-2.6 Promote development of a trail link between the South Hill Community Park, the property located southwest of the intersection of 144th and Meridian, Hemlock Pond/Hopp Farm, and the Tacoma Public Utilities Reservoir site along 144th Street East.

SH PR-2.7 To increase state and federal funding opportunities, the trail system should connect commercial/retail centers with residential areas and activity centers.

SH PR-2.8 Identify segments of the trail where a par course for exercise and recreation is warranted and feasible. Distance markers should be placed along the trail for walkers and runners.

**GOAL SH PR-3** Actively pursue opportunities to develop a community-wide trail system.

SH PR-3.1 Pierce County should enter into discussions with the Bonneville Power Administration, Tacoma Water, and Williams Natural Gas to negotiate conditions associated with the development of the trail.
Developing a trail network should be pursued in the listed order of priority:

- Tacoma Water pipeline right-of-way;
- Bonneville Power Administration right-of-way; and
- Williams Natural Gas right-of-way.

Trail segments that connect residential areas and schools should have a higher priority for local funding.

Pierce County should initiate discussions with area school districts to develop linkages between residential areas and schools.

Provide incentives for development projects that incorporate connections to the trail identified in the adopted South Hill trail plan.

Locate parks throughout the community's neighborhoods that provide recreation opportunities.

Amend the Pierce County Park, Recreation, & Open Space Plan to analyze feasibility and pursue active and passive park/recreational uses in the following priority:

- Horse Haven Creek Park and Trail;
- Hopp Farm/Hemlock Pond Park and Trail;
- Ates Pond Park and Trail;
- Reservoir Park and Trail; and
- Half Dollar Park (94th Avenue East and 124th Street East).

If the property located southwest of the intersection of 144th Street East and Meridian Avenue becomes available for sale, Pierce County should explore acquisition for a park and recreation site with community facilities, such as a senior center.

Park design should incorporate amenities that provide visitors various opportunities for enjoyment.

Incorporate a multi-purpose community center with indoor kitchen and gymnasium facilities into an identified park site. The facilities should be designed to accommodate activities for all segments of the community.

Recognize the need for both passive and active recreation in parks in the South Hill community.

Incorporate amenities into passive parks that provide added enjoyment for visitors, such as interpretive signage, trails, and picnic tables.
SH PR-4.4.3 Explore the development of an off-leash dog park.

SH PR-4.5 Incorporate regulation standard athletic fields in the design of the Rogers/Zeiger Sports Complex.

SH PR-4.5.1 Athletic fields should be designed to meet baseball, softball, football, and/or soccer regulation specifications for area and materials, including those items reasonably necessary for play during daytime and evening hours for all ages.

**TRANSPORTATION POLICIES**

**TRANSPORTATION FACILITIES AND SERVICES**

**GOAL SH T-1** Develop public transportation as a viable alternative to the automobile to reduce roadway congestion, maintain air quality, conserve energy resources, and support the economic vitality of the community.

**SH T-1.1** Provide fixed route and/or demand responsive transit services between the centers of the South Hill area and regional major destinations. These services should be coordinated between Pierce Transit and Sound Transit fixed bus route and commuter rail services.

**SH T-1.2** Transit services should serve a number of areas and roadways including:

- **SH T-1.2.1** 70th Avenue/Woodland Avenue East;
- **SH T-1.2.2** 86th Avenue East;
- **SH T-1.2.3** 94th Avenue East;
- **SH T-1.2.4** Meridian Avenue East;
- **SH T-1.2.5** 122nd Avenue/Military Road East/Shaw Road East;
- **SH T-1.2.6** 112th Street East;
- **SH T-1.2.7** 122nd Street East;
- **SH T-1.2.8** 128th Street East;
- **SH T-1.2.9** 136th Street East;
- **SH T-1.2.10** 144th Street East;
- **SH T-1.2.11** 152nd Street;
- **SH T-1.2.12** 160th Street East;
- **SH T-1.2.13** 176th Street East; and
- **SH T-1.2.14** Sunrise Parkway East/Sunrise Boulevard East.

**SH T-1.3** The State should investigate the possibility of high capacity transit and preference for high occupancy vehicles along the Meridian Avenue corridor.
SH T-1.4  The State should pursue the potential of adding additional through lanes on Meridian Avenue East from 176th Street East to 112 Street East.

