

LAND USE POLICIES

GOAL

We envision a predominately 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 multi-family 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 health care, professional services, education, aviation, light manufacturing, and high technology.

OBJECTIVES, PRINCIPLES, STANDARDS

GENERAL

Intent: Establish land use patterns that integrate the natural environment and provide compatibility among different uses.

Objective 1. 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.

Principle 1. Stay the course articulated in the community plan. This includes elected officials, community leaders, citizens, and County employees.

Principle 2. The urban growth area (UGA) boundary should remain as currently located in order to result in redevelopment and improvements to achieve the specified goals.

Standards

1.2.1 Pierce County should not expand the urban growth area south of the plan area to encourage the redevelopment of existing properties.

Principle 3. Allow time for change to occur by recognizing the community plan influences land use patterns for 20 years and beyond.

Standards

1.3.1 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.

1.3.2 Parcels should not be rezoned within the first two years of plan adoption in order to allow appropriate time for the market to adjust.

Principle 4. Recognize 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.

Objective 2. Reverse the existing pattern of residential and commercial sprawl. This should be accomplished by: 1) providing for a variety of housing types and densities throughout residential zones; 2) allowing small-scale neighborhood commercial centers interspersed among residential areas; and, 3) reshaping commercial activities along Meridian Avenue through providing appropriate land use designations and design standards.

Principle 1. The pattern of residential development should reflect the community's desire to preserve environmentally sensitive areas and open space corridors. Higher densities should only be allowed outside of areas with environmental constraints.

Principle 2. Intersperse small-scale neighborhood centers throughout the community residential areas. 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.

Principle 3. Reshape commercial activities along Meridian Avenue in order to stop the continuous strip pattern. Commercial districts of similar activities shall be designated along portions of Meridian Avenue.

Standards

2.3.1 The uses and intensity of commercial districts along Meridian should serve both regional and community needs.

2.3.2 Residential districts may be integrated along Meridian Avenue to separate commercial districts.

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

Objective 3. Utilize innovative techniques and strategies to achieve the desired land use patterns and supporting infrastructure.

Principle 1. Regulatory requirements should provide incentives for redevelopment and in-fill opportunities.

Principle 2. Provide incentives for redeveloping nonconforming uses and structures.

Standards

3.2.1 Provide alternative development opportunities for landowners along Meridian Avenue.

3.2.2 Minimize the creation of nonconforming businesses along Meridian Avenue.

Principle 3. Zoning regulations that provide flexibility in the development of individual parcels without undermining the community's desired land use pattern.

Standards

3.3.1 Adopt incentive-based density and intensity regulations that provide a menu of choices.

Objective 4. Provide strict guidance for rezones to ensure community plan goals and objectives are properly implemented. For the purposes of this Objective, a planned development district (PDD) shall not be considered a rezone.

Principle 1. The proposed zone must be an allowed zone under the existing land use designation.

Principle 2. Rezones cannot be used to enlarge the land area of a center or alter the boundaries of the center.

Principle 3. Changes in land use designation are not permitted through rezones.

Principle 4. Ensure commercial rezone applications are consistent with the intent, goals, objectives, and standards as set forth in the South Hill Community Plan.

Standards

4.4.1 Commercial rezones shall only be applied within designated urban centers and districts.

- 4.4.2 Commercial rezones may be allowed when the following criteria are met:
- a. A PDD shall accompany all rezone applications.
 - b. 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.
 - c. 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.

Principle 5. Ensure residential rezone applications are consistent with the intent, goals, objectives, and standards as set forth in the South Hill Community Plan.

Standards

- 4.5.1 Residential rezones may be allowed when the following criteria are met:
- a. A PDD shall accompany all rezone applications.
 - b. 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.
 - c. 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.
 - d. For any rezone request to allow higher densities, the site must be located on an arterial within 1,000 feet of a transit stop.
 - e. Compatibility with surrounding uses shall be maintained.
 - f. For any rezone request to allow higher densities, connection to sewers shall be required.
 - g. 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.

Objective 5. Pierce County shall ensure the South Hill Community Plan is monitored to provide feedback and identify appropriate and necessary revisions.

Principle 1. Detail a monitoring process or plan that will be an effective tool.

Standards

- 5.1.1 At the 5-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.

5.1.2 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.

5.1.3 Identify achievable implementation measures or actions if desired results are not realized.

Principle 2. Pierce County Planning and Land Services shall work closely with the South Hill Advisory Commission to implement and monitor the community plan.

Standards

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

5.2.2 Planning and Land Services shall provide year-end reports to the Advisory Commission summarizing the accomplishments and making recommendations toward the upcoming year.

Objective 6. Compatibility between adjacent land uses.

Principle 1. Ensure the incentive-based, flexible regulations contain the necessary requirements to allow for higher density development. Higher density development shall not occur when infrastructure is inadequate and amenities are absent.

Standards

6.1.1 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. Design features that soften the intensity difference and provide reasonable light while not glaring onto adjacent properties are also considered necessary to compatibility.

Principle 2. 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.

Standards

6.2.1 Develop criteria, standards, and compatible land use designations that will protect the South Hill community and aviation users by adopting

implementing regulations consistent with WSDOT Aviation Division Guidelines “Airports and Compatible Land Use, Volume 1.”

RESIDENTIAL POLICIES

Intent: Create high quality, visually pleasing, livable neighborhoods that employ a diversity of housing types and densities. **H-1, 1.1 LU-23**

Objective 7. Quality neighborhoods. **D-3, D-4 and D-5**
Principle 1. Ensure site amenities and design features are incorporated into residential development to create aesthetically pleasing and livable neighborhoods.
D-1

Objective 8. A diversity of quality residential housing choices. **H-1, H-1.1, LU-23.2 D-10**

Principle 1. Establish residential zoning districts that provide for a range of housing types and densities. **H-1, H-1.1**

Standards

- 8.1.1 Implement distinct zoning districts for a variety of residential choices including: estate, mid-size, small lot, multi-family, senior housing, and mixed-use development.
- 8.1.2 Each residential zone should provide a range of densities. **H-1, H-1.1, LU-22**
- 8.1.3 Building footprints should approximately correspond to the size of the residential lot:
- Estate (large lot, large home)
 - Mid-size (yard/home proportionate)
 - Small lot (small lot, smaller home)
- 8.1.4 Low residential densities should be located in the vicinity of environmentally constrained lands such as wetlands, floodways, slopes, groundwater recharge areas, and priority wildlife habitat.
- 8.1.5 Moderate density residential development should be allowed in established areas that do not have potential for redevelopment within the next 20 years.

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

8.1.7 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.

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

Principle 2. 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.

Standards

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

8.2.2 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.

Principle 3. Provide incentive-based residential density regulations. **LU-23**

Standards

8.3.1 Each residential district shall incorporate a minimum, base, and maximum density. To develop property at a density higher than the base, additional criteria must be met, such as site amenities and design features. A menu of choices shall be provided to allow flexibility. **LU-22, LU-22.1**

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

Principle 4. Allow non-residential uses within residential areas.

Standards

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

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

COMMERCIAL POLICIES

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

Objective 9. Create separated and distinguishable districts along Meridian Avenue providing the highest quality private and public sector development that connects to adjacent neighborhoods, preserves pockets of natural areas, and moves through traffic safely and efficiently.

Principle 1. 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.

Principle 2. Limit the size and configuration of commercial areas to direct land uses to desired locations at intended intensities.

Principle 3. Designate portions of Meridian Avenue to break up the continuous commercial development and encourage a greater variety of uses.

Standards

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

9.3.2 Zones and regulations must reflect the goals and objectives of the community plan.

9.3.3 Encourage opportunities for small scale retail.

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

Principle 4. Ensure civic, recreational, residential, office uses, and open space uses are mixed in with commercial development.

Standards

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

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

9.4.3 Link the higher-density development districts with high capacity transit.

Principle 5. Identify districts, designate and zone accordingly to encourage development.

Standards

9.5.1 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.

9.5.2 Assign a code enforcement officer to the South Hill community. ~~delete~~

Objective 10. 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.

Principle 1. Designate an area for regional commercial uses.

Standards

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

10.1.2 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.

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

10.1.4 The size of the individual commercial buildings should be unlimited.

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

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

- 10.1.7 Regional commercial uses include stores and activities that require the use of an automobile such as a warehouse grocery, carpet, or furniture store. Regional commercial uses shall have design standards that lessen the impacts of noise, light, and glare.
- 10.1.8 Regional commercial uses are identified as auto-dependent.
- 10.1.9 Regional commercial uses should be identified with the Mixed Use Designation (MUD).

Principle 2. Designate two or three areas for community commercial uses.

Standards

- 10.2.1 The purpose of the community centers is to provide retail and service opportunities that residents are likely to access on a weekly or frequent basis such as grocery stores, restaurants, or banks.
- 10.2.2 The type of retail and commercial services should serve a market not greater than South Hill residents and businesses.
- 10.2.3 The permitted commercial activities should not include land consumptive or be auto-dependent activities.
- 10.2.4 The area of individual tenant space within commercial buildings shall be limited.
- 10.2.5 Building mass and orientation should be pedestrian scaled.
- 10.2.6 Site design and building orientation shall safely accommodate pedestrians and should incorporate interaction with surrounding residential neighborhoods.
- 10.2.7 Each community commercial area shall be a compact node and not allowed to sprawl along Meridian Avenue in a continuous commercial strip.
- 10.2.8 Community commercial uses should be identified with the Community Center designation (CC).
- 10.2.9 Community commercial uses draw from a variety of South Hill neighborhoods as the market.
- 10.2.10 Community commercial uses should be dispersed in distinct nodes along Meridian Avenue for easy access from many neighborhoods of South Hill.

- 10.2.11 Community commercial uses include stores and activities to which patrons can walk, drive, or take transit. Uses such as grocery stores, theaters, and large-scale clothing stores would be located in community commercial areas.
- 10.2.12 Community commercial uses are identified as pedestrian-oriented and auto-accommodating.
- 10.2.13 Community commercial centers shall contain design standards that emphasize pedestrians and pedestrian connections throughout the shopping district.

Principle 3. Designate a few nodes for neighborhood center uses.

Standards

- 10.3.1 Neighborhood commercial centers shall be designated Neighborhood Center and zoned, dependent upon allowed uses, either Neighborhood Center (NC) or Residential/Office-Civic (ROC).
- 10.3.2 The purpose of the Neighborhood Center land use designation is to provide local opportunities for residents to access some daily goods and/or services close to where they live. **LU-43**
- 10.3.3 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. However, espresso stands, with or without drive-through facilities shall be allowed in the Residential/Office-Civic zone classification.
- 10.3.4 The Neighborhood Centers shall only accommodate uses that are scaled and sized appropriately to ensure coherence with the neighborhood.
- 10.3.5 Retail operations in Neighborhood Center designations shall be required to receive a Conditional Use Permit to ensure consistency with community plan goals, policies, and design standards.

