

Frederickson Community Plan

A Component of the Pierce County
Comprehensive Plan

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William Weber	Residents
Brian Winslow	Business Community

Pierce County Planning and Land Services Department
2401 South 35th Street
Tacoma, Washington 98409

Director
Chuck Kleeberg

Advance Planning Division

C.E. "Chip" Vincent	Principal Planner
Mike Erkkinen	Senior Planner
Sean Gaffney	Senior Planner
Hugh Taylor	Associate Planner, Project Lead
Brynn Brady	Associate Planner, Project Lead
Dan Cardwell	Associate Planner
Kimberly Freeman	Associate Planner
Mike Kruger	Associate Planner
Airyang Park	Associate Planner
Katherine Rose	Associate Planner
Karen Trueman	GIS Specialist
Debbie May	GIS Cartographer II
Chad Williams	GIS Cartographer II
Toni Fairbanks	Clerk
Vicky Lampman	Office Assistant

Pierce County Public Works and Utilities
Transportation Services Division

Bob Vogel, Associate Planner
Jessie Hamashima, Transportation Planning Supervisor

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The Boeing Company

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INTRODUCTION

FREDERICKSON COMMUNITY

Overview of the Plan Area

Over the past three decades, Frederickson, like many communities in Pierce County, has experienced tremendous growth. This period of growth has transformed the area from a quiet, rural community to a suburban community of many homes and businesses. In the past decade alone, the population of Frederickson has doubled, increasing from approximately 7,350 persons in 1990 to more than 14,000 persons by 2002. Growth of industry and business within the area has also been significant with the arrival of The Boeing Company, Toray Composites, and dozens of other small and medium-sized businesses.



*Frederickson Employment Center near
192nd Street East and Canyon Road*

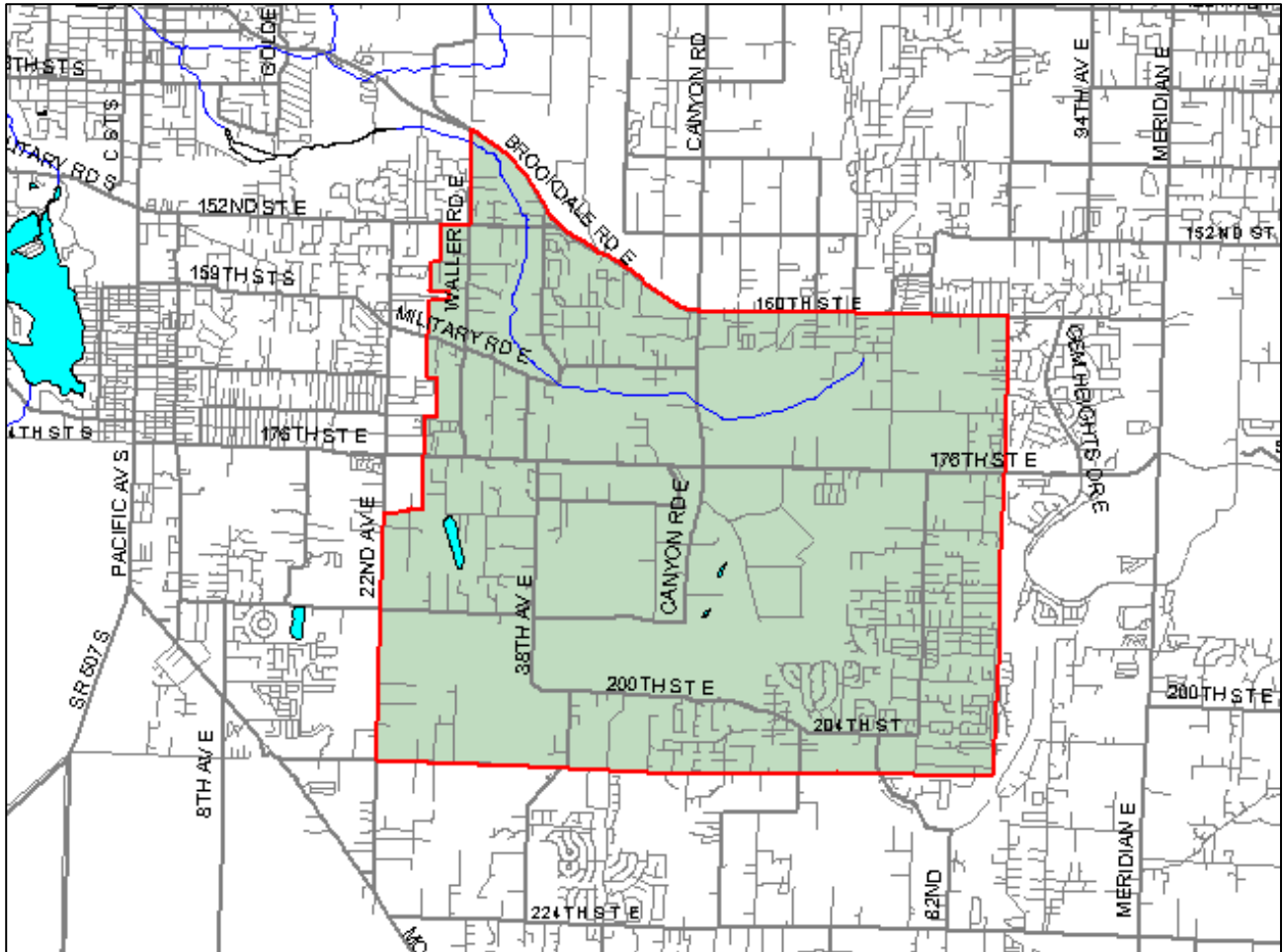
The rapid growth in population, homes, and business in the area has not come without a cost, however. Since 1980 alone, more than 2,000 acres of the area has been platted and developed with residential and commercial uses which has in turn resulted in a measurable loss of open space, tree cover, wildlife habitat, and a general decline in the quality of the natural environment. During this same time period the volume of traffic on local roads has increased significantly and local schools have become overcrowded. Average traffic volumes on Canyon Road near 176th Street East, for example, have increased from approximately 12,000 vehicles per day in 1990 to nearly 25,000 vehicles today. Student enrollment in the local school district has grown substantially, with enrollment increasing by more than 2,500 students since 1995. Estimates indicate that the high rate of growth is expected to continue in the community into the foreseeable future, with population expected to exceed 18,000 by the year 2017.

The continued growth of population and business within Frederickson and surrounding communities is inevitable. The challenge is not to stop growth, but to control and plan for growth to occur in a manner which will have beneficial impacts on the community. With this in mind, representatives of the community have come together to develop a plan for the future growth of Frederickson. This plan is premised on the idea that through proper management of growth, the community can avoid, minimize, or mitigate many existing and future problems. Responsible growth is the central concept of this plan. Failure to appropriately plan for this growth will undoubtedly contribute to further declines in the quality of life experienced by those who live and work in the community.

The Frederickson Community Plan area is located approximately three miles south of SR-512, midway between Pacific Avenue and Meridian Avenue East in central Pierce County. The plan area is bounded on the north by Brookdale Road/160th Street East and the communities of South Hill, Summit View, and North Clover Creek-Collins, on the south by 208th Street and the

Graham community, to the west by approximately 22nd Avenue East, Waller Road, and the community of Spanaway, and to the east by approximately 86th Avenue East and the community of South Hill. The geographic center of the community is near the intersection of Canyon Road East and 176th Street East.