SH T-1.5  Work with homeowners’ associations, colleges, businesses, and other community groups to encourage participation in vanpool programs.

SH T-1.6  The State, Pierce Transit, and Pierce County should coordinate the selection of park-and-ride sites.

SH T-1.6.1  A site should be considered for the southern boundary of the community plan area at 176th Street East and Meridian Avenue.

ROADS

GOAL SH T-2  Develop a roadway network that balances the regional mobility needs with the local access needs of the community.

SH T-2.1  The highest priority roadway capacity projects should address the north/south corridors, while the next highest capacity projects should reflect those projects that provide access to the east/west corridors.

GOAL SH T-3  Develop and implement plans and regulations that will create additional connectivity between neighborhoods.

SH T-3.1  Develop regulations that require new subdivisions to be designed in a manner that maximizes opportunities for connectivity.

SH T-3.2  Review the roadway and nonmotorized facilities connectivity needs created by new development and require the construction of the facilities that meet these needs.

GOAL SH T-4  Geographically distribute roadway capacity improvements through the larger Pierce County neighborhood.

SH T-4.1  The highest priority corridor improvement projects should circulate traffic around rather than through the South Hill area.

SH T-4.1.1  Support specific projects that would help to achieve this such as the implementation of the Canyon Road East corridor improvements (inclusive of the north and south extension), Meridian Avenue East Improvements, the widening of 176th Street E., development of the Shaw Road Avenue E./Military Road E./122nd Avenue E. corridor, and the development of the Cross Base Highway.

SH T-4.2  Orient new residential areas away from proposed and existing new major and secondary arterial roadways.

GOAL SH T-5  Implement planned roadway improvements that may play a role in the evacuation of the city of Orting residents in the event of a natural disaster.

SH T-5.1  Construct the planned 176th Street East extension to the city of Orting.
NONMOTORIZED FACILITIES

GOAL SH T-6  Plan, program and construct nonmotorized facilities throughout the South Hill community.

SH T-6.1  Priority shall be given to providing pathways within a one-mile radius of schools.

SH T-6.2  Bike facilities, where appropriate, should be provided along roadways such as:

SH T-6.2.1  70th Avenue /Woodland Avenue East;
SH T-6.2.2  86th Avenue East;
SH T-6.2.3  94th Avenue East;
SH T-6.2.4  Meridian Avenue East;
SH T-6.2.5  122d Avenue/Military Road East/Shaw Road East;
SH T-6.2.6  112th Street East;
SH T-6.2.7  122nd Street East;
SH T-6.2.8  128th Street East;
SH T-6.2.9  136th Street East;
SH T-6.2.10  144th Street East;
SH T-6.2.11  152nd Street East;
SH T-6.2.12  160th Street East;
SH T-6.2.13  176th Street East; and
SH T-6.2.14  Sunrise Parkway East/Sunrise Boulevard East.

SH T-6.3  All new subdivisions, planned development districts, and multifamily developments along arterials shall provide pedestrian facilities within the development and along the arterial.

SH T-6.4  All new commercial developments shall provide sidewalks or pedestrian connections between businesses and a sidewalk along the frontage road.

SH T-6.5  Pedestrian facilities and bicycle facilities that are required should be built when new road corridors or road widening projects occur.

MERIDIAN AVENUE

GOAL SH T-7  Complete improvements to Meridian Avenue that support the desired land use pattern and allow the corridor to be more pedestrian accessible while still conveying regional transportation.

SH T-7.1  Improve the Meridian Avenue corridor by providing nonmotorized facilities, transit services and facilities, and access management strategies.
**SH T-7.2** Focus County, state, and local citizens’ efforts to improve Meridian Avenue.

**SH T-7.3** Encourage the Washington State Legislature to prioritize roadway improvements to Meridian Avenue that support the community plan goals and further define centers and districts.

**SH T-7.4** To prioritize improvements on Meridian Avenue East, WSDOT should:

- **SH T-7.4.1** Establish a committee of citizens, business owners, Pierce Transit, County staff, and WSDOT staff to identify needed improvements and potential funding sources;
- **SH T-7.4.2** Adopt a corridor management plan that details the planned improvements; and
- **SH T-7.4.3** Propose revisions to state transportation programs and/or budgets to ensure improvements are implemented.

**SH T-7.5** WSDOT, Pierce Transit, the County, and the community shall coordinate state, regional, and local plans for Meridian Avenue East.