- 10.3.6 Neighborhood Center designations should primarily serve the local neighborhood. Hours of operation shall be strictly limited and shall not occur after 10:00 p.m. or before 5:00 a.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.
- 10.3.7 Sales of alcohol or tobacco products shall be prohibited in the Neighborhood Center designation.
- 10.3.8 Activities that generate excessive noise shall not be allowed within the Neighborhood Center designation.
- 10.3.9 Building size and area of individual tenant space shall be limited.
- 10.3.10 Each neighborhood node shall be compact, five acres or smaller in size, and shall not sprawl or continue along the roadway where it is located.
LU-43.1
- 10.3.11 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 financial success of existing commercial areas.
- 10.3.12 Neighborhood Centers should be dispersed throughout the community in order to serve a majority of neighborhoods.
- 10.3.13 Neighborhood Center activities shall be low intensity and connected to the surrounding neighborhoods with a series of sidewalks and bicycle paths.
- 10.3.14 Local residents should determine the location and configuration of Neighborhood Centers.
- 10.3.15 Neighborhood Centers should be located where neighborhood commercial currently exists and new locations should be designated to serve more neighborhoods.
- Principle 4.** Designate a central place that is the focal point of commercial activity for the community.

Standards

- 10.4.1 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.
- 10.4.2 The central place shall be designated Community Center and zoned Urban Village.
- 10.4.3 The Urban Village shall contain a mix of residential and pedestrian-oriented commercial uses. The location of the Urban Village should be based on redevelopment potential, surrounding residential densities, and connections to other community facilities. [LU-47](#), [LU-47.1](#)
- 10.4.4 The Urban Village shall contain design standards that promote small-scale storefronts, taller buildings, plazas, pedestrian access, and landscaping.
- 10.4.5 Urban Village uses are identified as pedestrian dependent. [LU-49.2](#), [LU-49.3](#)
- 10.4.6 The purpose of the Urban Village is to offer a well-designed living, shopping, and leisure activity center that is designed and oriented to the pedestrian scale. The Urban Village should be an inviting and vibrant place where citizens gather, work, live, or shop. [LU-47](#), [48](#), [49 all](#)
- 10.4.7 The Urban Village should serve as a focal point of commercial and civic activities for the South Hill community.
- 10.4.8 Permitted uses should include civic, residential, and pedestrian scaled retail activities.
- 10.4.9 A residential component such as lofts, senior housing, and apartments above retail storefronts shall be included in Urban Village.
- 10.4.10 Commercial development should be designed as multi-storied buildings with a residential component. [LU-48.7.1](#)
- 10.4.11 Support business uses and regulatory measures that allow personal services, small-scale retail, and “sit down” eating and drinking establishments.
- 10.4.12 Support regulatory measures that prohibit auto-oriented or warehouse businesses that would detract from the pedestrian atmosphere. [LU-49.3.1](#)
- 10.4.13 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.

Principle 5. Designate an Activity Center within South Hill.

Standards

- 10.5.1 Designate and zone an Activity Center to provide a civic focal area for the community oriented around a unique recreational, cultural, or community amenity.
- 10.5.2 An Activity Center shall meet the following criteria: **LU-39**
- a. All Activity Centers shall include a college or university, regional public recreation complex, commercial recreation complex with a regional draw; and/or a cultural complex such as a museum, theater, or amphitheater;
 - b. Activity Centers shall not exceed 90 acres in size; and,
 - c. Activity Centers shall only be located only along major transit routes.
- 10.5.3 Activity Centers shall permit a broad range of commercial, civic and office uses. Examples of such uses include professional offices, retail sales, retail and/or personal services, restaurants, grocery stores, bakeries or coffee sales, farmers markets, and churches. Residential uses shall be limited to multifamily and attached single-family uses. Heavy industrial uses shall not be allowed.
- 10.5.4 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.
- 10.5.5 Activity Centers shall besubject to design standards that emphasize pedestrians and pedestrian connections throught the center, foster high quality architectural design, and promote quality site layout and planning.

Objective 11. Commit to appropriate steps ensuring South Hill Urban Village will become a viable reality.

Principle 1. Focus public and private investments toward South Hill Urban Village.

Standards

- 11.1.1 Within South Hill, public agencies should locate administrative offices or public facilities and services within South Hill Urban Village. **LU-48.6**

11.1.2 Transit service and mobility improvements that serve the Urban Village should be given priority.

11.1.3 Encourage public/private partnerships to create the viability of the Urban Village.

Principle 2. Encourage timely permit review and information dissemination in order to avoid delays or discourage growth from where it is intended to be focused. **LU-94**

Standards

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

11.2.2 Pierce County should periodically review development within the Urban Village zone and identify barriers to efficient permitting. To encourage compact development within South Hill Urban Village, Pierce County shall maintain information on available and underutilized parcels in coordination with Pierce County's Buildable Lands program.

11.2.3 Pierce County's Planning and Land Services Department shall maintain an inventory of vacant and underdeveloped parcels to identify development opportunities within the Urban Village. **LU-7**

INDUSTRIAL POLICIES

Intent: Provide for small-scale manufacturing and aviation-related industries while ensuring public safety.

Objective 12. Provide some industrial lands to facilitate small-scale light manufacturing and aviation-related industries.

Principle 1. The industrial area should be limited to the Pierce County airport and some adjacent properties.

Principle 2. Industrial activities shall not impact the safety of airport operations.

Principle 3. Recognize the importance of the Frederickson Employment Center and support projects that facilitate its industrial growth. **LU-55**

Objective 13. Residential and commercial development that does not impact airport operations or the safety of citizens.

Principle 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-off and landings at Thun Field.

Standards

13.1.1 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.

13.1.2 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.

Principle 2. Encourage natural vegetation to minimize noise impacts from airport operations on the surrounding residential neighborhoods.

Standards

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

COMMUNITY CHARACTER AND DESIGN ELEMENT POLICIES

GOAL

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.

OBJECTIVES, PRINCIPLES, STANDARDS

Buildings and facilities affect the daily lives of most residents, give form to the community, and stimulate the development of privately owned land. The intent of the design policies is to ensure safe and attractive design is incorporated into new developments or renovations. The policies provide the framework for regulatory design standards that will enhance the visual quality and function of the neighborhoods and districts within South Hill.

SITE DESIGN

Intent: 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.

General Site Design Policies

Objective 14. Natural resources and site characteristics determine the site layout of proposed developments.

Principle 1. Ensure development minimizes modification of the natural features of the site. **ENV-1, D-1**

Standards

14.1.1 Site design should work in conjunction with the natural site contours.

14.1.2 Minimize the amount of grading and filling on a site.

14.1.3 Preserve significant natural attributes through an incentive program. Attributes to be preserved should include trees, vegetation, hillsides,

streams, wetlands, wildlife, and other natural characteristics of the site. **D-13**

- 14.1.4 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.

Principle 2. Ensure post development site hydrology closely mimics the hydrology of the site prior to the development.

Standards

- 14.2.1 Minimize impermeable surfaces and site disturbances.
- 14.2.2 Ensure Natural Environment Element policies are applied to site design. **delete**
- 14.2.3 Provide incentives for residential design that incorporates low impact development techniques

Principle 3. Reduce natural resource consumption in site design and building features.

Standards

- 14.3.1 Encourage the use of alternative site and building design through the use of incentives.
- 14.3.2 Encourage development patterns that optimize opportunities for alternative energy sources. **D-17**
- 14.3.3 Design infrastructure systems to optimize efficient use of natural resources:
- a. Reuse or connect to existing systems.
 - b. Consider alternative stormwater collection and retention methods.

Objective 15. Retain or restore stands of trees within the community. New developments shall incorporate trees and vegetation in keeping with Pacific Northwest vegetation. Clear cutting a site and replacing the trees with homes and only decorative vegetation, such as flowering cherry or vine maple, is unacceptable. Some portion of the site must contain stands of tall evergreen trees. These trees may be retained at the time of development or planted to reach maturity within a reasonable time frame.

Principle 1. Tree retention is the preferred site design technique for maintaining Pacific Northwest landscape character. **D-13.1**

Standards

- 15.1.1 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.
- 15.1.2 Tree retention should occur in a clustered format to limit exposure and potential safety hazards during windstorms.
- 15.1.3 On sites that have been completely logged, development should replant trees. Trees may be clustered in open space, park or recreation areas or within a significantly landscaped perimeter of the development.
- 15.1.4 Trees restored on site shall be capable of growing to significant heights. 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.
- 15.1.5 Allow selected limbing of trees so that significant views are not obscured.
- 15.1.6 Native or drought tolerant species should be used in order to reduce watering needs.
- 15.1.7 Tree retention/replacement regulations shall not apply to individual single-family or two-family building lots. However, single-family and two-family property owners are encouraged to replace fallen or downed trees.

Principle 2. Vegetation coverage and tree retention requirements should focus on post construction safety and site enhancement.

- 15.2.1 Vegetative plantings of trees and shrubs should be used for subdivisions in place of fences to separate homes and neighborhoods.
- 15.2.2 In order to promote tree retention and integration of the natural environment while buffering homes from noise and glare, residential subdivisions, multi-family, 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 the location where amenities such as shared recreational areas or trails are provided.

- 15.2.3 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, and 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.
- 15.2.4 Require language on the plat and in conservation easements, signage, and homeowner covenant maintenance agreements that requires post-construction protection for designated native vegetation areas.
- 15.2.5 Require developments to present a composite site analysis that overlays soil, slopes, wetlands, streams and other natural features in order to retain native vegetation to the greatest extent.
- 15.2.6 Tree stands on and adjacent to steep slopes shall be retained.
- 15.2.7 Require commercial developments, subdivisions, and multi-family developments to provide tree retention or replacement.
- 15.2.8 Require development sites that are unable to meet the minimum tree canopy cover retention percentage be planted or replanted as necessary so as to achieve the desired tree canopy cover within 10 years.
- 15.2.9 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.
- 15.2.10 Provisions shall be made to allow for removal of dead or diseased trees or trees that pose a safety hazard.
- 15.2.11 Provisions shall be made to ensure that newly planted trees survive through the first year.

Residential Site Design:

Objective 16. Residential development that is designed to be inviting and vibrant.

Principle 1. Design and integrate new residential subdivisions, plats, multi-family dwellings, and manufactured home parks with the natural characteristics and resources of the site as well as the surrounding neighborhood.

Standards

- 16.1.1 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.
- 16.1.2 Provide incentives for innovative site designs that cluster residential uses in order to preserve a larger area of the native environment and provide open space amenities.
- 16.1.3 The site layout, orientation and building mass of multi-family complexes should be designed in a manner that does not change the character of the surrounding residential neighborhood.
- 16.1.4 Consider the requirement of a percentage of single-family homes to be integrated with apartment complexes to integrate multi-family into surrounding neighborhoods and avoid a mass of apartment complexes.
- 16.1.5 High-density single-family residential developments should have ground floor entries.

Objective 17. Residential developments that are designed with the visual quality of neighborhood streetscapes, encourage safety, and enhance the living environment. **D-1**

Principle 1. Promote safe and defensible neighborhoods through ‘eyes on the street’ site design concepts.

Standards

- 17.1.1 Building and site design should encourage personal safety by:
- using site planning techniques;
 - giving residents more control over the space adjacent to their homes (increased territoriality);
 - increasing opportunities for neighbors and those passing by to keep an eye on nearby activities; and
 - using design and construction approaches to reduce vandalism.

Objective 18. Recreational areas and/or open space areas of a size and use suitable for a variety of activities in all new residential subdivisions, multi-family complexes or mobile/manufactured housing parks.

Principle 1. Provide opportunities to recreate, play, or relax outdoors.