Frederickson Community Plan Area



The plan area is roughly twelve square miles in size and encompasses a little over 8,000 acres of land. A key feature of the community is the Frederickson Employment Center, which is the largest designated industrial area in unincorporated Pierce County. Under the Pierce County Comprehensive Plan, over 2,800 acres of the community are designated for the Employment Center accounting for 40% of the community's total land area. Substantial growth potential exists within the Employment Center with about half its acreage being vacant. Nearly 60% of the community (approximately 5,000 acres) is designated for residential use and is characterized by a range of uses varying from semi-rural, large lot properties to newer higher density urban neighborhoods. The remaining acreage in the community (about 250 acres) is designated for commercial and multi-family use. Major transportation routes in the community include Canyon Road, Brookdale/160th Street East, and 176th Street East. The community is also served by Tacoma Rail, which provides regularly scheduled freight service to industrial users in the area.



Clover Creek just south of Old Military Road East.

One of the most significant environmental features in the community is Clover Creek. This creek is salmon bearing and is one of the largest creeks within Pierce County's urban area. The headwaters of this creek originate in the northeastern corner of Frederickson with the creek then flowing through the north half of the plan area, leaving the community near the intersection of Brookdale and Waller Roads. The creek then winds northwesterly to join with Chambers Creek and Puget Sound

approximately ten miles away. The majority of the creek and associated floodplain within the

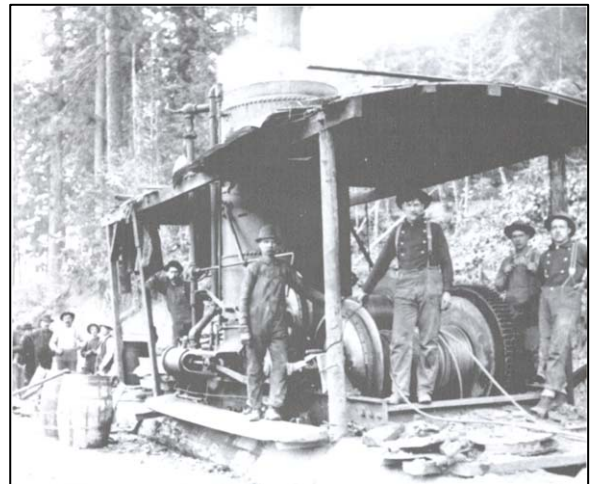
community is undeveloped. Aside from its ecological value, the creek played an essential role in the early settlement of the community, with many of the first settlers in Frederickson settling along its shores. Another significant environmental feature of Frederickson is the Clover-Chambers Creek Aquifer that underlies the entire community as well as most of Pierce County's urban growth area.

HISTORY OF FREDERICKSON

Early History through the 1900's

It is known that Native Americans were present in the Pacific Northwest for many generations before Captain George Vancouver first explored the coastline of Puget Sound in 1792. Some of the more commonly known of these peoples are the Puyallup, Steilacoom, Nisqually, and Muckleshoot who lived and traveled throughout the Puget Sound area including present day Pierce County. Trade and communication between these peoples and other Native American peoples east of the mountains occurred through the use of a series of ancient trails that ran through mountain passes. One of these ancient routes, the Naches Trail, passed through the Frederickson community near Clover Creek.

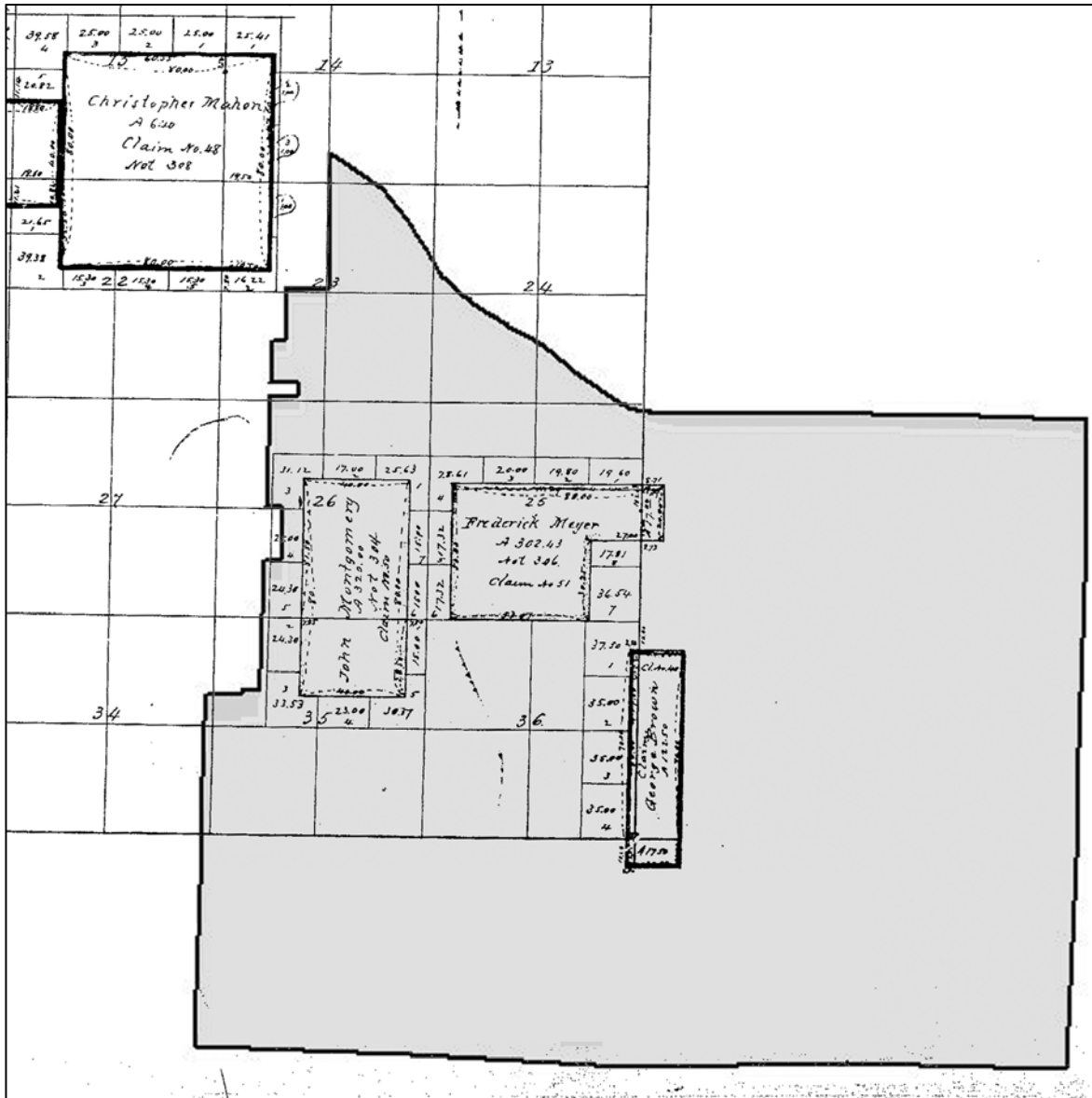
Records of the Hudson Bay Company note Euro-American settlements in the area as early as 1849. Many of these early pioneers settled in the vicinity of Clover Creek. Christopher Mahon was one of the earliest homesteaders to the area, locating his donation land claim along Clover Creek near the Naches Trail in the area that is the present Brookdale Golf Course around 1850. It was on Mr. Mahon's claim that the first immigrant wagon train into western Washington, the Longmire party, camped in October 1853 before disbanding. Mr. Mahon is given credit for naming Clover Creek, so naming it "because wild clover was so abundant along the creek." He is also given credit for founding the first school in the community sometime in the late 1850's - Elk Plain



Steam donkey at logging operation in Frederickson, about 1913.