**GOAL SH T-8** Connect commercial development along Meridian Avenue with the larger community around it, becoming integrated into a total destination where people can participate even when they are not shopping.

**SH T-8.1** Encourage Meridian Avenue development that considers pedestrian use and the retrofitting of existing land.

- **SH T-8.1.1** Require existing strip malls and commercial development along Meridian Avenue to provide access to adjacent property when improvements are made to the existing business.
- **SH T-8.1.2** Develop model site plans that demonstrate techniques to retrofit existing commercial strip malls.
- **SH T-8.1.3** Structure zoning along Meridian Avenue to encourage denser forms of development that can be reached by multiple access modes.
- **SH T-8.1.4** Allow diverse land uses along Meridian Avenue in ways that encourage walking and discourage driving for short trips and errands.

**SH T-8.2** Connect new plats, subdivisions, multifamily complexes, and manufactured home parks to schools, parks, other subdivisions, neighborhoods, and the rest of the community. Connectivity must be improved and provided throughout the community. Citizens, and children in particular, must have the ability to move from one location to another in a safe, efficient manner. Neighborhoods must be connected to schools and shopping districts.

- **SH T-8.2.1** Connections between new developments and existing neighborhoods shall be provided via sidewalks, bicycle paths, trails, or roads.
**SH T-8.2.2** The County should actively explore opportunities to connect existing subdivisions and neighborhoods with surrounding subdivisions and the larger community. Connections should be included in transportation programming where possible.

**SH T-8.2.3** New subdivisions, new multifamily complexes, and new manufactured home parks that are adjacent to a nonmotorized route within the Pierce County Transportation Element shall provide direct access to the route.

**SH T-8.2.4** Allow nonmotorized connections through wetland buffers and other sensitive areas where road connections cannot occur.

**SH T-8.2.5** Connectivity between new residential subdivisions shall be provided between abutting parcels having subdivision potential where there are no unreasonable geographic, environmental, or legal barriers.

- **SH T-8.2.5.1** Roadway connectivity should be implemented through construction of carefully planned road stub-outs that consider the level of projected traffic volumes, address possible impacts of increased traffic on subdivision residents, and review how the connection locations may affect plat design and the developable land in each affected subdivision.

- **SH T-8.2.5.2** Roadway connectivity should be accomplished through the design and connection of local road feeders or local road minors, rather than cul-de-sacs. Local road feeders are recommended for safely accommodating the projected traffic volumes while minimizing impacts of this through traffic to those residing in the subdivision prior to the connection. Local road minors may be utilized for connectivity of small subdivisions under low volume, low speed situations.

**SH T-8.2.6** New developments located adjacent to or containing a project included in the Pierce County Transportation Plan or Six-Year Transportation Improvement Program should be planned and designed to accommodate the projected improvement, such as:

- **SH T-8.2.6.1** Dedicating or setting aside right-of-way for the project;
- **SH T-8.2.6.2** Providing appropriate location and design of development access; and
- **SH T-8.2.6.3** Incorporating portions of the proposed improvement within the development when appropriate.

**SH T-8.2.7** Through-roads shall be provided when feasible to increase connectivity for the community.

**SH T-8.2.8** Cul-de-sacs or dead-end roads should be allowed when critical areas inhibit the possibility of a through-road. When a cul-de-sac or dead-end road is allowed, it should be designed as a loop or circular road design with a private open space, recreational, or artistic area in the center. There shall be provision of adequate emergency access in the cul-de-sac design.
Integrate transportation and land use along Meridian Avenue.

Pedestrian rest islands or median breaks should be provided along Meridian Avenue.

Control access through the use of medians and curbs with few breaks. Provide vehicular and pedestrian circulation between businesses within a block.

Plan for traffic volume and capacity to accommodate the needs of both through and destination traffic.

Transportation solutions must be scaled to the specific nature of Meridian Avenue, and the districts located along the avenue, and balanced to serve multiple needs and multiple markets.

Require shared parking among uses.

Street-scale lighting shall be placed in center medians while pedestrian-scale lighting shall be placed along sidewalks.

**TRANSPORTATION SYSTEM MANAGEMENT**

**GOAL SH T-9** Monitor the South Hill transportation roadway network for potential applications of transportation system management strategies (TSM).