Standards

- 18.1.1 Flexible regulations shall be developed to ensure new, small-lot residential subdivisions, multi-family complexes or manufactured housing parks include a recreational area.
- a. 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.
- 18.1.2 Recreational areas shall be functional spaces that can be viewed from neighboring homes. Recreational areas should be interconnected with greenspaces that preserve natural features such as wetlands, forests, tree stands and views. Fences between recreational areas and open space shall be minimized. Recreation areas shall include at least one of the following:
- a. tot lots with traditional play equipment such as swings, slides, and other play equipment like interactive artistic forms;
 - b. formal playgrounds with basketball courts, tennis courts, baseball diamonds;
 - c. other sport oriented play areas;
 - d. jogging and exercise trails in the form of common dedicated greenbelt backyards; or
 - e. open green spaces with enough room for children to play and benches or picnic tables to assist with supervision.
- 18.1.3 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:
- a. critical areas, buffers, and other spaces permitted by the Pierce County Comprehensive Plan
 - b. landscaped stormwater ponds without fences; or
 - c. gathering places and passive recreation areas.
- 18.1.4 Recreational areas should be landscaped with native vegetation.
- 18.1.5 Large recreational areas and open space tracts are priority. 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.
- 18.1.6 Title 18A shall be revised to ensure school sites are not counted as recreational areas. **Delete**

Commercial and Civic Site Design Policies:

- Objective 19.** Commercial and civic sites that incorporate natural characteristics and invite people to utilize the property or patronize the business.

Principle 1. Design commercial and civic sites to integrate the natural features of the site while providing orderly and safe pedestrian circulation.

Standards

- 19.1.1 Vehicle and pedestrian circulation and pathways shall be required between all adjacent businesses where possible. **D-8.3**
- 19.1.2 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.
- 19.1.3 Ensure delivery areas are incorporated into site design in a manner that minimizes the impacts of these activities on adjacent sites.
- 19.1.4 Require multi-family complexes and commercial/industrial sites to provide adequate, accessible storage and collection locations for recyclable materials.
- 19.1.5 Site plan review for commercial businesses, manufacturing, and light industrial uses shall take into account potential negative impacts on nearby uses.

Principle 2. Site and configure sidewalks so people feel safe and comfortable. **D-8**

Standards

- 19.2.1 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.

Principle 3. Design parking lots for safe pedestrian circulation as well as automobiles. **D-8**

Standards

- 19.3.1 Require noticeable pedestrian pathways or raised sidewalks in parking lots and across vehicular driveways. The preferred method of distinguishing pedestrian pathways is through the use of brick pavers or stamped concrete. **D-8.6**

ARCHITECTURAL DESIGN

Intent: 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. These policies, and subsequent design standards, focus on creating residential neighborhoods that open opportunities for creating a sense of belonging and personalizing commercial and multi-family developments.

General Architectural Design Policies

Objective 20. Quality developments that are attractive, consistent with community goals, encourage safety, and are compatible with the surrounding environment.

D-1

Principle 1. Ensure architectural designs of non-residential or multi-family complexes located adjacent to single-family and two-family neighborhoods do not detract from the residential character of the established neighborhoods.

Standards

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

Residential and Accessory Structure Architectural Design Policies

Objective 21. Residential home design that facilitates interaction between residents.

Principle 1. Use design features to encourage interaction and reduce impacts of small lot development.

Standards

21.1.1 Front doors, windows, and walkways should be emphasized on residential buildings, garages should not be emphasized in appearance.

21.1.2 Garage placement shall not be located closer to the street front than the porch or front door on small lots.

21.1.3 Provide opportunities for reduced front yard setbacks to accommodate porches, decks, and accommodate the house while placing the garage further back or behind the home.

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

21.1.5 Provide incentives for architectural design standards.

21.1.6 Driveway length should allow adequate space for car parking without blocking sidewalks.

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

21.1.8 Encourage lockable mailboxes.

21.1.9 Reduce the impacts of small lot development through architectural and site design.

Objective 22. Multi-family design that depicts an inviting and vibrant living environment.

Principle 1. Require multi-family units to reduce the visual mass through variations in details such as trim, roofline and pitch, porch design, color, and use of common open space. **D-3.1, D-3.2 all**

Standards

22.1.1 Multi-family buildings should use architectural design to blend the building with the surrounding neighborhood. Building mass should be reduced and avoid large blank walls through: **D-3.1, D-3.2 all, D-3.2.1**

- a. orientation to the street,
- b. modulation in facades and building frontages,
- c. bay windows,
- d. complementary colors,
- e. balconies,
- f. porches,
- g. varied fronts,
- h. trellises, and other landscape features.

22.1.2 Avoid locating off-street parking areas for multi-family development between the buildings and the street. Allow the residential units to be oriented toward the street or toward a common space instead of a parking lot.

Commercial and Civic Architectural Design Policies:

Objective 23. Commercial and civic structures and developments that create an inviting atmosphere for people to shop, relax, socialize, and gather. **D-7**

Principle 1. Create attractive walkways and street front experiences maximizing the quality of the pedestrian environment and the opportunities for retail shopping.

Standards

23.1.1 Design shop fronts to shelter pedestrians from the rain.

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

23.1.3 Provide distinctive building entries through the use of distinctive architectural features.

23.1.4 Locate or screen service areas (e.g., HVAC, utility meters, recycling collection, etc.) to minimize visibility from public streets, building approaches, and adjacent properties. **D-7.8**

Principle 2. Strive for architectural excellence, higher quality building design and retail friendly, first floor facades.

Standards

23.2.1 Deter crime by designing for security; ensure street-level vitality and plenty of “eyes on the street.”

23.2.2 Vary roof pitch and façade designs since retailers depend on diverse, appropriately scaled, and customized shop fronts.

23.2.3 Discourage nondescript architecture that has few design features, cohesiveness, or is scaled to be appreciated at automobile speeds.

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

23.2.5 Civic buildings and uses such as libraries, parks, or government offices shall be of exemplary design in order to serve as anchors for other

developments in the district and to demonstrate the architectural excellence of the community. Buildings constructed with public monies shall contain some form of public art and/or public gathering space.

Industrial Architectural Design Policies:

Objective 24. Industrial and business uses integrated into the natural environment and community.

Principle 1. Ensure professional offices or manufacturing companies contain appropriate lighting, landscaping, traffic and noise buffers in order to blend with the community.

Standards

24.1.1 The preferred method of noise attenuation is landscaping. Where fencing or other structural methods are used, landscaping shall be provided.

24.1.2 Cell towers shall be constructed and painted to blend with the surrounding environment.

NEIGHBORHOOD COMMERCIAL

Intent: Ensure that the design and location of neighborhood commercial development within South Hill is consistent with the character, scale and identity of the neighborhood. Neighborhood commercial development should directly serve the local needs of the community providing the necessary goods and services. Ensure that commercial development is limited and proportionately interspersed with other community-oriented services such as schools, branch libraries, open space and parks.

Objective 25. Neighborhood Centers should be selected that are appropriate for the surrounding community and which complement adjacent residential uses. Neighborhood character should be recognized and preserved through the preparation of design standards and guidelines for development within Neighborhood Centers. Standards should prohibit the development of regional-scale commercial uses within Neighborhood Centers.

Principle 1. Establish and implement consistent requirements for all new neighborhood commercial development.

Standards

- 25.1.1 Pierce County shall establish design guidelines and standards for development within Neighborhood Commercial areas.
- 25.1.2 Apply height limitations within the Neighborhood Centers consistent with adjacent single-family residential districts in order to complement the surrounding residential uses and maintain the human scale of the neighborhood.
- 25.1.3 Ensure architecture is consistent or harmonious in character to 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.
- 25.1.4 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 right-of-way) within Neighborhood Commercial areas to avoid the construction of parking lots adjacent to single-family residential neighborhoods.
- 25.1.5 Require new commercial development to adhere with the same impervious surface requirements as adjacent single-family residential uses.
- 25.1.6 Require street trees and landscaping along rights-of-ways consistent with requirements in single-family residential districts to minimize the effect of the Neighborhood Commercial uses on adjacent residential neighborhoods.
- 25.1.7 Require new development within Neighborhood Commercial areas to interact with the street and 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 designs incorporating many windows and doors opening onto the street, through the use of window displays and details like potted plants and awnings.
- 25.1.8 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.
- 25.1.9 Pierce County shall amend lighting requirements to ensure that Neighborhood Commercial areas do not cast light onto adjacent properties and roads.
- 25.1.10 Neighborhood Commercial Districts shall be required to use amber lighting.
- 25.1.11 Sidewalks shall be installed within Neighborhood Commercial Districts.

- 25.1.12 Site layout and building orientation shall be designed to encourage pedestrian access and circulation.
- 25.1.13 Design standards shall include methods to reduce noise, light, and glare so that surrounding residential uses are not impacted.

LANDSCAPE DESIGN

Intent: Ensure landscape design reinforces site design and fulfills functional requirements such as screening and buffering. **D-1.2**

Objective 26. Ensure the built environment is compatible with the natural environment and the impacts of site development are minimized and integrated through landscaping. **D-1, D-1.3**

Principle 1. Use creative landscaping to calm traffic, attractively screen service areas, minimize the impact of parking lots, and revitalize the natural environment.

Standards

- 26.1.1 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.
- 26.1.2 Newly planted landscaped strips shall contain trees that are at least 8' tall and 2-inches in diameter. Trees must be a minimum of 35' at maturity, except where conflicts occur with utility or aviation corridors.
- 26.1.3 Provisions shall be made to ensure that newly planted trees survive through the first year.
- 26.1.4 Trees that serve to assist in noise reduction for commercial or industrial properties shall contain foliage throughout the year.
- 26.1.5 Landscape Meridian Avenue with trees, plants in the median, and lush green areas along its edges. New trees should be at least 12' in height and 3" diameter and capable of a minimum height of 35' at maturity.

- 26.1.6 Encourage the use of bioswales in parking lots landscaped areas to break up the expanse of asphalt and assist in stormwater treatment and infiltration.
- 26.1.7 Parking lot landscaping shall be significant and dispersed throughout the lot in order to provide shade, pedestrian refuge, and visual relief.
- 26.1.8 Parking lot vegetation should consist of native trees and vegetation. New trees should be at least 8' in height and 2" diameter and capable of a minimum height of 35' at maturity, except where conflicts with utility corridors or aviation corridors would occur.
- 26.1.9 Where commercial or industrial land uses abut residential uses, a landscaped buffer shall be provided to reduce noise and glare impacts.
- 26.1.10 Vegetation that is native to the Pacific Northwest and that is drought tolerant is preferred for landscaping.
- 26.1.11 Develop a threshold that would require commercial renovations to meet landscape standards for perimeter and interior site plantings.
- 26.1.12 Increase the amount for the landscaping bond that is required prior to final plat approval to ensure developments are built-out with the required landscaping. The increase of the bond shall cover the potential overhead costs that Pierce County may experience in the employment of a third party to plant the required landscaping.

SIGN DESIGN

Intent: Reduce the visual clutter of signs throughout the South Hill community while recognizing that signs are an important tool to local businesses. The policies and subsequent regulations are intended to reduce the number and size of signs and minimize the negative aesthetic impact while ensuring an opportunity for effective advertising. Sign standards do not apply to traffic signs and signals. **D-16**

Objective 27. Appropriate and consistent sign regulations that provide adequate control of size, type, design, and location of signs and provide a clear process for review of sign permit applications. **D-16**

Principle 1. Establish and implement uniform and balanced requirements for new signs and an amortization schedule for the removal of signs made non-conforming with the adoption of regulations implementing this plan.