School, later called Clover Creek District #4. Remnants of Mahon's early settlement of the area, including the family cemetery, still exist. Another early settler of the area was Fred K. Meyer, who also located his donation land claim along Clover Creek near the Naches Trail between present day Old Military Road and 176th Street East. Mr. Meyer played an important role in the early years of the Clover Creek school district, serving as its clerk from 1866 to 1880, and donating land to the district for the siting of a new schoolhouse in 1897. The present day Clover Creek Elementary School is located on this land.

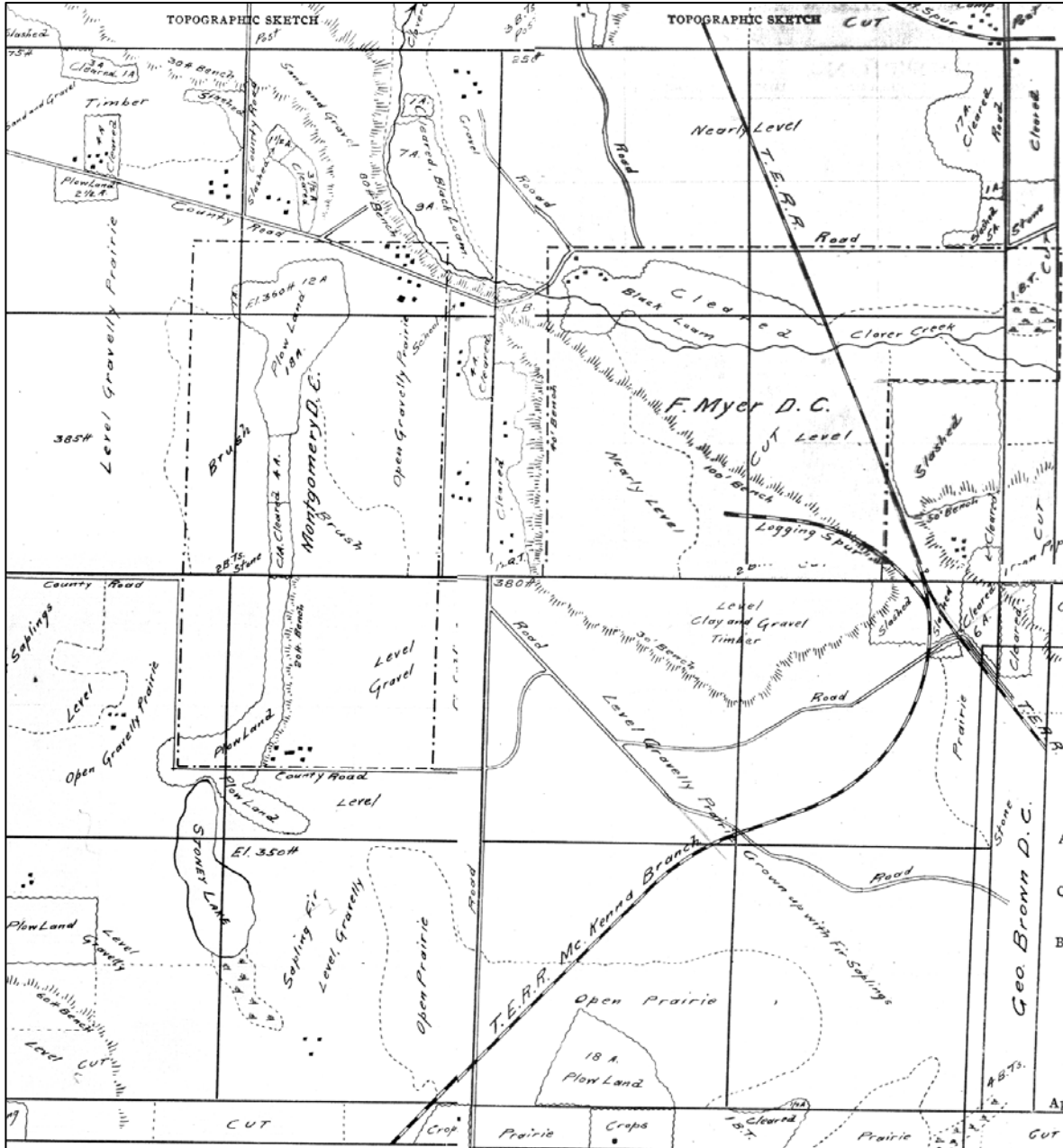
Locations of Donation Land Claims in the Vicinity of the Frederickson Area



Map shows donation land claims established under the 1850 Donation Land Claim Act. Information is taken from a January 1873 map recorded with the Surveyor General's Office. Present day community plan area boundaries have been added to the map for reference purposes only.

The first military road into the area was established along the Naches Trail in the mid 1850's. This road linked Forts Walla Walla and Steilacoom. Present day Old Military Road is a remnant of that original road. During the Indian War of 1855-56, Camp Montgomery was constructed along this road near land owned by another early settler of the area, John Montgomery. Fort Hicks, a blockhouse built by the Washington Territorial Volunteers, was located at the camp. A stone monument honoring this camp is located just east of the present day intersection of Old Military Road and 36th Avenue East.

Early 1900's Activity in the Vicinity of Frederickson Area Donation Land Claims



Information from 1909 timber survey conducted by Pierce County. Survey shows donation land claims in Frederickson area, topography, land use, roads, and the Tacoma Eastern rail lines during that time period. Note the extensive amount of cleared and cultivated lands, prairies, and school site.

The Early 1900's through the Early 1960's

Rapid growth in Tacoma, the harvesting of timber and other natural resources in the area, and the desire to develop a rail route to Mount Rainier resulted in the first rail line being extended to Frederickson in 1900 by the Tacoma Eastern Railroad. By 1911, the railroad was carrying more than 100,000 passengers a year between Tacoma and Mount Rainier. In 1912, yard facilities and a change of alignment were constructed at Salcich Junction just southwest of the present day intersection of Canyon Road and 176th Street East. A sawmill was operated near this junction between 1910 and 1920 by Olaf B. Frederickson. It is from this individual that the community's name is said to be derived. A post office, store, and railway stop were also located at the junction. Several of these buildings still exist. In 1919, the Tacoma Eastern Railroad became owned by the Milwaukee Road.



Tacoma Eastern Railroad, Engine No. 31

In 1935 the Columbia Powder Plant was built just east of Salcich Junction. The explosives manufacturing plant was the first industrial operation, other than sawmills, to locate in the area. The plant and its related facilities occupied several hundred acres and produced explosives until its closure in 1976. Bonneville Electric Power transmission lines were constructed to run diagonally across the community in the 1940's, as was a natural gas pipeline.

In the early 1930's, the single school in the community became overcrowded due to an influx of people from the midwest, who were fleeing the dust bowl of that time, forcing the school to convert a playshed at the school into an additional classroom. In 1938, a new colonial style school house was constructed at the site, replacing the prior two-room school house. After the merger of the Clover Creek and Bethel School Districts in 1956, the school was further expanded with the construction of two brick additions and a playshed. The colonial style school was eventually replaced in 1981 with the present day Clover Creek Elementary school building.

Other than the Columbia Powder Plant, Frederickson remained rural throughout this period. There were scattered residents on farms or wooded lots. Timber operations by companies such as Weyerhaeuser or individual timber land owners were carried out in the community. Farming and livestock production continued to be the primary activity in the area. Several large dairies operated along Clover Creek, including the Mayflower, Honey Dew, and Dragonetti dairies. Old barns from these dairies still exist in several locations in the community. The Clover Creek Grange Association was established in March of 1927 and a grange hall was constructed near the Clover Creek School. Farming and dairies continued to be major activities in the area through the 1950's and early 1960's. Aerial photographs of the area taken in 1955 show the area to be mostly agricultural fields, pastures, prairies, and forest, with only a few hundred widely scattered homes.