Monitor the need and apply where appropriate such TSM strategies as:

- **SH T-9.1.1** Signal interconnect systems, signal coordination and synchronization, transit signal priority, and other signal improvements to facilitate smooth traffic flow;

- **SH T-9.1.2** Turn lanes and turn pockets to allow turning vehicles to move out of through traffic lanes; and

- **SH T-9.1.3** Off-street truck loading facilities, where appropriate, to separate goods loading/unloading from goods and people movement, and provide for the efficient movement of goods and traffic.

**COORDINATION**

**GOAL SH T-10** The County, state, Pierce Transit, and utility companies shall coordinate their respective projects on a particular roadway to minimize traffic disruption.

When scheduling and permitting construction activities, Pierce County Public Works should minimize delays on alternate roadways that are within close proximity of one another.

**COMMUNITY AND NEIGHBORHOOD CONNECTIVITY**

**GOAL SH T-11** Pierce County shall evaluate all publicly-owned land and rights-of-way to determine pedestrian linkage opportunities.
SH T-11.1 The County shall provide regulatory measures for new development to implement the road projects and priorities identified in the transportation portion of the Transportation Element.

SH T-11.2 The County shall investigate alternate means to prevent future development from encroaching on the potential right-of-way of future roadway projects.

SH T-11.3 Require developments generating more than 50 pm peak hour trips to have a minimum of two points accessing different public roadways. Consideration should be given in those circumstances where this standard cannot be met.

GOAL SH T-12 Ensure traffic flow is safe for pedestrians and cyclists.

SH T-12.1 The County, after designating a crosswalk location, should consider differentiating the major, secondary, and collector arterials crosswalks from the street through the use of brick pavers, stamped concrete, or other visual and physical means.

SH T-12.2 Work with the County Public Works department to allow on-street parking on its roadways.

**Utilities Policies**

**Stormwater**

GOAL SH U-1 The intent of the following policies is to reduce the effects of flooding episodes, improve the function of existing stormwater facilities, and to more effectively integrate stormwater facilities into the natural landscape.

SH U-1.1 Maintain the predeveloped hydrology of a site and reduce reliance on traditional surface water management techniques.

**Frequently Flooded Areas**

GOAL SH U-2 Reduce flooding in the South Hill community.

SH U-2.1 Properties with development limitations due to standing water and high groundwater tables should be included as sending sites in a Transfer of Development Rights program to provide a financial return to the property owner and preserve the natural functions of the site.

**Sewer Facilities**

GOAL SH U-3 The Planning and Land Services Department and Public Works and Utilities Department should consider revising sewer regulations to increase the required hook-up distance for formal plats beyond 300 feet of a main to decrease the development of new septic systems.
GOAL SH U-4  The provision of adequate domestic water supplies is a crucial component of supporting population growth. The intent of the following policies is to ensure that adequate water supplies are available to support projected population growth and water conservation measures are enacted.

SH U-4.1  Encourage land uses and programs that promote aquifer recharge and an adequate water supply within the plan area.

SH U-4.1.1  Ensure landscape regulations promote water conservation.

SH U-4.1.2  The design of new public parks and their facilities in South Hill should allow for water re-use.

SH U-4.1.3  Encourage Pierce County, Pierce College, WSU Extension office, and community groups to develop a contest or demonstration garden to increase public awareness of water conservation issues, alternatives, and xeriscaping.

SH U-4.1.4  Solicit South Hill businesses and community groups to sponsor an annual yard maintenance workshop that teaches homeowners proper fertilizer and pesticide application methods.

SH U-4.2  Pierce County should seek to amend state laws to allow water to be transferred among pressure systems and water purveyors to accommodate growth and development.

GOAL SH U-5  Coordinate watershed planning processes for the Chambers-Clover Creek Water Resource Inventory Area (WRIA), conducted under State law Engrossed Substitute House Bill (ESHB) 2514, with other planning efforts in Pierce County.

SH U-5.1  Utilize the Chambers-Clover Creek Watershed Plan in future updates to the South Hill Community Plan.

SH U-5.2  Consider the results of the water availability analysis conducted under ESHB 2514 when making future land use decisions within the WRIA.

SH U-5.3  Support monitoring of groundwater through the ESHB 2514 Chambers-Clover Creek Watershed Plan process.