Standards

27.1.1 Promote the gradual reduction of nonconforming signs. **D-16.2**

27.1.2 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.

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

27.1.4 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.

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

Principle 2. Ensure that all signs undergo design review to ensure that the design and placement of signs is consistent with the South Hill Design Standards and Guidelines.

Standards

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

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

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

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

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

27.2.6 Allow monument and wall signs.

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

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

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

27.2.10 Prohibit canvas canopy signs and canopy signs that are backlit.

Principle 3. Minimize the use of off-premise signs within South Hill.

Standards

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

27.3.2 Prohibit new billboards in South Hill.

Principle 4. 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.

Standards

27.4.1 Banners should be of a style, size, and color that complement the surrounding environment and standard on which they are affixed. Consideration should be given to whether or not the structures the banners are being suspended from can support the weight and the force of the wind upon the banners.

27.4.2 Commercial center banners must be primarily promoting the commercial center that they are displayed. Specific advertising of businesses or merchandise is prohibited.

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

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

LIGHTING DESIGN

Intent: To ensure lighting assists with safety and accentuates special features of buildings without imposing on neighboring residential properties or wasting energy. **D-15**

Objective 28. Provide consistent lighting regulations that control placement, style, type and intensity.

Principle 1. Promote a consistent visual image in the use of lighting. **D-15.1**

Standards

- 28.1.1 Consistently apply and enforce lighting regulations.
- 28.1.2 Provide lighting that is integrated with the overall architectural concept in scale, detailing, use of color and materials, and placement.
- 28.1.3 Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and surrounding neighborhood.
- 28.1.4 Require lighting to be reviewed during design review in all new developments.
- 28.1.5 Encourage amber lighting instead of fluorescent lighting.

Principle 2. Ensure that lighting in communities contributes to vehicle and pedestrian safety. **D-15**

Standards

- 28.2.1 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.
- 28.2.2 School bus stops should be lit and safe. The school district should plan the stops and developments should contribute to construction and safety.

Objective 29. Encourage energy efficient lighting solutions. **D-17.2**

Principle 1. Encourage all non-essential exterior commercial and residential lighting be turned off after business hours and/or when not in use.

Standards

29.1.1 Encourage the use of lights on a timer.

29.1.2 Encourage the use of motion-activated lighting for security purposes.

Principle 2. 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.

Standards

29.2.1 Parking lot lighting shall not exceed Illuminating Engineering Society of North America (IESNA) recommended lumens.

29.2.2 Ensure lights within the Pierce County Airport's area of influence meet FAA standards.

Objective 30. Reduce the amount of lighting and glare onto adjacent sites and roads.

Principle 1. Provide for personal safety without the use of lighting that intrudes onto adjacent properties. **D-15**

Standards

30.1.1 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.

30.1.2 New commercial and industrial businesses, residential subdivisions and multi-family development shall be required to meet the minimum lighting standards necessary for security and working purposes and that the development has minimized potential pollution from glare and spillage particularly to:

- a. residential and commercial areas;

- b. areas of nature conservation interest, wildlife or open space corridors; and
 - c. areas whose open and remote landscape qualities would be affected including observatories.
- 30.1.3 Artificial light from commercial businesses and signs shall not be directed into the night sky, toward the road, or toward neighboring properties.
- 30.1.4 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

Intent: Through policy, design, and land use regulations, create an urban core or central place that is a focal point for the South Hill community.

Objective 31. A central place or business district that includes a vibrant mix of residential, commercial, and civic uses.

Principle 1. 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.

Standards

- 31.1.1 The South Hill Central Place shall be the focal point for pedestrian-scale retail, services, entertainment, civic, and arts center for the community.
- 31.1.2 Allow flexible height standards that encourage vertical development.
- 31.1.3 South Hill Central Place should have a strong pedestrian and transit orientation that is reflected in site development and design standards.
- 31.1.4 Allow significantly higher densities in South Hill Central Place.
- 31.1.5 All developments within South Hill Central Place should contribute proportionate funding to an open space area or park within the Central Place.
- 31.1.6 Outdoor seating areas should be encouraged within South Hill Central Place.

- 31.1.7 Street furniture, artwork, lighting, planter boxes, canopies, and other architectural or site detailing should be required in South Hill Central Place.
- 31.1.8 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.
- 31.1.9 Individual developments within the Central Place shall integrate public spaces, art, and pedestrian circulation in its site design and/or building orientation.
- 31.1.10 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.

Principle 2. 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 that 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, that might otherwise be difficult to accommodate in the South Hill community.

Standards

- 31.2.1 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.
- 31.2.2 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.

Principle 3. Encourage site design supporting a mixed-use, pedestrian-oriented district.

Standards

- 31.3.1 Develop and adopt a preferred conceptual streetscape layout for the location of buildings, open space, utilities and amenities.
- 31.3.2 Provide incentives for the implementation of the conceptual site layout.
- 31.3.3 Permit deviation to the conceptual layout and incentives if specific design criteria are met.

COMMUNITY AMENITIES

Intent: Recognize that views of Mount Rainier are one of the amenities of South Hill and to 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 to the importance of these aesthetics without creating burdensome regulations.

Community Amenities - Views

Objective 32. Preservation of views of Mount Rainier and inclusion of public art through site design.

Principle 1. Create opportunities for viewpoints in South Hill where significant views exist within the community.

Standards

- 32.1.1 Where significant views occur, encourage development to recognize and preserve public views through the site.
- 32.1.2 Allow views to be seen by the public by terminating the road at the viewpoint or creating a park or recreational area where views occur.
- 32.1.3 Preserve the views of Mount Rainier, Orting Valley, and open space areas in the valley below 86th Avenue East.
- 32.1.4 Work with Pierce County Recycling, Composting and Disposal (PCRCDD), the Tacoma-Pierce County Health Department, the Washington 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.
- 32.1.5 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.
- 32.1.6 Scenic vistas should be considered for the vicinity of 77th Avenue and 114th Street.
- 32.1.7 Identify other key vistas that should be scenic viewpoint locations.
- 32.1.8 Roads should be aligned to capture views where possible.

32.1.9 Pullouts should be included in prime view areas.

Principle 2. Enhance views and create viewpoints along Meridian Avenue.

Standards

32.2.1 Recognize the visual quality of Meridian Avenue, as the main thoroughfare, can produce pride in local residents.

32.2.2 Establish a scenic viewpoint in the vicinity of 156th Street East and Meridian Avenue.

32.2.3 Developments along Meridian Avenue should create positive visual diversity by providing public viewing opportunities where possible.

Community Amenities - Public Art

Objective 33. Encourage various art forms and public displays of art as a means to invoke appreciation and thought.

Principle 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.

Standards

33.1.1 Encourage the use of artwork as a means of introducing beauty and thought into the common day relief.

33.1.2 Provide incentives for development to include public artwork.

33.1.3 Work with local art groups for the display of art.

33.1.4 Partner with the school districts and Pierce College for artistic display.

33.1.5 Recognize important community figures when dedicating public art.

33.1.6 Work with the school districts and local artists to develop a community logo.

SOCIAL AND CULTURAL ACTIVITIES

Intent: Build upon current community events by increasing participation and community spirit.

Objective 34. A variety and depth of community cultural activities.

Principle 1. Encourage regular cultural events, exhibits, performing series, and festivals that utilize existing public and private facilities.

Standards

34.1.1 Support the annual holiday tree-lighting in December through attendance and publicity.

34.1.2 Develop an annual festival or community event to occur in the spring or summer. Work with community groups to develop the festival.

34.1.3 Give special attention to the celebration of the community's heritage and natural history as well as emerging art form and themes. As often as possible, utilize local talent.

34.1.4 Work with the local school districts to develop a system of distributing information on upcoming cultural events.

34.1.5 Investigate the feasibility of a farmer's market associated with South Hill Central Place.

Principle 2. 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.

Standards

34.2.1 Pierce County website shall include accessibility to current and newly developed cultural events.

34.2.2 Encourage broad-based community participation in order to foster the coordination and realization of the Community Character Element.

HISTORIC PRESERVATION

Intent: Record South Hill's history of settlement and development through restoration and preservation.

Objective 35. Identification and preservation of South Hill history. **CR-1**

Principle 1. Identify and record South Hill's history and centralize the information in a public location.

Standards

- 35.1.1 Implement a historic preservation program to identify, evaluate, and protect historic and archaeological resources. **CR-1**
- 35.1.2 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.
- 35.1.3 Research and acquire a possible site for the Historical Society to locate information and teach about the history of South Hill.
- 35.1.4 Coordinate with the Historical Society and the South Hill Library to retain historical information until such time as a permanent site can be found.

Principle 2. Preserve sites of historical significance and strive to emphasize the importance of community history. **CR-1**

Standards

- 35.2.1 Work with the South Hill Historical Society to identify and inventory historic resources. The Pierce County Cultural Resource Inventory should be reviewed and updated for the South Hill area. Prioritize properties for placement onto National, State, or local Historic Registers.
- 35.2.2 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.
- 35.2.3 Actively pursue the opportunity to link the South Hill Heritage Corridor with the Naches Trail from Walla Walla to Steilacoom.

Principle 3. Promote the knowledge and presence of history in the community because it provides a sense of belonging and tradition for those who live in or visit the community. **CR-1, CR-9.4**

Standards

- 35.3.1 Work with the local school districts to integrate South Hill history into the curriculum.

- 35.3.2 Disseminate South Hill historical information through media interviews, newspaper articles, store fliers, and/or centrally located kiosk or landmark. **CR-9.3, CR-9.4**
- 35.3.3 The South Hill Land Use Advisory Commission should be afforded an opportunity to provide input into the review process when a nomination application to the Pierce County Register of Historic Places for a property located in the South Hill community is filed with the Pierce County Landmarks Commission.
- 35.3.4 When there is a conflict between the adopted design standards and preservation of the architectural integrity of a historical building that has been identified on the Pierce County Register of Historic Places, the historical architectural integrity shall prevail. **CR-3.7**

SOUTH HILL ENTRANCES

Intent: Provide design concepts and policies that will create attractive entrances to the South Hill community.

Objective 36. Create identifiable boundaries, entries, and gateways for South Hill and its neighborhoods so that residents, workers, and visitors know they are entering the community.

Principle 1. Provide distinctive designs at the edges or entrances to South Hill.

Standards

36.1.1 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.

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

- a. 116th or 120th Street East and Meridian Avenue,
- b. 116th Street East and 94th Avenue,
- c. 176th Street East and Meridian Avenue,
- d. 112th Street East and Woodland Avenue,
- e. 128th Street East and Woodland Avenue,
- f. Military Road East from the Orting Valley,
- g. 512 and 70th Avenue,
- h. 176th Street East and 86th Avenue,

- i. 160th Street East and 70th Avenue,
- j. 116th Street East and 86th Avenue,
- k. 122nd Street East and 110th Avenue, and
- l. 112th Street East and Shaw Road.

36.1.3 Pierce County shall support and assist the community in developing and maintaining the entrances. 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:

Intent: Outline the regulatory measures that will accompany the plan and identify potential missing items.

Objective 37. Identify regulatory measures necessary to achieve the desired visions and goals of the South Hill Community Plan.

Principle 1. Develop flexible and understandable design standards and guidelines to achieve the goals set forth in the Community Character Element of this plan.