The 1960's through the 1990's

Frederickson's population began to increase dramatically with the beginning of the development of SR-512 in 1956 and its completion in 1972. Other improvements to the transportation system in the community, such as the construction of 176th Street and the extension of Canyon Road, were also made during this time period, allowing for easy commuting to major employment centers in the region making Frederickson a more attractive place to live. Consequently, many individuals began to subdivide large tracts of land in the community for new home sites. It is estimated that over 95% of the approximately 5,000 existing homes within the community have been built since 1970, with almost half of this housing being built since 1990.

Industrial activity within the community has also been significant during this period. Mineral extraction operations have operated in the Frederickson area for many years. Randles Sand and Gravel has been operating since 1969 and continues to be a significant gravel operation in Pierce County. In 1968, the Port of Tacoma purchased about 500 acres of land in the area for industrial development purposes. The Port has maintained a strong presence in the community since this time to the present day and has been directly involved in attracting many new businesses to the area including The Boeing Company, Toray Composites, and Medallion Foods. The Boeing Company's presence in the area began in 1990 with the construction of its skin and spar facility located at the former Columbia Powder Plant site. This facility contains more than one-million square feet of building and currently employs approximately 1,000 people. Currently dozens of small, medium, and large industrial operations are located within Frederickson. Industrial growth continues to the present day.

Rail service in the Frederickson area ceased for several decades with the bankruptcy of the Milwaukee Road in 1964. The City of Tacoma reestablished rail service to the area in 1998 with the purchases and restoration of the rail lines in the area. Tacoma Rail now provides freight service to several manufacturing operations in Frederickson and will provide limited tourist passenger service to Mount Rainier in the future.

Today the community continues to be characterized by rapid growth and change. The community is currently attempting to address the long-standing central issue of how to manage impacts from rapid growth through planning efforts mandated by the Washington State Growth Management Act. The Frederickson Community Plan is a component of that effort.

PLANNING HISTORY**County Planning****1962 Pierce County Comprehensive Plan and Zoning**

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

1980 Parkland-Spanaway Comprehensive [Community] Plan

The Parkland-Spanaway Comprehensive [Community] Plan was adopted by Pierce County in 1980. In addition to the Parkland and Spanaway communities, the plan also included the Midland and North Clover Creek/Collins communities and the northwestern portion of Frederickson. In 1983, the Midland area was removed from the control of the 1980 plan and reverted to the control of the 1962 Pierce County Comprehensive Plan. The 1980 Parkland-Spanaway-Comprehensive [Community] Plan remained in effect as a component of the new Comprehensive Plan, but many aspects of the 1980 plan were not consistent with the new County Comprehensive Plan and consequently were superseded by the new countywide plan and implementing Development Regulations-Zoning that became effective in July 1995.

1991 Frederickson Area-Wide Rezone, Ordinance No. 91-57S

A large portion of the community was rezoned from General Use under the 1962 Comprehensive Plan to a variety of suburban residential and manufacturing zones in 1991. Minimum residential lot sizes under this zoning ranged from 8,000 square feet to 12,000 square feet. This zoning remained in effect until the adoption of the Pierce County Comprehensive Plan in 1994.

1994 Pierce County Comprehensive Plan

The Growth Management Act (GMA) was passed by the Washington State Legislature in 1990. It required Pierce County to update its existing Comprehensive Plan and Development Regulations, including community plans such as Frederickson's. The GMA required Pierce County to develop and adopt a comprehensive plan which would control residential, commercial, and industrial growth.

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

In 1994, per the requirements of the Washington State Growth Management Act, Pierce County adopted a new Comprehensive Plan. The 1994 Pierce County Comprehensive Plan replaced the 1962 Pierce County Comprehensive Plan in its entirety. The plan established population projections, urban growth areas, and rural areas. The new countywide plan became effective January 1995, with its implementing regulations becoming effective July 1995.

Community Planning

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

The community plans element of the 1994 Pierce County Comprehensive Plan envisions a local voice in how the Comprehensive Plan and its Development Regulations will be carried out in communities. This element provides the flexibility for communities to refine comprehensive plan land use designations and associated densities and make decisions about specific design standards that should apply in community planning areas. Preserving and building community character while ensuring an efficient and predictable development approval process is a central theme in community plans.

SCOPE OF THE COMMUNITY PLAN

Legislative Authority to Develop the Plan

In the community plans element of the 1994 Pierce County Comprehensive Plan, the Frederickson area was identified as a community in need of a community plan. The Pierce County Council directed the Department of Planning and Land Services to begin the preparation of the plan in the fall of 1999 through Resolution No. R99-103s.

A community planning board (CPB) was formed in the spring of 2000. The CPB was tasked with the responsibility of developing the community plan. The CPB consisted of 17 members with a wide-variety of backgrounds representing a variety of interests. The first meeting of the community planning board was held in April of 2000.

Purpose and Use of the Community Plan

The Frederickson Community Plan gives the residents, businesses, property owners, and the County a clear, more detailed sense of how the community should develop in the future and what standards could be utilized to control the character of the community. The desired outcomes of the Frederickson Community Plan include:

- Development of a long-range vision for the Frederickson community;
- Evaluate the vision for the Frederickson community in light of the Pierce County Comprehensive Plan and make refinements as necessary to ensure consistency between the overall Countywide plan and the community plan; and
- Identify actions necessary to implement the policies of the community plan, including: adopting or revising land use regulations; identifying priorities for use of public funds to develop physical improvements, such as roads, sidewalks, street landscaping, street lights, water-related improvements, and park development; social programs; economic programs, etc.

Components of the Community Plan

Vision Statements and Policies

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

Visioning Process and Vision Statements

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

A vision is a statement of hope within the best of circumstances. It is placed on the horizon of the future, provides direction, and is a reflection of who and what the community is and what it wants to become.

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

Goals

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

Objectives

Objectives are statements which specifically define goal actions.

Principles and Standards

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

Implementing Actions

Implementing actions are refinements and changes to policy documents, regulations, capital facility plans, and statements directing agencies and community groups to revise or develop plans, regulations, programs, and other non-regulatory measures. Implementing actions set forth a direction or mechanism to accomplish vision and policies.

Consistency with the Pierce County Comprehensive Plan

The goals, objectives, principles, and standards in the Frederickson Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan. Although the community plan proposes to change land use designations within the area, the proposed designations are already defined and policy direction is included in the County Comprehensive Plan. No new land use designations will be added to the Comprehensive Plan. The plan does propose rezoning of certain areas to implement the existing land use designations. The rezoning utilizes existing zone classifications contained with the Pierce County Zoning Code. No new zone classifications are proposed.

PUBLIC INVOLVEMENT

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

Community Planning Board

The development of the Frederickson Community Plan could not have been accomplished without the CPB. The CPB was appointed in the spring of 2000 and consisted of seventeen members representing a variety of interests and geographic locations of the community.

The CPB was charged with the following responsibilities:

- 1) serving as a sounding board for the community;
- 2) developing a vision and goals for the community plan area;
- 3) guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and
- 4) forwarding a recommended plan to the Pierce County Planning Commission and Pierce County Council.



Members of the Frederickson Community Planning Board meet to discuss the community.

Open Houses

The Community Planning Board held its first open house in April 25, 2001. The open house was well attended by the community, with over 100 people present. The open house provided an overview of the planning process and provided information on the work completed to date by the Community Planning Board.