IMPLEMENTING ACTIONS

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

**SHORT TERM ACTIONS**

1. Appoint a Thun Field Advisory Committee to work with the County, airport managers, and users to ensure good neighbor practices. (Pierce County)

2. Develop an urban essential public facility PUD for the Pierce County Airport. (PALS, Public Works, Pierce County Airport Advisory Commission)

3. Identify existing public or private facilities that could serve as a potential Pierce County satellite service center. (SHAC)

4. Augment each school district’s effort to identify, program, and implement improved nonmotorized connections to their local schools. Review the existing and future needs for improving existing connections between the schools and neighborhoods using such information as the individual School Walk Route Plan. Develop strategies for implementing such connections. (PWU, PALS)

5. Appoint a committee to investigate and recommend solutions to the Thun Field Area of Influence and Employment Center. The committee should consider safety records, compatibility issues, the need for industrial lands, and the viability of Thun Field as an Employment Center. Members of the committee should include WSDOT Aviation Division, Pierce County Public Works and Utilities, Pierce County Economic Development, Puyallup School District, property owners within the EC zone, property owners within Zone 6, and representatives from the CPB and the SHAC.

**Parks**

6. Develop and adopt a detailed plan for the South Hill Community Trail that:
   - links to schools, parks, neighborhoods;
   - promotes or links to the Heritage Corridors where possible;
   - provides educational and fitness resources;
   - includes interpretive signs. (PALS, SHAC)

7. Pursue community trail development through discussions/negotiations with Bonneville Power Administration, Tacoma Water, and Williams Natural Gas. (PALS, SHAC)

8. Conduct a study to determine the feasibility of the acquiring and developing the parks listed in this Element with the desired amenities and water reuse systems. (Parks and Recreation, SHAC)

9. Amend the Pierce County Parks and Recreation Plan to include the active and passive park/recreational uses in accordance with plan priorities and results of the feasibility study. (Parks and Recreation)

**Transportation**

10. Amend parking requirements for parks where adjacent to school sites. (PALS)

11. Develop and implement measures for traffic calming and speed control facilities to be utilized to increase safety. Consider revising road design standards or functional classifications in order to implement traffic calming measures. (SHAC, PALS, PW)
12. Revise the transportation concurrency method to reflect the congestion on the roadway network and relate to the methodology of the traffic impact fee program. (PWU, PALS)

13. Augment each school district’s effort to identify, program, and implement improved nonmotorized connections to their local schools. Review the existing and future needs for improving existing connections between the schools and neighborhoods using such information as the individual School Walk Route Plan. Develop strategies for implementing such connections. (PWU, PALS)

14. Amend the Pierce County Transportation Plan projects and 6-year Transportation Improvement Plan to reflect the projects and priorities of the South Hill Community Plan. (PALS, PW)

15. Develop and adopt incentive-based regulations that provide for density incentives in exchange for a public benefit, such as dedication of rights-of-way, to help achieve the goals of the community plan. (PALS, PW)

**MID-TERM ACTIONS**

1. Establish annual workshops with adjacent cities and communities to establish coordination and communication for establishing services and facilities. (Pierce County, SHAC, AAC)

2. Explore opportunities for funding for services and facilities that may include special taxing districts, grant funding, and community fundraisers. (PALS, SHAC)

3. Explore opportunities to co-locate community facilities and services. (PALS, SHAC, PW, AAC)

4. Establish a system by which utility providers are required to notify Central Pierce Fire and Rescue, Puyallup School District, and other utility providers regarding construction activities, schedules, and locations. (Public Works)

5. Identify properties that need to be acquired to preserve existing flood plains and construct CIP projects. (Public Works, SHAC)

6. Educate the public about the County's Floodplain Preservation and Property Acquisition Program. (Public Works, SHAC)

7. Formalize an educational program to communicate the tenets of sustainable development techniques to the South Hill community. (Public Works, SHAC)

8. Develop an inspection program for existing public and private stormwater ponds within subdivisions to enforce existing maintenance agreements on private stormwater facilities. Where the responsible homeowners' association is not responsive to the maintenance of the private stormwater facility and public resources are necessary to complete the maintenance, fees and liens on property should be applied. (Public Works)

9. Develop a contest or demonstration garden to promote water conservation measures. (SHAC, WSU, Water Purveyors)

10. Sponsor a yard maintenance workshop to instruct homeowners on the proper use of fertilizers and pesticides. (SHAC, Water Purveyors)

11. Pursue amendments of state law in order to allow water to be transferred among pressure systems and water purveyors. (PALS, TPCHD)
12. Review local water purveyor’s ability to serve the expected densities and 20 year growth projections. Recommend service area revisions to problem areas. (Public Works)