Standards

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

37.1.2 The design standards and guidelines shall be easy to understand and implement.

37.1.3 Develop flexible design standards that require new developments to be thoroughly connected to other neighborhoods and community assets.

37.1.4 Design standards shall provide a menu of choices for providing connections.

Principle 2. Ensure regulatory amendments that implement this community plan are completed.

Standards

37.2.1 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.

- 37.2.2 The County shall revise parking regulations to:
- a. Allow shared parking facilities;
 - b. Reduce the number of spaces required; and
 - c. Allow on-street parking for minor arterials and residential streets.

Objective 38. A community group that is responsible for the implementing actions contained within the community plan.

Principle 1. Ensure a community group is put into place or assigned the duty of implementing the actions of the community plan.

Standards

38.1.1 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.

38.1.2 Consideration should be given to expanding the South Hill Advisory Commission or assigning subcommittees in order to complete the tasks, monitor the plan, and request amendments.

NATURAL ENVIRONMENT POLICIES

GOAL

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.

OBJECTIVES, PRINCIPLES, STANDARDS

GENERAL

Intent: Ensure development respects the integrity of the natural environment.

Objective 39. Work with the natural environment.

Principle 1. Integrate the built environment with the natural environment and natural features of the site.

VEGETATION RESOURCES

Intent: Provide additional standards and guidelines for ensuring native vegetation continues to be prevalent throughout the plan area and discontinue past development practices that have replaced native vegetation with non-native species. **ENV-2**

Objective 40. Retain and increase native vegetation throughout the South Hill community. **ENV-2**

Principle 1. Native vegetation shall be retained or incorporated into all new developments. **ENV-2, D-13**

Standards

40.1.1 The size and density of the vegetation within the required buffers shall be adequate to immediately reduce the visual, noise, and lighting impacts of development on neighboring properties. **D-1.2**

Objective 41. Educate the community about the functions and values of vegetation. **ENV-2.3**

Principle 1. Educational programs should focus on the importance of native vegetation, the role of trees in maintaining air quality, and the ability of trees to reduce flooding and maintain water quality. **ENV-2.3**

Standards

41.1.1 Coordinate with local community groups and homeowner associations for educational outreach. **ENV-2.3**

41.1.2 Coordinate an education outreach program with the Washington State Cooperative Extension. **ENV-2.3**

WATER RESOURCES

Intent: Provide strategies that ensure continued urban growth and development does not contribute to the degradation of the community's ground and surface water systems. **ENV-5, U-33**

Surface Water

Objective 42. Reduce the amount and duration of surface flooding. **U-31**

Principle 1. Maintain the pre-development natural hydrologic conditions and functions of a site to the greatest extent possible. New developments or grading and filling activities should not increase the volume of surface water exiting the site. Provisions shall be made to allow for low impact development techniques.

Standards

- 42.1.1 Establish development standards that allow low impact development techniques for controlling stormwater such as: **U-38**
- a. Maximize retention of native vegetation and tree cover to intercept, evaporate, and transpire precipitation.
 - b. Assess the site's soils, current and native vegetation cover, wetland areas, streams, ponds, and other critical areas. Establish buffers and delineate protected areas.
 - c. Preserve permeable, native soils and restore disturbed soils with compost and other amendments to infiltrate and store stormwater.
 - d. Retain and incorporate topographic site features that promote infiltration and storage of stormwater.
 - e. Direct the location of buildings and roads away from critical areas and soils that can effectively infiltrate stormwater.

- f. Minimize building footprints, and road widths and lengths to reduce impervious surfaces. Eliminate effective impervious surfaces.
- g. Utilize pervious surfaces (e.g., pervious pavement, pavers, and gravel systems) where possible to promote stormwater infiltration.
- h. Utilize small, decentralized bio-retention areas with appropriate vegetation to infiltrate, store and transpire precipitation.
- i. Reduce the reliance on traditional conveyance and pond technologies to manage stormwater quality and quantity.
- j. Manage stormwater as close to its origin as possible.

Principle 2. Review the Clover/Chamber, Clear/Clarks Creek, and Mid-Puyallup basin plans when completed and revise the South Hill Community Plan appropriately. **U-31.2**

Standards

42.2.1 Coordinate the development of the community plan and the basin plans in an efficient manner. **U-34**

Water Quality and Water Supply

Objective 43. Protect the groundwater quality and aquifer system underlying the South Hill community.

Principle 1. Ensure groundwater quality in the plan area is not degraded and groundwater quantities are not reduced through land development and associated activities. **ENV-5**

Standards

43.1.1 Incorporate recommendations from the Chamber-Clover Creek Basin Plan, the Mid-Puyallup Basin Plan, and the Clear/Clarks Creek Basin Plan in updates of the South Hill Community Plan. **U-34**

43.1.2 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.

Principle 2. Ensure aquifer recharge within the plan area. **ENV-5**

Standards

- 43.2.1 Limit impervious surfaces and provide biofiltration to recharge aquifers.
- 43.2.2 Implement development standards and methods that provide for surface water cleansing and infiltration. U-31, 33
- 43.2.3 Use natural drainage solutions to minimize the size of artificial stormwater management features. U-35

Principle 3. Promote and ensure water conservation measures through a variety of measures.

Standards

- 43.3.1 Require native and drought tolerant landscaping in order to reduce watering needs.
- 43.3.2 Pierce County and South Hill citizens should work closely with the water purveyors to develop public awareness and educational strategies about water conservation measures. U-5

Wetlands

Objective 44. 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.

Principle 1. Utilize a variety of methods to preserve wetlands and their functions. ENV-11

Standards

- 44.1.1 Establish a public outreach program that educates contractors, builders, and others who attend wetland workshops explaining the functions, current regulations, associated penalties, and potential open space tax reductions. ENV-11+
- 44.1.2 Pierce County should establish a program that facilitates community involvement in the identification of possible wetland violations.

Principle 2. Acquire information that identifies the locations and functions of existing wetland systems. ENV-11.1

Standards

- 44.2.1 Conduct a detailed inventory of wetlands within South Hill including delineation and categorization. ENV-11.1

44.2.2 Pursue grants and other alternative funding options to conduct the inventory. **ENV-11.1**

44.2.3 Solicit assistance from the residents, businesses, and community organizations of South Hill for the inventory of wetlands. **ENV-11.1**

Principle 3. Develop and promote acquisition of wetlands and incentive programs for property owners whose parcels contain wetlands.

Standards

44.3.1 Explore the options for acquiring the following properties with significant wetland systems: 144th and 86th Avenue East (adjacent to the park); 86th Avenue East and 152nd Street East; 144th Street East and 119th/120th Avenue East; 122nd Avenue East and 136th Street East; 142nd Street East and 86th Avenue East; and west of Firgrove Elementary School and Ballou Junior High School.

FISH AND WILDLIFE RESOURCES

Intent: Protect fish and wildlife species through protecting habitat, removing barriers for fish access, and increasing public education and outreach. **ENV-8+**

Objective 45. Preserve and create viable wildlife habitats by connecting open space corridors and ensuring developments provide for wildlife habitat where possible.

Principle 1. Interconnect existing open space corridors where Priority Habitat Species exist.

Standards

45.1.1 Protect sites on the open space corridors map through a variety of methods including:
a. landscaping requirements;
b. vegetation or canopy cover requirements; or
c. limiting fences and other obstructions. **ENV-8+**

45.1.2 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.

45.1.3 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, plant trees and other vegetation, and landscaping or redesigning stormwater ponds.

Principle 2. Site and design new stormwater facilities to encourage wildlife movement and habitat. U-42

Standards

45.2.1 Establish pond depth and slope requirements that eliminate the need for fencing around ponds to increase wildlife movement and habitat. U-46

45.2.2 Explore the feasibility of retrofitting existing publicly owned stormwater facilities to encourage wildlife movement and habitat.

OPEN SPACE

Intent: To develop an open space network that provides the community with open space or a greenbelt while retaining or restoring wildlife habitat and vegetation.

Objective 46. Refine the Countywide Open Space/Greenbelt map to reflect local conditions within South Hill and to identify strategies for acquiring and conserving these open space areas. delete

Principle 1. Foster the conservation of open space through a variety of strategies. LU-109

Standards

46.1.1 Utilize the County's Conservation Futures Program to purchase open space areas. LU-109.4

46.1.2 Open space shall be protected through mechanisms such as recorded notes on the plat, developer agreements, maintenance agreements, homeowner's covenants, or conservation easements. LU-109+

46.1.3 Open space areas acquired within the South Hill community through the County's Conservation Futures Program should contain wetland systems that provide important ecosystem functions and values. LU-108+

46.1.4 Connect open space corridors to provide wildlife habitat and a continuity of green space throughout the community. LU-112.2.2

NOISE

Intent: Address local noise issues by reducing or mitigating noise generating activities particularly associated with Thun Field, Meridian Avenue, and major arterials.

Objective 47. Ensure aircraft noise associated with Thun Field does not significantly impact neighboring businesses or residential areas.

Principle 1. Address aircraft noise associated with Thun Field through recommendations by the Pierce County Airport Advisory Committee.

Objective 48. Ensure automobile noise along Meridian Avenue and major arterials does not generate noise levels that significantly impact neighboring businesses and residential areas.

Principle 1. Ensure appropriate setbacks and buffering between arterials and residential developments.

LIGHT

Intent: Increase energy efficiency and address the impacts of excessive light on neighboring properties, wildlife, and the night sky. ENV-12, U-5, D-17.2, D-15

Objective 49. Minimize light pollution and ensure light and glare associated with commercial businesses do not impact neighboring businesses, residential homes, or threaten wildlife. ENV-12, D-15+

Principle 1. Address and minimize the visually intrusive impacts of light associated with commercial businesses and transportation corridors. ENV-12, D-15+

AIR RESOURCES

Intent: Address local air quality issues by ensuring future actions do not deteriorate current air quality levels and impact the community's quality of life. ENV-3

Objective 50. Improve air quality along major arterials by reducing carbon monoxide emissions caused by motor vehicles through efficient transportation planning and traffic control measures.

Principle 1. Encourage strategies that reduce vehicle trips including enhancing pedestrian and nonmotorized facilities. T-27

Standards

- 50.1.1 Identify where pedestrian facilities should be provided to connect commercial areas to other commercial areas, civic uses, residential neighborhoods, and schools. Incorporate the identified pedestrian connections in the Transportation Improvement Plan, Capital Facilities Plan, and the Transportation element in the Pierce County Comprehensive Plan through their amendment cycles. T-12,14
- 50.1.2 Require developments to provide pedestrian connections to schools, adjacent neighborhoods or shopping districts.
- 50.1.3 Trees should be placed along major arterials to assist in air quality along the street.
- Principle 2.** Create a public education outreach program for the South Hill in coordination with the Puget Sound Clean Air Agency. ENV-4+

Standards

- 50.2.1 The program should consider:
- a. incorporating air quality forecasts from the Puget Sound Clean Air Agency into the local section of the Tacoma News Tribune and Puyallup Herald;
 - b. annually reviewing air quality information collected at the Washington State Department of Ecology monitoring station on 128th Street East and summarizing the findings in a report to the South Hill Land Use Advisory Commission;
 - c. incorporating local air quality monitoring in curriculum through Pierce College and the Puyallup School District;
 - d. requiring a link from the Pierce County home page to the Puget Sound Clean Air Agency's air quality forecast. ENV-3, 4+

ECONOMIC ELEMENT POLICIES

GOAL

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.