A resident asks questions about a display at an open house.

Open houses showcasing the community planning board's final recommendations were held in February and March 2003. These open houses gave the general public the opportunity to review and comment on the draft plan prior to its transmittal to the Pierce County Planning Commission and Pierce County Council. These open houses also provided the Community Planning Board with important community feedback regarding their recommendations.

Survey

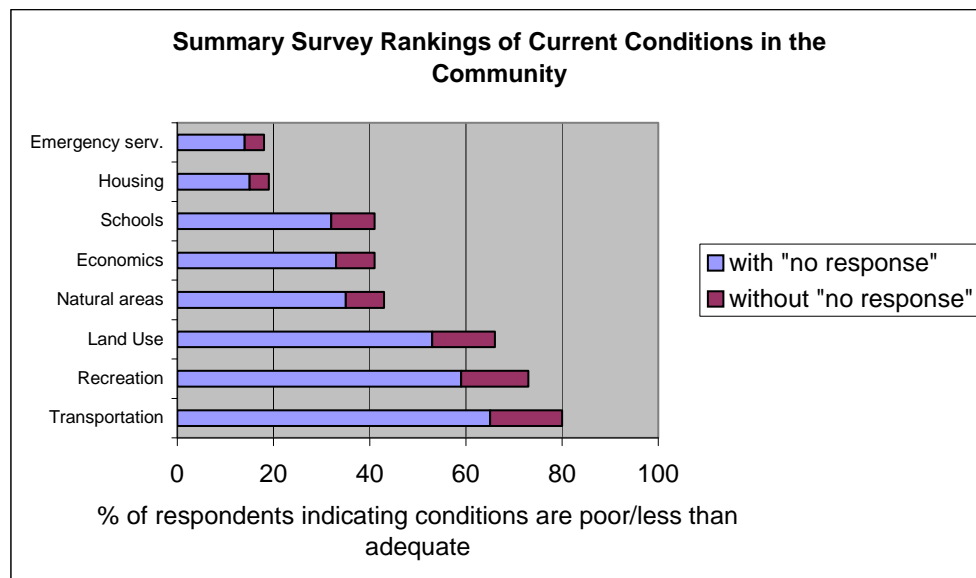
2000 Community Survey

In 2000, a survey was distributed throughout the community to solicit input on a variety of issues such as perceived quality of life, adequacy of facilities and services within the plan area, quality of the natural environment, and location and intensity of residential, commercial, and industrial uses.

The survey was conducted between June and October of 2000. The survey was sent to 8,356 households located within and adjacent to the community plan area boundaries. It contained 86 questions broken down into three different categories: Existing Conditions in the Community; Policy Choices for the Community; and Household Characteristics. Within these categories, questions were divided by subject area such as quality of life, the natural environment, transportation, etc. At the end of the survey, respondents were given the opportunity to add their own comments regarding the community or the survey. The results of the survey helped PALS staff and members of the Frederickson Community Planning Board assess community views regarding a variety of issues and were used as an aid in the development of the community plan.

A total of 684 surveys were completed and returned. This equates to a return rate of 8.2%. Statistically, a sufficient number of surveys were returned to obtain an accurate representation of household opinion to within approximately +/- 5 percent.

In regard to current conditions, the survey noted that the areas of greatest concern were traffic, availability of recreational areas, and control of land use. The areas of least concern were the quality and affordability of housing and quality/availability of emergency services.



SUMMARY OF THE FREDERICKSON COMMUNITY PLAN

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

Land Use Element

The Land Use Element addresses the location and intensity of land uses within the communities. A complete description of land use designations and their implementing zone classifications can be found in this element.

Community Character and Design Element

The Community Character and Design Element addresses community character, heritage, and social interaction. This element also contains policies that will guide the design of both commercial and residential development.

Natural Environment Element

The Natural Environment Element includes consideration of the natural resources found in the area. Policies contained in this element define existing resources and guide future development with consideration of on-site environmental constraints.

Economic Element

The Economic Element analyzes the economy of the area and considers a myriad of opportunities to diversify the economic base. The element also provides guidance on ways the community can maintain a viable economic environment.

Facilities and Services Element

The Facilities and Services Element addresses infrastructures and services needed to support the proposed land use growth and development. Infrastructure includes capital facilities such as roads, trails, sewage disposal, parks, and utility lines. The policies within the community plan identify the capital improvements that are necessary to support the plan (sewers, water, sidewalks, etc.) and discuss potential partnerships and sources for funding opportunities.

Plan Monitoring

The Plan Monitoring section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to better fulfill each of the visions in the plan. This framework provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames for monitoring, and specifies how the monitoring program should be documented. Information from this program will be used in the next plan update cycle to help identify what changes the community plan may need in order to attain specified goals and meet the visions in the plan.

Implementation

The plan also contains proposed amendments to the Pierce County Comprehensive Plan and Development Regulations which serve to implement various plan policies. These proposed amendments will become effective upon final plan adoption.

VISION STATEMENT

The community realizes that continued growth within Frederickson and the surrounding communities is inevitable. The challenge to the community is not to stop growth, but to control and plan for growth to occur in a manner which will have beneficial impacts on the community. This plan is premised on the idea that through proper management of growth, the community can avoid, minimize, or mitigate many existing and future problems. Responsible growth is the central concept of this plan. The community envisions that as it grows in the future:

- *Natural resources, natural environment and ecosystems, and natural processes will be respected, protected, maintained, and where degraded, be restored;*
- *Adequate public infrastructure and services including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with actual need;*
- *Neighborhoods will be more livable with new developments being designed in a manner which supports interaction of residents and pedestrian mobility, and existing neighborhoods protected from incompatible or more intense uses;*
- *Non-motorized transportation facilities including sidewalks, pathways, and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile;*
- *Commercial and industrial development will be well designed and will respect the character of residential areas, and new residential developments will be designed and located in a manner that does not unduly restrict the use of adjacent industrially and commercially designated properties; and,*
- *A diverse, healthy, and sustainable economic center for the community and Pierce County will be developed.*

The ideals set forth above are of paramount importance to the community. The community is also sensitive to the rights of the landowner. The impact of the community plan on these rights must be carefully considered to ensure landowners will not be deprived of the reasonable use of their land.

Achievement of the goals of the plan will help ensure that a high quality living environment exists in the community. To strive for anything less would deprive current and future generations of the abundant benefits associated with a healthy natural environment, quality schools, roads, and parks, livable neighborhoods, sustainable commercial and industrial development, and a healthy local economy.

LAND USE ELEMENT

INTRODUCTION

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

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

DESCRIPTION OF CURRENT CONDITIONS

Frederickson is a community characterized by change. In the last 30 years, the community has been transformed from a quiet rural community containing farms and large tracts of undeveloped land to a busy suburban community of many homes and businesses. During this time period, the number of people in the community has increased dramatically, growing from less than 1,000 people in the late 1950s to over 14,000 people by 2002. Today, nearly 5,000 homes exist within the community and more are being constructed everyday. More than 95% of these homes have been built since 1970, with nearly half of the homes being built in the last ten years. Under the 1994 Pierce County Comprehensive Plan, more than 60% of the community is zoned for residential use at densities of 2 to 6 dwelling units per acre.



An example of typical residential development in the community.

Retail uses within the community are currently very limited consisting of a small complex of retail buildings, including a grocery store, near the intersection of 160th Street East and Canyon Road and a few scattered commercial and retail business in other areas of the community. Residents travel to the adjacent communities of South Hill and Spanaway to meet many of their retail and service needs. Less than 5% of the community is currently zoned for commercial retail and service use. There is, however, considerable undeveloped commercial zoned land just north of the community along Canyon Road.