13. Update the South Hill Community Plan with revisions from the Basin Plan. (PALS, Public Works)

14. Coordinate with local school districts to increase impact fees. (SHAC)

15. Coordinate with local school districts to identify and prioritize designated walking routes to school. (SHAC)

16. Coordinate roadway and utility related construction activities in order to minimize the delays on alternative roadways within close proximity of one another. (PWU)

**Parks**

17. Conduct public forums to discuss the formation of a local park taxing district or service area to fund park/trail acquisition and maintenance. (SHAC, Parks and Recreation)

**Transportation**

18. Assess the demand and operational feasibility for fixed route and demand responsive transit services in the South Hill area and to the outlying areas. Services for these areas should be implemented if they are operationally viable and aid in the reduction of traffic congestion in the South Hill area. The assessment should include the following roadways: (Pierce Transit, Sound Transit)
   - 70th Avenue/Woodland Avenue East
   - 86th Avenue East
   - 94th Avenue East
   - Meridian Avenue East
   - 122d Avenue/Military Road East/Shaw Road East
   - 112th Street East
   - 122nd Street East
   - 128th Street East
   - 136th Street East
   - 144th Street East
   - 152nd Street East
   - 160th Street East
   - 176th Street East
   - Sunrise Parkway East/Sunrise Boulevard East

19. Assess the need, benefits, costs, and implementation strategies for providing significant capital and operational improvements on and along Meridian Avenue East inclusive of the addition of through lanes on Meridian Avenue East from 176th Street E to 112th Street E and the implementation of access management strategies. WSDOT should develop and prioritize these strategies by:
   - establishing a committee of citizens, business owners, County staff and WSDOT staff to identify needed improvements and potential funding sources;
   - adopting a Corridor Management Plan or EIS that details the planned improvements; and
• proposing revisions to state transportation programs and/or budgets to ensure improvements are implemented. (WSDOT, PWU)

20. Site, coordinate, and implement the selection of one or more park and ride sites that will serve the South Hill area. A site should be considered near the southern boundary of the community plan area such as 176th Street East and Meridian Avenue. (WSDOT, Pierce Transit, Pierce County)

21. Establish a system by which South Hill residents will be informed of road projects that may disrupt traffic in the area. (Public Works, SHAC, Pierce Transit)

22. Coordinate roadway and utility related construction activities in order to minimize the delays on alternative roadways within close proximity of one another. (PWU)

23. Develop a neighborhood speed control program by:
   • Approving a budget to develop and implement the program.
   • Hiring staff to produce administrative procedures to evaluate and prioritize options for interested neighborhoods.
   • Considering the use of speed control methods inclusive of bulb outs, traffic circles, and speed humps. (PWU)

24. Implement the nonmotorized plan by including priority projects in the 6-year Transportation Improvement Plan. Investigate and implement methods to fund the comprehensive system.

LONG TERM ACTIONS

1. Develop and implement a marketing plan for commercial sites at the airport. (Pierce County Economic Development, airport advisory committee)

Parks

2. Develop an internal process that facilitates private land donation opportunities. (Parks)
Sewer Infrastructure

- Forcible Sewer Main
- Gravity Sewer Main
- Pump Station

Department of Planning and Land Services
Plot Date: October 02, 2002

South Hill Community Plan
Chapter 7: Plan Monitoring

**Purpose**

The 1990 State Growth Management Act (GMA) requires jurisdictions planning under GMA to report on progress made in implementing the Act, and to subject their comprehensive plans to continuing evaluation and review. As part of the County’s Comprehensive Plan, the South Hill Community Plan is subject to this requirement. One mechanism for conducting this evaluation and review is to monitor the development standards, regulations, actions, and other programs called for in the plan for the purpose of determining their effectiveness in fulfilling the vision of each of the six elements of the plan.

This section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to achieve the vision of the plan. Actions may include the development and implementation of regulations and design standards, working with South Hill to coordinate the provision of facilities and services, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. This framework for monitoring provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information obtained from the monitoring program will be used to offer recommendations to decision makers as to what changes to the community plan may be needed in order to attain specified goals and meet the visions in the plan.

**How to Measure the Effects of Standards**

The South Hill Community Plan identifies actions that need to be implemented to meet its vision, goals, objectives, principles, and standards. Monitoring evaluates the effectiveness of the actions in fulfilling the plan policies. The monitoring program outlined here includes several steps which are intended to identify actions taken, the ease with which they can be used, and whether the actions actually meet the objectives they were intended to achieve.