OBJECTIVES, PRINCIPLES, STANDARDS

A healthy economic base is important to any community. The following objectives, principles, and standards direct and guide economic development throughout the South Hill community.

GENERAL POLICIES

Intent: Identify factors that cultivate South Hill as a community reliant upon a vibrant commercial base and attractive residential areas.

Objective 51. Build upon the strengths of South Hill.

Principle 1. Recognize the strength of the South Hill economy lies in providing commercial services for South Hill citizens and residents of rural Pierce County. Support and strengthen this economy by improving the function and look of existing commercial areas through design standards.

Principle 2. Maintain South Hill as a quality residential community by improving livability factors of connections, amenities, and aesthetics.

BUSINESS AND EMPLOYMENT GROWTH

Intent: 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.

Objective 52. 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.

Principle 1. Facilitate the formation of a local South Hill business group to focus efforts on strengthening and improving business development.

Standards

- 52.1.1 Inform business owners of the goals of the community plan and how local businesses may benefit from enacting the goals.
- 52.1.2 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.
- 52.1.3 Develop marketing strategies that can increase patronage of South Hill businesses.
- 52.1.4 Assist businesses in marketing by:
- a. Organizing a “business” fair to spotlight the unique goods and services available on South Hill.
 - b. Developing/maintaining a business website that profiles South Hill businesses.
 - c. Coordinating “business” workshops.
 - d. Publish a South Hill business directory.
 - e. Creating a referral network among businesses in South Hill.
 - f. Working with the local media to highlight small, unique businesses in the South Hill community.
 - g. Facilitating common promotion campaigns.
- 52.1.5 Coordinate efforts with the Pierce County Economic Development Board and various business organizations, including the Eastern Pierce County Chamber of Commerce, to actively recruit professional and technical businesses to locate within the community plan area.
- 52.1.6 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.

Principle 2. Explore alternatives for local businesses to fund physical improvements and marketing strategies.

Standards

- 52.2.1 Develop an informative outreach program to work with businesses to integrate design standards into business sites. Such improvements may

include landscaping, signage, awnings, façade restoration, building painting, and other items as found in the design standards.

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

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

52.2.4 Explore public/private partnerships in the redevelopment and restructuring of Meridian Avenue.

Objective 53. Pierce County, developers, existing businesses, and citizens working as partners to induce overall improvements to Meridian Avenue.

Principle 1. Ensure Meridian Avenue continues to serve the needs of the community while creating consumer-friendly atmosphere and protecting the natural environment.

Standards

53.1.1 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.

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

Objective 54. Create a central place (Urban Village) in South Hill that is a focal point for the community and provides unique shopping experiences, civic activities and a gathering place.

Principle 1. Create a unique business character in the Central Place (Urban Village) to attract potential customers.

Standards

54.1.1 Encourage appropriate residential density within and around the Central Place (Urban Village) that provides a market for goods and services thus

assisting with the economic viability of the district and reducing traffic impacts.

- 54.1.2 Encourage federal, state, or local government services to locate within the Central Place (Urban Village) in order to provide an anchor for other businesses. **LU-48.6, CF-3.5**

Objective 55. Neighborhood Centers that serve some of the daily needs of local residents without impacting the neighborhood with traffic, noise, or intrusive light. **LU-16**

- Principle 1.** Ensure Neighborhood Centers are allowed in South Hill in order to provide small-scale retail and limited personal services **LU-43**

EMPLOYMENT OPPORTUNITIES

Intent: Provide strategies that ensure 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.

Objective 56. Well-balanced and varied economic development that provides for entry level and advanced employment opportunities.

- Principle 1.** Encourage growth in professional and technical employment opportunities within the South Hill community.

Standards

- 56.1.1 Promote the location of technology-oriented businesses and organizations within the Urban Village and, where feasible, in the Employment Center.
- 56.1.2 Actively seek professional office businesses and high tech offices for location in the Urban Village.
- 56.1.3 Support opportunities for development, expansion, or extension of higher education facilities in the community.
- 56.1.4 Provide opportunities to locate federal, state, or local government offices in the Urban Village.

56.1.5 Encourage growth in light manufacturing within Employment Centers in South Hill and neighboring communities.

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

Principle 2. Support transportation improvements needed to support manufacturing to the South Hill community.

Standards

56.2.1 Promote improvements to 176th Street and construction of the Cross-Base Corridor to successfully attract light manufacturing industries to the Employment Center.

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

56.2.3 Promote improvements on Meridian Avenue that preserve regional transportation linkages while balancing community and County demands on the facility.

FACILITIES AND SERVICES POLICIES

GOAL

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.

OBJECTIVES, PRINCIPLES, AND STANDARDS

GENERAL

Intent: The South Hill community has experienced tremendous residential and commercial growth in the past ten years. As the community has become urban, the need for public facilities and services has increased in order 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.

Objective 57. Facilities and services that support business activities and expand opportunities for residents to access efficient services and safe recreational activities within the South Hill community. **CF-3.2**

Principle 1. Maximize financial resources and opportunities to establish services and facilities. **CF-2, 8**

Standards

57.1.1 Establish annual workshops with adjacent cities and communities to establish coordination and communication. **CF-7.1**

57.1.2 Explore opportunities for funding that may include special taxing districts, grant funding, and community fundraisers. **CF-8+**

57.1.3 Explore opportunities to co-locate community facilities and services.

Principle 2. Coordinate construction of utility and road improvements. **CF-7, U-6**

Principle 3. Control impacts to traffic and transportation networks during construction projects.

Standards

- 57.3.1 Utility providers shall be required to notify Central Pierce Fire and Rescue, school districts, and other utility providers regarding construction activities, schedules, and locations.
- 57.3.2 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.

PARKS AND RECREATION

Intent: 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.

General

Objective 58. Provide active and passive recreation opportunities throughout the community. **PR-22**

Principle 1. Develop recreational facilities identified and desired by the South Hill community.

Standards

- 58.1.1 Actively pursue opportunities to acquire land for the following types of park and recreational facilities:
- Community multi-use trail system.
 - Athletic fields.
 - Picnic areas.
 - A park that includes a community center for seniors equipped with kitchens and potential gym facilities.
 - Tennis courts.
 - Covered outdoor basketball courts.
- 58.1.2 Support the development of an aquatic center in the Emerald Ridge High neighborhood.
- 58.1.3 Explore alternatives for providing and maintaining publicly owned parks and trails such as enlisting service organizations, soliciting corporate donations, and donations of goods and services from local businesses.
PR-7+

- 58.1.4 Conduct public forums to discuss the formation of a local park taxing district or service area to fund park/trail acquisition and maintenance. **PR-9+**
- 58.1.5 Initiate discussions that address revising the distribution of County monies that are raised through activities at other parks.
- 58.1.6 Develop an internal process that facilitates private land donation opportunities. **PR-7.2**

The South Hill Trail System

Objective 59. Trail linkages that safely connect residential areas, schools, parks, community services, and commercial areas. **PR-10**

Principle 1. Adopt a trail corridor map that identifies desired segments for a South Hill community trail system.

Standards

- 59.1.1 Multi-use trails should incorporate existing utility corridors including gas, power, rail, and road rights-of-way.
- 59.1.2 Design the community-wide trail system to connect residential areas located within one mile of schools.
- 59.1.3 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.
- 59.1.4 Design the trail to connect to regional trail systems that exist or are planned in surrounding communities such as the City of Puyallup, Frederickson, and the Orting Valley. Coordinate trail design and seek funding opportunities jointly with surrounding communities such as the City of Puyallup, Frederickson, and Orting. **PR-10+, PR-17+**
- 59.1.5 Promote development of the South Hill heritage corridor and its linkage to Naches Trail.

59.1.6 Promote development of a trail link between the Rogers/Zeiger Athletic Complex and the 9th Street Pit/Half Dollar Park along 90th Avenue East.

59.1.7 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.

59.1.8 Amend the Pierce County Park, Recreation, & Open Space Plan and the Pierce County Nonmotorized Transportation Plan within two years of adoption of the South Hill Community Plan to prioritize trail development and provide assistance with location, design, and other linkages. **delete**

Principle 2. Provide amenities along the community-wide trail system to provide educational and fitness resources for all trail users. **PR-15+**

Standards

59.2.1 To increase state and federal funding opportunities, the trail system should connect commercial/retail centers with residential areas and activity centers.

59.2.2 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.

59.2.3 Interpretive signs should be placed along trails to encourage historical and environmental awareness. **PR-15+**

Principle 3. Actively pursue opportunities to develop a community-wide trail system.

Standards

59.3.1 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.

- 59.3.2 Developing a trail network should be pursued in the listed order of priority:
- a. Tacoma Water Pipeline right-of-way
 - b. Bonneville Power Administration right-of-way
 - c. Williams Natural Gas right-of-way
- 59.3.3 Trail segments that connect residential areas and schools should have a higher priority for local funding.
- 59.3.4 Pierce County should initiate discussions with area school districts to develop linkages between residential areas and schools.
- 59.3.5 Provide incentives for development projects that incorporate connections to the trail identified in the adopted South Hill trail plan.

South Hill Parks

Objective 60. Parks located throughout the community's neighborhoods that provide recreation opportunities.

Principle 1. Acquire, design, and develop parks. **PR-1**

Standards

- 60.1.1 Amend the Pierce County Park, Recreation, & Open Space Plan to analyze feasibility and pursue active and passive park/recreational uses in the following priority.
- a. Horse Haven Creek Park and Trail
 - b. Hopp Farm/Hemlock Pond Park and Trail
 - c. Ates Pond Park and Trail
 - d. Reservoir Park and Trail
 - e. Half Dollar Park (94th Avenue East and 124th Street East)
- 60.1.2 If the property located southwest of the intersection of 144th Street East and Meridian Avenue becomes available on the real estate market, Pierce

County should explore acquisition for a park and recreation site with community facilities, such as a senior center.

Principle 2. Park design should incorporate amenities that provide visitors various opportunities for enjoyment.

Standards

60.2.1 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.

60.2.2 Recognize the need for both passive and active recreation in parks in the South Hill community.

60.2.3 Incorporate amenities into passive parks that provide added enjoyment for visitors, such as interpretive signage, trails, and picnic tables.

60.2.4 Explore the development of an off-leash dog park.

Principle 3. Incorporate regulation standard athletic fields in the design of the Rogers/Zeiger Sports Complex.

Standards

60.3.1 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.

Principle 4. Maximize opportunities to develop parks and recreational facilities in conjunction with public school facilities. **PR-1.3+**

Standards

60.4.1 Pursue opportunities with area school districts to develop parks adjacent to existing and planned school sites. **PR-1.3+**

60.4.2 Pierce County should allow for reduced parking requirements for parks located adjacent to schools. **PR-1.3+**

STORMWATER

Intent: 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.

Development Strategies

Objective 61. Manage stormwater in a manner that protects neighboring properties and the ecosystem from adverse impacts. **U-31**

Principle 1. Maintain the pre-developed hydrology of a site and reduce reliance on traditional surface water management techniques.

Frequently Flooded Areas

Objective 62. Reduce flooding in the South Hill community.

Principle 1. Discourage development in areas with natural characteristics susceptible to flooding. ENV-10+

Standards

62.1.1 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 in order to provide a financial return to the property owner and preserve the natural functions of the site.