Toray Composites building off 192nd Street East.

Industrial development within the community has been significant over the past few decades, with most of this development occurring since 1980. During this time industrial activity has shifted from resource based activities such as surface mining and lumber manufacturing, to manufacturing and processing facilities of various types and sizes. As of 2003, nearly three million square feet of commercial and industrial buildings exist within the Employment Center. The Boeing Company owns over one million square feet of these buildings. Other large manufacturing operations include Toray Composites, Medallion Foods, and Hardie Board. A wide range of goods are currently

produced including aircraft components, carbon composites, construction materials, packaged foods, musical instruments, and fireworks. More recently, Frederickson experienced a loss of one of the larger lumber manufacturers in Pierce County, Spanaway Lumber Company. Despite this industrial loss, Frederickson has been more attractive to smaller scale manufactures, with several such companies locating in the area in the past few years. In addition to manufacturing, surface mining continues to be a major activity within the Employment Center. The Employment Center occupies more than 35% of the total land area within the community.

While there has been much development activity within the community in the past few decades, there remains capacity for much more to occur. The Pierce County Buildable Lands Report estimates that 2,574 acres of vacant land and 3,061 acres of underdeveloped and redevelopable land exist within the community. Based upon information contained in the report, it is estimated that this land has the capacity to accommodate approximately 5,700 more new homes in the residentially zoned areas of the community and 22,000 new jobs in the Employment Center. Planning for this future growth is one of the principle purposes of the community plan.

The following information provides more detail regarding the existing land development patterns, population, and housing within the Frederickson community.

Existing Land Uses

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

The following table summarizes the current uses of land within Frederickson based upon Assessor information:

Table 1 Existing Land Uses		
<i>Land Use</i>	<i>Acreage</i>	<i>% of Plan Area</i>
Single-Family	2,712	33.9%
Multi-Family	100	1.2%
Group Home/Other	0	0%
Mobile Home	698	8.7%
TOTAL - RESIDENTIAL	3,510	43.8%
Commercial/Service	146	1.8%
Industrial	454	5.7%
Education	47	<1%
Public Facilities	14	<1%
Quasi-public facilities	27	<1%
Transportation/Communication/Utilities	172	2.1%
TOTAL - NONRESIDENTIAL	860	10.7%
Open Space/Recreation	148	1.8%
Resource Lands	573	7.2%
Vacant Lands	1,814	22.7%
TOTAL - VACANT/RESOURCE/OPEN SPACE	2,535	31.7%
Other/Undefined	463	5.8%
Roads/R.O.W.	635	7.9%
GRAND TOTAL	8,003	100%

As shown in the table, the two prevailing categories of land use in the plan area are residential (43.8%) and vacant (22.7%). Together these two use categories account for 66.5% of total acreage in the community. The dominant land use type is single-family residential (42.6%, including mobile homes). The next most extensive land use types are: roads and rights of way (7.9%), resource lands (7.2%), and industrial (5.7%). Undefined/other lands account for 5.8% of the community. The physical distribution of land uses is shown on the Existing Land Use Map following page 26.

As previously noted, the prevailing land use within Frederickson is residential. Residential uses are distributed throughout the community with the greatest concentrations of housing occurring in the southeastern and northwestern portions of the community. Residential lot sizes in the community vary from small, densely suburban lots to larger estate-type lots. Smaller lot sizes are dominant within subdivisions in the northwestern and southeastern portions of the plan area. Larger lot sizes are commonly located on environmentally constrained lands such as steep slopes or wetlands and areas where sewer service historically was not available. Large lots are found along Clover Creek and in the northeastern and southwestern portion of the plan area. The largest lot sizes are found within the Employment Center. Multi-family housing in the community is very limited and consists of a few scattered duplex, triplex, and fourplex developments.

Current Comprehensive Plan Designations and Zoning Classifications

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

The MSF and HRD designations are residential in nature, the EC designation is industrial and office, while the MUD designation is auto-oriented commercial that also allows residential uses. These land use designations are implemented on a parcel specific basis through zoning. The land use designations do not necessarily reflect the current use of land. For example, property used for auto-oriented commercial purposes could be designated EC, an industrial use designation.

The following table summarizes the land use designations in terms of acreage:

Table 2 Existing Land Use Designations and Acreage		
Land Use Designation	Acreage	Percent of Plan Area
Moderate Density Single-Family	4,881	61%
Employment Center	2,834	35.4%
High Density Residential District	205	2.6%
Mixed Use District	83	1.0%
Total	8,003	100%

Land use designations are shown on the Existing Zoning and Land Use Designations Map following page 26.

Moderate Density Single-Family

The Moderate Density Single-Family (MSF) land use designation/zone classification is intended to provide areas for urban single-family and two-family residential development at densities of 2-6 dwelling units per acre. The MSF designation is the predominant designation in Frederickson. Approximately 61% of Frederickson (4,881 acres) is designated as MSF.

High Density Residential District

The High Density Residential District (HRD) designation is intended to provide areas of multi-family and high density single-family housing along with limited neighborhood commercial retail and service uses. Allowed residential densities in the HRD range from 6 to 25 dwelling units per acre. There is one area designated HRD located in the vicinity of 176th Street East and 78th Avenue East. This designation accounts for less than 3% of the community and contains 205 acres.

Mixed Use District

The Mixed Use District (MUD) designation provides for auto-oriented commercial and land intensive commercial uses along major arterials, state highways, and major transit routes. Commercial activity in MUDs serves a customer base beyond the surrounding neighborhoods or community. The MUD designation is typically located along a roadway used by residents of

more than one community or serving a region. The MUD designation also allows for multi-family residential uses. The MUD designation accounts for approximately 83 acres of land, totaling approximately 1.0% of the community.

Employment Center

The Employment Center (EC) designation provides land for industrial, manufacturing, and office jobs. Uses in the EC range from land intensive heavy industrial, (e.g., manufacturing, product assembly, fabrication and processing, and heavy trucking uses) to light manufacturing, assembly, and wholesale activities, to corporate office and office park development. Commercial uses subordinate to and supportive of employment uses are also permitted. The EC designation is the second most prevalent land use designation in the community, totaling 2,834 acre and over 35% of the community's total area.

DESCRIPTION OF DESIRED CONDITIONS

One of the most significant issues addressed within the community plan process is land use. How land is utilized within a community directly affects the community's character and the quality of life perceived by its residents. The utilization of land also directly influences many other planning considerations, including but not limited to transportation system planning, provision of water and sewer infrastructure, and protection of the natural environment. In regard to land use, members of the Frederickson Community Planning Board have reviewed the Pierce County



Comprehensive Plan in light of the existing conditions present in the plan area. This review has identified a series of modifications that should be made to the Pierce County Comprehensive Plan in order to assure that this plan accurately reflects the needs and desires of the community. These modifications include changes to the land use designations and zoning classifications within the plan area and the adoption of a series of new land use related policies.

Proposed Designations and Zoning Classifications

The community plan retains the range of land use designations that apply within the plan area. Four land use designations are proposed. These designations are: Moderate Density Single-Family, High Density Residential District, Employment Center, and Mixed Use District. The zoning used to implement these designations, however, is proposed for modification.