To do this, the monitoring program is divided into five steps: Actions, Inputs, Process, Outputs, and Outcomes. Each of the steps and the responsible participant are discussed briefly here.

**Phase 1 – Actions:**

Phase 1 monitoring would consist largely of reviewing the policies and standards stated in the plan and identifying all the actions that need to be undertaken to be consistent with the plan. The actions should be grouped according to the objectives they are intended to meet. PALS staff and the South Hill Advisory Commission (SHAC) would be the primary participants in this activity.
**Phase 2 - Inputs:**

Phase 2 monitoring would determine whether actions called for in the plan have actually been undertaken and completed. PALS staff would evaluate if regulations and design standards have been adopted. Review to determine if other actions have been completed and could be done by the SHAC or other County departments.

**Phase 3 - Process:**

Phase 3 monitoring would evaluate whether an action is straightforward, understandable, or easy to use. In the case of regulations and design standards, those persons who have submitted permit applications requiring compliance with the regulations and design standards would need to be involved in the evaluation. The Pierce County Hearing Examiner and the SHAC, which review such applications, as well as PALS staff, would need to be included in the monitoring. PALS staff would coordinate the monitoring and could conduct interviews or distribute questionnaires to persons who have submitted or reviewed permit applications subject to the regulation being monitored.

**Phase 4 - Outputs:**

Phase 4 monitoring would determine whether the action has been carried out as stated in the plan. For example, monitoring would determine whether a regulation or design standard has been complied with and identify reasons for any noncompliance. In regard to non-regulatory activities, monitoring would determine whether the objectives of the activity have been met. Participants would include residents, property owners, the SHAC, and PALS staff.

**Phase 5 - Outcomes:**

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

**Timeline**

It is anticipated that the South Hill Community Plan will take a substantial period of time to be implemented. There are a number of actions that can be accomplished within a short timeframe, some will take much longer, and others will involve ongoing actions with no specific completion date. It is important that monitoring be done on a continuing basis with specific actions monitored at different times.

In regard to monitoring the development and implementation of regulations and design standards, it would be appropriate for monitoring to be phased over time as the five phases...
outlined above are accomplished. Phase 1 would begin almost immediately upon the plan adoption. Phase 2 would take place within two years following the plan adoption. This would provide adequate time for the County Council to adopt implementing regulations called for in the plan. Phases 3, 4, and 5 would occur within two to three years following completion of Phase 2. This would allow time for the regulations to be applied to a number of development projects. Phase 3 analysis of how understandable the regulations are, and the ease to which they can be applied, would then be based on the application of the regulations to those projects developed within that time period. Phases 4 and 5 monitoring would be done simultaneously with Phase 3 monitoring. The total time for initial monitoring for Phases 1 through 5 would be about five years. As changes are made to regulations and design standards, the monitoring cycle would need to be repeated to address the changes.

Other actions that do not involve the implementation of regulations or design standards would be monitored on a similar timetable. Phase 1 and Phase 2 would occur within two years of adoption of the plan, while Phase 3, 4, and 5 monitoring would occur within five years of plan adoption.

As amendments are made to the plan, monitoring would need to continue to determine how effective the changes are in carrying out the goals in the plan. In addition, it would be appropriate to continue monitoring all actions in the plan every five years to evaluate whether the actions continue over time to effectively carry out those goals.

**Documentation**

A review of baseline information is necessary to effectively monitor whether the goals of the South Hill Community Plan are being met. Information regarding community attitudes, visual characteristics of the community, community services, infrastructure, business climate, land uses, permitting activity, and other community characteristics would be evaluated.

As each phase of monitoring is completed, a report should be prepared by PALS staff which identifies the action being monitored, the specific purpose of the monitoring, methods used in monitoring, data collected, analysis of the data, and recommendations for further action. The report should be submitted to the SHAC for review and comment and to the County Council for its consideration.

**Recommendations for Further Action**

In addition to determining the effectiveness of the plan in fulfilling the goals of the community, a key component to monitoring would be the recommendations for further action. These recommendations should clearly identify the specific goals being addressed, how the recommended action corrects a deficiency in the plan, how the recommended action will contribute to fulfilling the goal in question, and a timeline for completing the proposed action.