62.1.2 Purchase properties that have experienced repeated flooding episodes. ENV-10.5

62.1.3 As a component of Pierce County's Basin Planning process, the Water Programs Division of the Public Works and Utilities Department should: ENV-10+

- a. identify properties that need to be acquired to preserve existing flood plains and construct CIP projects.
- b. educate the public about the County's Floodplain Preservation and Property Acquisition Program.
- c. formalize an educational program to communicate the tenets of sustainable development techniques to the South Hill community.

Principle 2. Foster the maintenance of private stormwater facilities. U-36

Standards

62.2.1 Pierce County Public Works should continue to coordinate with homeowners' associations to identify public stormwater ponds in need of cleaning and maintenance to avoid future problems. U-36

62.2.2 Develop an inspection program for existing public and private stormwater ponds within subdivisions to enforce existing maintenance agreements on private stormwater facilities. U-36

- a. 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.

SEWER FACILITIES

Intent: Sewer and wastewater treatment facilities enable higher intensity of urban development to occur. Construction of these facilities can also disrupt traffic patterns and utility services. The intent of the sewer and wastewater treatment policies is to provide guidelines on coordinating infrastructure improvements. The policies also address sewer provisions throughout the plan area. **delete**

Objective 63. Encourage new homes and businesses to be on sanitary sewer. **U-15**

Principle 1. The Planning and Land Services Department and Public Works-Utilities Department should 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.

WATER SYSTEMS

Intent: 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.

Objective 64. An adequate domestic water supply, water conservation measures and protection of wellheads and groundwater resources. **U-22, 24**

Principle 1. Encourage land uses and programs that promote aquifer recharge and an adequate water supply within the plan area.

Standards

64.1.1 Ensure landscape regulations promote water conservation.

64.1.2 The design of new public parks and their facilities in South Hill should allow for water reuse.

64.1.3 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.

- 64.1.4 Solicit South Hill businesses and community groups to sponsor an annual yard maintenance workshop that teaches homeowners proper fertilizer and pesticide application methods.

Principle 2. Ensure adequate water supply for new development **LU-20**

Standards

- 64.2.1 When water system plans are reviewed by Pierce County Water Programs attention should be given to the purveyor's ability to provide water within its service area based upon planned land uses and densities. If the water system plan does not demonstrate the purveyor's ability to provide service in a timely and reasonable manner, Pierce County Water Programs should recommend a revision to the system's designated service area to the Washington State Department of Health. **U-20, 21**

- 64.2.2 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.

Principle 3. Coordinate watershed planning processes for the Chambers-Clover Creek Water Resource Inventory Area (WRIA), conducted under ESHB 2514, with other planning efforts in Pierce County.

Standards

- 64.3.1 Utilize the Chambers-Clover Creek Watershed Plan in future updates to the South Hill Community Plan.

- 64.3.2 Consider the results of the water availability analysis conducted under ESHB 2514 when making future land use decisions within the WRIA.

Principle 4. Support monitoring of groundwater through the ESHB 2514 Chambers-Clover Creek Watershed Plan process.

PUBLIC SCHOOLS

Intent: 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 bussed 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.

Objective 65. Coordinate land use planning and school district capital facilities planning. **CF-21**

Principle 1. Coordinate with the Puyallup and Orting School Districts to develop strategies that provide sufficient capacity at schools located within South Hill to ensure students are not forced to attend a school outside their neighborhood/community. **CF-21.1**

Standards

65.1.1 Encourage the Puyallup School District to actively pursue an increase in impact fees to assist in providing additional student capacity. **CF-21.2**

Principle 2. The location of schools should be considered in the planning and construction of future sidewalks and pedestrian paths.

Standards

65.2.1 Coordinate with the Puyallup School District to identify and prioritize designated school walking routes in need of safety improvements.

THUN FIELD

Intent: 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 on 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.

Objective 66. Improvements should be made to keep Thun Field operating safely and efficiently. Noise mitigation should proceed in conjunction with operational changes.

Airport Management

Principle 1. Ensure a responsive and qualified airport management team.

Standards

- 66.1.1 A Thun Field airport advisory committee shall be formally appointed by the County Council. The membership of the committee shall be balanced to represent various segments of the South Hill community, including, but not limited to representatives from aviation interests, Thun Field building tenants, the South Hill Land Use Advisory Commission, surrounding homeowner associations, and the Federal Aviation Administration.
- 66.1.2 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.
- 66.1.3 Property owners within the Pierce County Airport Area of Influence should be notified of proposed amendments to the Pierce County Airport Master Plan.
- 66.1.4 Explore the possibility of creating a new Pierce County department to manage Thun Field airport and its operations.

Good Neighbor Practices

Principle 2. Minimize impacts to surrounding residential neighborhoods by pursuing good neighbor practices such as:

- a. Occasionally scheduling airport staffing hour to extend into the evening during the summer months to monitor aircraft operations;
- b. Preparing and publishing a formal procedures document that outlines the steps airport officials will follow when responding to complaints;

- c. Establishing a formal complaint log documenting complaints associated with aircraft operations around the Pierce County Airport or management of facilities;
- d. Posting airport regulations and contact information for officials serving on the advisory committee and airport staff at different facilities at the Pierce County Airport.

Principle 3. Require Thun Field to include an architectural design plan within the Master Plan.

Revenue Sources

Principle 4. Thun Field shall strive to be a financially self-sufficient facility.

Principle 5. Pierce County should develop a plan in consultation with the Pierce County Community Services Department - Economic Development Section and the airport advisory committee to market available commercial sites on the Thun Field property.

PIERCE COUNTY OFFICES

Intent: 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.

Objective 67. Access to Pierce County government services within the South Hill community.

Principle 1. Encourage Pierce County to locate offices in South Hill to enable residents and business owners in to attend County related appointments and obtain permits without traveling to the City of Tacoma.

Standards

67.1.1 Identify existing public or private facilities in South Hill that could serve as a potential Pierce County satellite service center.

67.1.2 Survey various segments of the South Hill community to identify which services are desired in the community.

TRANSPORTATION FACILITIES AND SERVICES

Transit Facilities and Services

Intent: Develop public transportation as a viable alternative to the automobile in order to reduce roadway congestion, maintain air quality, conserve energy resources, and support the economic vitality of the community.

Objective 68. Transit services and facilities that meet the travel needs of commuters, shoppers, students, and other users. **T-21**

Principle 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.

Standards

- 68.1.1 Transit services should serve a number of areas and roadways including:
- a. 70th Avenue /Woodland Avenue East
 - b. 86th Avenue East
 - c. 94th Avenue East
 - d. Meridian Avenue East
 - e. 122d Avenue/Military Road East/Shaw Road East
 - f. 112th Street East
 - g. 122nd Street East
 - h. 128th Street East
 - i. 136th Street East
 - j. 144th Street East
 - k. 152nd Street
 - l. 160th Street East
 - m. 176th Street East
 - n. Sunrise Parkway East/Sunrise Boulevard East
- 68.1.2 WSDOT should investigate the possibility of high capacity transit and preference for high occupancy vehicles along the Meridian Avenue corridor.
- 68.1.3 WSDOT should pursue the potential of adding additional through lanes on Meridian Avenue East from 176th Street East to 112 Street East.
- 68.1.4 Explore partnerships between Pierce Transit and local businesses to provide a community shuttle between and/or within centers. **T-16+**
- 68.1.5 Work with homeowners associations, colleges, businesses, and other community groups to encourage participation in vanpool programs.

68.1.6 Encourage high-density and mixed use development within centers in order to achieve transit viability. **LU-37**

68.1.7 Encourage pedestrian-oriented development and an improved nonmotorized environment to reduce dependence on the automobile and increase the viability of transit. **LU-37, T-12, 16, 27**

Objective 69. Provide new park and ride facilities to increase ridesharing and transit participation. **T-16.7**

Principle 1. Park and ride lots that capture single occupant vehicle trips **T-16.7**

Standards

69.1.1 WSDOT, Pierce Transit, and Pierce County should coordinate the selection of park and ride sites. A site should be considered for the southern boundary of the community plan area such as 176th Street East and Meridian Avenue.

Roads

Intent: To develop a roadway network that balances the regional mobility needs with the local access needs of the community.

Objective 70. A complete and sufficient roadway network within South Hill. **T-1**

Principle 1. Increase the capacity of the regional and local network throughout South Hill. **T-1**

Standards

70.1.1 Plan, fund, and construct new corridors and road improvements to increase capacity of the roadway network. **T-1**

70.1.2 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 latter corridors.

70.1.3 Increase roadway capacity through the most cost effective strategies. **T-1, 27**

- 70.1.4 Plan and implement roadway improvement projects that increase capacity such as channelization, adding turn lanes, or signalization. **T-1**
- 70.1.5 The County shall seek where appropriate dedication of right of way for construction or improvements of roadways or nonmotorized facilities as identified in the Pierce County Six Year Transportation Improvement Program and the Transportation Element of the Comprehensive Plan. The regulations shall allow consideration of bonus densities when right-of-way is dedicated for the purpose of transportation improvements. This bonus density shall be provided separately from the right of way that may be dedicated for traffic mitigation purposes. **T-7+**
- Objective 71.** Greater connectivity between existing and new developments to convey local motor vehicular and nonmotorized traffic. **T-8**
- Principle 1.** Develop and implement plans and regulations that will create additional connectivity between neighborhoods.
- Standards**
- 71.1.1 Ensure connections are provided between neighborhoods and to commercial centers for local traffic. **T-8**
- 71.1.2 Develop regulations that require new subdivisions to be designed in a manner that maximizes opportunities for connectivity.
- 71.1.3 Fully support, prioritize, and fund nonmotorized plans and projects that increase connectivity in South Hill neighborhoods. Pedestrian and bicycle facilities can reduce motor vehicular traffic. **T-12**
- 71.1.4 Review the roadway and nonmotorized facilities connectivity needs created by new development and require the construction of the facilities that meet these needs.
- Objective 72.** Minimize roadway conflicts created by local access traffic. **T-11+**
- Principle 1.** Encourage the consolidation of access to state highways, and major and secondary arterials in order to complement the highway and arterial system, reduce interference with traffic flow on the arterials, reduce conflicts between nonmotorized modes of travel and motor vehicles, particularly on bicycling routes, limit driveway onto roadways, encourage the consolidation of driveways, and discourage through traffic on local access streets or private access/circulation roadways. **T-11**

Standards

- 72.1.1 Encourage, and possibly assist, landowners to work together to prepare comprehensive access plans that emphasize efficient internal circulation and discourage multiple access points to major roadways from developing areas along highways, and major and secondary arterials. **T-11+**
- 72.1.2 Encourage access to private developments through a system of collector arterials and local access streets to be identified in the County's Transportation Plan. **T-11+**
- 72.1.3 Encourage consolidation of access in developing commercial and high density residential areas through shared use driveways, frontage roads, and local access streets which intersect with arterials at moderate to long spacing. **T-11+**
- 72.1.4 Develop and implement a method for access management techniques on Meridian Avenue. **T-11+**
- Objective 73.** Balance roadway improvements with the impacts to the natural and built environment in developing improved and new roadways. **T-28+**
- Principle 1.** Consider methods by which to reduce the impact of widened roadways or new roadway corridors in the community. **T-28+**

Standards

- 73.1.1 Geographically distribute roadway capacity improvements through the larger Pierce County neighborhood. The highest priority corridor improvement projects should circulate traffic around versus through the South Hill area. 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.
- 73.1.2 Orient new residential areas facing away from proposed and existing new major and secondary arterial roadways.
- 73.1.3 Provide visual, sound, or water barriers or other strategies by which to attenuate the impacts of roadway projects upon the local community. **T-29.2**

73.1.4 Engineer roadways to minimize impacts upon the adjacent land uses. Those impacts to be considered include noise, visual, light, safety, and security impacts . T-28+, 29+

73.1.5 Transportation corridors shall utilize the minimum amount of lighting necessary for safety and function. D-15+

73.1.6 Construct light fixtures along state highways and arterials that are direct and do not cast light in multiple directions. D-15+, ENV- 12.1

Objective 74. Alternative evacuation routes from the City of Orting.