The range of zoning classifications would be expanded from the current four zones to nine zones under the community plan. New zones that would be introduced to the area include Single Family (SF), Residential Resource (RR), Residential-Office-Civic (ROC), Moderate High Density Residential (MHR), Community Employment (CE), and Employment Service (ES). The new zones are proposed in order to more closely manage the location, type, and intensity of land

uses that occur within certain areas of the community. The proposed modifications are discussed in detail below:

Moderate Density Single-Family Designation

The community plan retains the Moderate Density Single-Family (MSF) designation as the dominant land use type for Frederickson. This designation is the same as the general Pierce County designation and allows for single-family or two-family dwellings. Multi-family housing is also permitted on a limited basis. Commercial and industrial uses are prohibited. Specific densities are based on physical constraints and the availability of urban services such as sewers. The designation generally allows 2 to 6 dwelling units per acre. The land area to which this designation applies would slightly increase from that what is designated under the 1994 Pierce County Comprehensive Plan. Under the Pierce County Comprehensive Plan, 4,881 acres are designated MSF. MSF acreage would be increased to 5,097 acres under the community plan.

Proposed Zoning

The Moderate Density Single-Family plan designation will be implemented by three zoning classifications: Moderate Density Single-Family (MSF), Single Family (SF), and Residential Resource (RR).

The MSF zone that is proposed by the community plan is generally the same as Pierce County's current MSF zone classification. The zone provides for a wide variety of housing choices based largely upon the market place. The primary land use allowed is low to moderate one- and two-family housing and compatible civic uses such as churches or schools. The minimum density for the zone (two dwelling units per acre) and the maximum density for the zone (six units per acre) remain unchanged. The total amount of area zoned MSF would be approximately 15% less than that which is zoned MSF under the Comprehensive Plan, a total reduction of 713 acres. The reduction would be the result of rezoning parcels along Clover Creek to RR, parcels at the intersection of Old Military Road and Canyon Road East to MUD, and rezoning of parcels in the upper drainage basin of Clover Creek to SF.

The second zone used to implement the MSF designation is the Single Family (SF) zone. The zone is intended to provide residential areas that are less dense and more homogenous than those developed under the MSF zone. The primary land use allowed within this classification is moderate density single family and compatible civic uses. Single-family detached housing is the primary housing type that is permitted. Duplexes and other multiple family housing types are prohibited. The SF zone permits a density of four dwelling units per acre. The zone is applied in the upper drainage basin of Clover Creek as a means of reducing impacts to the creek while continuing to allow urban density residential development. Approximately 372 acres are proposed to be zoned SF.

The third zone used to implement the MSF designation is the Residential Resource (RR) zone. The zone is intended to provide for lower residential densities, increased open space, and reduced impervious surfaces along Clover Creek and its associated wetlands and floodplains in order to better protect this high priority resource. The zone classification is the least intensive of Pierce County's urban zones, permitting a density of one to three dwelling units per acre. The RR zone is currently used by Pierce County in the adjacent communities of Parkland, Midland,

and Spanaway to provide higher levels of protection to Clover Creek and other high priority resources in those communities. The RR zone in Frederickson is simply a continuation of this zoning. Approximately 7% (557 acres) of the Frederickson plan area would be zoned RR.

Employment Center Designation

The Employment Center designation is the second most prevalent land use designation within Frederickson. The Employment Center (EC) designation provides land for industrial, manufacturing, and office jobs. Uses in the EC range from land intensive heavy industrial (e.g., manufacturing, product assembly, fabrication and processing, and heavy trucking uses) to light manufacturing, assembly, wholesale activities, and corporate office and office park development. Commercial uses subordinate to and supportive of employment uses are also permitted. Under the Pierce County Comprehensive Plan, 2,834 acres of land within Frederickson are designated EC. The community plan would reduce this area to 2,629 acres.

The community plan proposes the elimination of EC zoned lands in two locations within the community. The first location is an “island” of EC located west of Canyon Road between Military Road East and 176th Street East. The area contains approximately 157 acres of land and is mostly vacant. Clover Creek passes through the area and a substantial portion of the properties are encumbered by floodplain and wetland. Access to the properties is limited due to the presence of the creek and the lack of access from 176th Street East. The area is proposed for rezoning to RR and MSF. The second location where EC will be eliminated is the area east of the Tacoma Sportsman Club between 66th Avenue East and 70th Avenue East. The area contains approximately 80 acres consisting of single-family homes and vacant parcels. Clover Creek also passes through the area and a substantial portion of the properties are also encumbered by floodplain and wetland. Access to properties in the area is poor, primarily consisting of private easements through a variety of residential developments. The area is proposed for rezoning to RR. In total, the proposed EC reductions equal approximately 211 acres or 9 percent of the existing EC designated area within the community.

Proposed Zoning

The EC designation would continue to apply to approximately 2,623 acres of land within the community. The EC designation would be implemented by three zone classifications: Employment Center (EC), Community Employment (CE) and Employment Service (ES).

The EC zone is the most intensive industrial zone classification and would be applied to the core of the Employment Center - principally those lands south of 176th Street East. The range of uses in the EC zone would be expanded slightly from that currently permitted in order to allow for the addition of certain office uses. All commercial retail and service uses, however, would be prohibited. The community plan zones approximately 2,246 acres as EC.

The CE is a light industrial zone and would be applied north of 176th Street East. The CE zone differs from the EC zone in that certain heavy industrial uses, such as basic manufacturing and hazardous materials storage and processing are not permitted. Impervious surfaces are limited to not more than 70% of site coverage within open space corridors. The CE zone serves to provide greater protection of Clover Creek and associated floodplains and wetlands and as a transitional

zone to residential and commercial areas. Commercial retail and service uses would be prohibited. The community plan zones approximately 308 acres as CE.

The ES zone is a new zone for Frederickson and Pierce County. This zone focuses on providing those goods and services needed on a daily basis by workers within the Employment Center in a well-defined location. Certain light industrial uses are also permitted. This zone would be applied at the intersection of 176th Street East and Canyon Road East. Approximately 74 acres are zoned ES under the community plan.

High Density Residential District Designation

The High Density Residential District (HRD) designation will continue to apply within the community as it currently does today, but will be expanded to include property along 176th Street East between the 3900 and 4200 blocks. Properties north of 176th Street East and west of 78th Street East will be eliminated from the HRD designation. The HRD is to be developed as multi-family and high-density single-family attached with very limited commercial uses.



Proposed Zoning

The High Density Residential District plan designation will be implemented by two zone classifications: Moderate-High Density Residential (MHR) and Residential/Office-Civic (ROC). No areas would retain the current HRD zoning.

The MHR zone is a new zone classification for Frederickson. It differs from Pierce County's HRD zone in that it does not allow for commercial uses and permits a slightly different range of residential densities. The MHR zone permits high-density single-family attached and multi-family housing and compatible civic uses. The residential density for this zone generally ranges from 12 to 18 dwelling units per acre. Areas zoned MHR are located in the vicinity of the intersection of 176th Street East and 78th Avenue East.

The ROC zone is also a new zone for Frederickson. The ROC zone differs from the MHR zone in that it permits a variety of office, civic, and small-scale retail and service uses. Single-family attached and multi-family housing are permitted at a density range of 12 to 18 units per acre. Areas zoned ROC are located at the intersection of 176th Street East and 78th Avenue East and along 176th Street East between the 3900 and 4200 blocks.

Mixed Use District Designation

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

Proposed Zoning

The Mixed Use District plan designation will continue to be implemented by the Mixed Use District (MUD) zone classification. Currently MUD zoning exists at the intersection of 160th Avenue East and Canyon Road East, the intersection of Military Road East and Canyon Road East, and along 176th Street East between 46th Avenue East and the rail line. MUD zoning will continue to apply to the intersection of 160th and Canyon, however, the total acreage of MUD will be reduced by approximately 20 acres to better reflect existing industrial use of land in that area. MUD zoning at the intersection of Military Road East and Canyon Road East will be expanded to include approximately eight acres of land south of Military Road. MUD zoning along 176th Street East will not be altered.