Principle 1. Implementation of planned roadway improvements that may play a role in the evacuation of City of Orting residents in the event of a natural disaster.

Standards

74.1.1 Construct the planned 176th Street East extension to the City of Orting.

Nonmotorized Facilities

Objective 75. A safe and inter-connected system of nonmotorized facilities for pedestrians and bicyclists. T-13

Principle 1. Plan, program and construct nonmotorized facilities throughout the South Hill community.

Standards

75.1.1 Priority shall be given to providing pathways within walking distance, one- mile radius, of schools.

75.1.2 Bike facilities where appropriate should be provided along roadways such as:

- a. 70th Avenue /Woodland Avenue East
- b. 86th Avenue East
- c. 94th Avenue East
- d. Meridian Avenue East
- e. 122d Avenue/Military Road East/Shaw Road East
- f. 112th Street East
- g. 122nd Street East
- h. 128th Street East

- i. 136th Street East
- j. 144th Street East
- k. 152nd Street East
- l. 160th Street East
- m. 176th Street East
- n. Sunrise Parkway East/Sunrise Boulevard East

- 75.1.3 All new subdivisions, planned development districts, multi-family developments along arterials shall provide pedestrian facilities within the development and along the arterial.
- 75.1.4 All new commercial developments shall provide sidewalks or pedestrian connections between businesses and a sidewalk along the frontage road.
- 75.1.5 Pedestrian facilities and bicycle facilities that are required should be built when new road corridors or road widening projects occur.

Meridian Avenue

Intent: To 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.

Objective 76. Improve the Meridian Avenue corridor by providing nonmotorized facilities, transit services and facilities, and access management strategies.

Principle 1. Focus County, state, and local citizens' efforts on improving Meridian Avenue.

Standards

- 76.1.1 Encourage the Washington State Legislature to prioritize roadway improvements to Meridian Avenue that support the community plan goals and further define centers and districts.
- 76.1.2 In order to prioritize improvements on Meridian Avenue East WSDOT should:
- a. establish a committee of citizens, business owners, Pierce Transit, County staff and WSDOT staff to identify needed improvements and potential funding sources;
 - b. adopt a Corridor Management Plan or EIS that details the planned improvements; and
 - c. propose revisions to state transportation programs and/or budgets to ensure improvements are implemented.

- 76.1.3 WSDOT, Pierce Transit, the County, and the community, shall coordinate state, regional, and local plans for Meridian Avenue East.

Transportation Systems Management

Intent: Use Transportation System Management Strategies (TSM) to fully realize the operational potential of the roadway network.

Objective 77. An efficiently managed transportation system. **T-1**

Principle 1. Monitor the South Hill Transportation roadway network for potential applications of Transportation Management Strategies.

Standards

- 77.1.1 Monitor the need and apply where appropriate such TSM strategies as:
- signal interconnect systems, signal coordination and synchronization, transit signal priority, and other signal improvements to facilitate smooth traffic flow;
 - turn lanes and turn pockets to allow turning vehicles to move out of through traffic lanes; and
 - 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.

Transportation Concurrency

Intent: To ensure a transportation concurrency methodology that reflects the perceptions of the community and that provides a functional mechanism by which transportation and land use may relate. **T-24+, 25+**

Objective 78. A transportation concurrency methodology which is meaningful, relevant, reasonable, implementable, and effective in meeting the objectives of the concurrency provisions of the Growth Management Act. **T-24+, 25+**

Principle 1. Develop and implement a transportation concurrency method that closely reflects the congestion on the roadway network. **T-24+, 25+**

Standards

- 78.1.1 Revise or replace the current “screenlines” method by which roadway facilities within the South Hill area are monitored for transportation concurrency. **delete**

- 78.1.2 Consider the implementation of a transportation concurrency method that directly relates to the method by which projects are selected for the County's proposed impact fee program. T-24+, 25+

Coordination

Intent: The wide range of public and private entities responsible for the roadway network and the infrastructure on or near the roadway need to coordinate their respective functions in order to maximize their development and operations. T-30

Objective 79. Coordination between various entities that perform work near or within the public roadway network so construction and maintenance activities do not significantly hinder motorists' travel times. T-30

Principle 1. The County, state, Pierce Transit, and utility companies shall coordinate their respective projects on a particular roadway to minimize traffic disruption. .

Standards

79.1.1 When scheduling and permitting construction activities, Pierce County Public Works should minimize delays on alternate roadways that are within close proximity of one another.

Objective 80. To coordinate the various jurisdictions that have mutual interest(s) in transportation systems that are both shared and mutually affected. . T-30+

Principle 1. The County, state, Pierce Transit, City of Puyallup, and other cities and communities should work together in resolving issues involving roadways of mutual interest. . T-30+

Standards

80.1.1 Pierce County, Pierce Transit, Puyallup, and other cities should cooperate in reviewing, coordinating, and implementing transportation solutions of mutual interest. . T-30+

COMMUNITY AND NEIGHBORHOOD CONNECTIVITY

Intent: Neighborhood design that connects housing with school, other uses, neighborhoods, and key destinations in order to overcome the physical, social, and economic barriers that fragment communities.

Objective 81. Create physical connections between neighborhoods, schools, and the larger community. . T-14

Principle 1. Pierce County and the community shall work diligently with the school districts to identify and create safe bicycle and pedestrian connections to schools. T-14.2

Standards

- 81.1.1 The County shall work with the South Hill community to update and revise the nonmotorized portion of the Transportation Element of the Pierce County Comprehensive Plan. The revisions shall include pedestrian pathways and nonmotorized routes that are not associated with roads. delete
- 81.1.2 The County shall work with the community to identify and pursue links between existing neighborhoods, schools, libraries, shopping areas, recreational uses and revise the nonmotorized policies and programs to include these links. . T-14+
- 81.1.3 The County shall work with each of the school districts to ensure that walking routes to school are identified, programmed, and implemented. Regulations shall be updated to ensure new developments provide the linkages that are identified in the nonmotorized portion of the Comprehensive Plan. The County and the school districts shall form partnerships to retrofit existing, established neighborhoods with walking routes. The Planning Department and Community Services shall assist with the planning and grant writing for funds. T-14+

Principle 2. Provide bicycle and pedestrian connections that link neighborhoods to schools, other neighborhoods, recreational and commercial areas. . T-14

Standards

- 81.2.1 Pierce County shall evaluate all publicly owned land and rights of way to determine pedestrian linkage opportunities.

81.2.2 The nonmotorized policies and programs included in the Comprehensive Plan shall be updated to include linkages that connect and retrofit existing neighborhoods with nonmotorized connections. T-14

81.2.3 Policies, programs, and regulations shall be adopted that allow the County to purchase necessary throughways for nonmotorized connections. T-12, T-31

Objective 82. Plan and implement a functional road layout and system that provides connectivity throughout the community. T-1

Principle 1. In order to connect the community, encourage the preparation of a road network throughout South Hill. T-1

Standards

82.1.1 The County shall provide regulatory measures for new development to implement the road projects and priorities identified in the transportation portion of the Facilities and Services Element.

82.1.2 The county shall investigate alternate means by which to prevent future development from encroaching on the potential right of way on future roadway projects.

82.1.3 Access to major, secondary, and collector arterials shall be limited. T-11+

82.1.4 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.

Objective 83. Traffic flow that is safe for pedestrians and cyclists.

Principle 1. Use traffic calming and speed control methods to keep traffic moving at a pace that is safe for cyclists and pedestrians. T-9

Standards

83.1.1 Require traffic calming facilities, when appropriate and/or speed control methods along local roads and at high accident intersections as a means of conveying traffic while slowing speed to safer levels for pedestrians, cyclists, homes, and children. Such methods should consider:

- a. bulb outs,
- b. traffic circles,

c. speed humps. T-9

83.1.2 The County shall actively pursue a transportation impact fee program that ensures impacts from developments are paid for by the development and projects are constructed to directly address the impacts. CF-8.8

83.1.3 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.

83.1.4 Lobby the State Legislature to enable the County to allow onstreet parking on its roadways.

83.1.5 Design roadways in order to allow for onstreet parking on local road minors and residential streets. T-9.1

Objective 84. 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.

Principle 1. Encourage Meridian Avenue development that considers pedestrian use and the retrofitting of existing land.

Standards

84.1.1 Require existing strip malls and commercial development along Meridian Avenue to provide access to adjacent property when improvements are made to the existing business.

84.1.2 Develop “model” site plans that demonstrate techniques to retrofit existing commercial strip malls.

84.1.3 Structure zoning along Meridian Avenue to encourage denser forms of development that can be reached by multiple access modes.

84.1.4 Allow diverse land uses along Meridian Avenue in ways that encourage walking and discourage driving for short trips and errands.

Principle 2. Connect new plats, subdivisions, multi-family 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.

Standards

- 84.2.1 Connections between new developments and existing neighborhoods shall be provided with sidewalks, bicycle paths, trails, or roads.
- 84.2.2 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.
- 84.2.3 New subdivisions, new multi-family 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.
- 84.2.4 Allow nonmotorized connections through wetland buffers and other sensitive areas where road connections cannot occur.
- 84.2.5 Connectivity between new residential subdivisions shall be provided between abutting parcels having subdivision potential where there are no unreasonable geographic or environmental or legal barriers.
- a. 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.
 - b. 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 as a means of 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.

- 84.2.6 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:
- a. Dedicating or setting aside right-of-way for the project
 - b. Providing appropriate location and design of development access,
 - c. Incorporating portions of the proposed improvement within the development when appropriate.
- 84.2.7 Pierce County should consider and allow a process for increased bonus densities when the right-of-way, access, or other improvements are provided. **T-7.4**
- 84.2.8 Proposed developments along an existing or planned transportation route should be setback from the right-of-way to discourage widening conflicts. **T-7.10, T-7.11**
- 84.2.9 Encourage the implementation of site design features that create safe neighborhoods without the use of gated communities. **T-11.5**
- 84.2.10 Through roads shall be provided when feasible in order to increase connectivity for the community.
- 84.2.11 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.

Principle 3. Integrate transportation and land use along Meridian Avenue.

Standards

- 84.3.1 Pedestrian rest islands or median breaks should be provided along Meridian Avenue.
- 84.3.2 Control access through the use of medians and curbs with few breaks. Provide vehicular and pedestrian circulation between businesses within a block.
- 84.3.3 Plan for traffic volume and capacity to accommodate the needs of both through and destination traffic.

- 84.3.4 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.
- 84.3.5 Require shared parking among uses.
- 84.3.6 Street-scale lighting shall be placed in center medians while pedestrian scale lighting shall be placed along sidewalks.