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

Table 3 Proposed Land Use Designations		
Land Use Designation	Acreage	Percent of Plan Area
Moderate Density Single Family (MSF)	5,097	63.6%
High Density Residential District (HRD)	205	2.6%
Mixed Use District (MUD)	72	0.9%
Employment Center (EC)	2,629	32.8%
TOTAL	8,003	100.0%

Table 4 Proposed Land Use Designation and Zone Classifications		
Designation	Zone Classification	Acreage
Moderate Density Single Family (MSF)	Moderate Density Single Family (MSF)	4,168
	Single Family (SF)	372
	Residential Resource (RR)	557
High Density Residential (HRD)	Residential/Office-Civic (ROC)	63
	Moderate-High Density Residential (MHR)	142
Mixed Use District (MUD)	Mixed Use District (MUD)	72
Employment Center (EC)	Employment Center (EC)	2,246
	Community Employment (CE)	308
	Employment Service (ES)	75
TOTAL		8,003

Dwelling Unit Capacity

Under the Growth Management Act, Pierce County is required to plan for a density of at least four dwelling units per net acre within its urban growth areas. The community plan seeks to ensure that overall housing capacity of Frederickson is not diminished as a result of the zone

changes implemented in the community in order that future population growth can be accommodated in an efficient manner.

Under current zoning, it is estimated that a total of 3,514.5 acres of vacant and underdeveloped land is currently available for residential use. After removing acreage that is environmentally constrained and accounting for nonresidential uses (such as churches and schools), roads, capital facilities, and market factors, these lands have the capacity to accommodate approximately 6,505 dwelling units based upon the housing densities allowed in each zone. It is estimated that 14,311 persons could be accommodated within this housing. The associated housing density of this residential growth would be approximately 4.3 dwelling units per net acre.

In contrast, under the community plan, it is estimated that a total of 3,653.4 acres of vacant and underdeveloped land is currently available for residential use. After making the same deductions for environmentally constrained areas and accounting for nonresidential uses (such as churches and schools), roads, and market factors, the community plan increases the housing capacity of the community slightly due to an increase in the number of acres zoned for residential use and a decrease in acreage zoned for industrial use. Under proposed zoning, the community has the capacity for approximately 6,655 dwelling units, 150 more units than that provided under current zoning. It is estimated that 14,641 persons could be accommodated by this housing, approximately 330 more persons than under current zoning. The associated housing density of new residential growth would equate to 4.14 dwelling units per net acre.

A breakdown of vacant and underdeveloped lands under current zoning and the community plan follows:

Table 5 Inventory of Vacant and Underdeveloped Lands Available for Residential Use Current Conditions vs. Community Plan May 2003					
Current Conditions	Current Zoning	Vacant (Gross Acres)	Vacant (Net Acres)¹	Underdeveloped (Gross Acres)	Underdeveloped (Net Acres)¹
	MSF	957.7	408.9	2,374.4	1,254.0
	HRD	63.2	11.1	94.6	41.8
	MUD	10.8	2.4	13.8	8.2
Community Plan	Proposed Zoning	Vacant (Gross Acres)	Vacant (Net Acres)¹	Underdeveloped (Gross Acres)	Underdeveloped (Net Acres)¹
	MSF	654.7	324.8	1,975.0	1,062.8
	SF	131.5	70.0	195.4	103.5
	RR	225.5	80.5	251.2	109.5
	MHR	58.4	28.0	92.7	40.9
	ROC	22.0	10.5	17.9	9.8
	MUD	10.8	2.4	18.3	3.4

¹ Net acreage reflects land available for development after deductions have been made for wetlands and other critical areas, roads, non-residential uses such as churches and schools, capital facilities, and real estate market factors. Vacant parcels less than 1/2 acre in size are also excluded.

Accordingly, the community plan further increases the residential capacity of the area slightly, and continues to provide for average residential densities in excess of four dwelling units per net acre, satisfying the population and urban density requirements of the Growth Management Act.

As noted above, the community plan increases overall dwelling unit capacity in the community by 702 dwelling units and increases buildout density to 4.60 units per acre. This enables approximately 1,334 more people to be accommodated within the community at full buildout. The majority of this population (83%) would be accommodated in single-family homes at low to moderate densities within the RR and MSF zones. The remaining population would be accommodated at high densities within the ROC, MUD, and MHR zones.

LAND USE POLICIES

GOAL

Fostering a predominately residential community that balances environmentally sensitive areas, high traffic corridors, desired open space, and job creation while maintain a quality living environment is the principle goal. The predominate housing type within the community will be moderate density single-family housing. Limited areas of multi-family housing will be provided along major traffic corridors near commercially zoned lands. Low-density housing will be located along Clover Creek in order to minimize development impacts to this high value natural system. A community commercial center will develop at the intersection of 176th Street East and Canyon Road. This center will help to provide a greater sense of identity to the community through quality site planning and building design. This center will be oriented to meet the daily needs of the growing workforce employed within the Employment Center. Continued growth and development within the Frederickson Employment Center will be actively encouraged by ensuring that necessary infrastructure is available and by promoting an efficient and predictable regulatory environment.

OBJECTIVES, PRINCIPLES, STANDARDS

GENERAL

Intent: Promote a system of land use control that meets future growth needs in a predictable and efficient manner.

Objective 1. Provide sufficient residential and commercial land capacity within the community to meet the needs of the community for the next twenty years.

Principle 1. Ensure that the projected population growth within the community over the next twenty-year period can be accommodated.

Standards

- 1.1.1 Ensure that the residential densities and land area provided for each of the various zone classifications within the community enable a residential density of at least four dwelling units per net acre to be achieved as the community is developed.
- 1.1.2 Regularly monitor and evaluate growth trends within the community to determine if planned densities are being achieved. In the event monitoring indicates that planned densities are not being achieved, Pierce County shall develop recommendations to address the situation and shall present such recommendations for consideration during the next community plan update.

Objective 2. Support the continued existence of the Rural-Separator north of Frederickson.

Principle 1. Recognize the benefits the Employment Center and the overall Frederickson community derives from the presence of the Rural-Separator.

Standards

2.1.1 In the event any changes to allowed uses, density, or zoning within the Mid-County area are contemplated, Pierce County should analyze the impacts of such changes on future traffic volumes and operating conditions of Canyon Road and 176th Street East.

2.1.2 The Rural-Separator provides a desirable buffer between the urban growth areas for Pierce County and the cities of Tacoma, Fife, and Puyallup. The presence of this buffer helps to create more defined urban areas, improved community identity, and valuable open space benefits. The important public benefits the Rural-Separator provides, as discussed above, should be considered and analyzed as a component of any proposal to study or modify the Rural-Separator.

Objective 3. Encourage the provision of urban level services and facilities within Frederickson by discouraging the premature expansion of the Comprehensive Urban Growth Area (CUGA).

Principle 1. The size and geography of the urban growth area impact continued investment into needed urban facilities and services within Frederickson. In order to utilize financial resources in the most efficient manner, Pierce County should seek to minimize expansions of the CUGA until such time as a substantial need for additional urban land is demonstrated.

Standards

3.1.1 Consider expansion of the CUGA only when the market factor as monitored by Pierce County Planning and Land Services is reduced to less than 15%.

Objective 4. Provide strict guidance for rezones to ensure community plan goals and objectives are properly implemented.

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

Principle 2. Changes in land use designation are not permitted through the rezone process.

Principle 3. Ensure commercial and industrial rezone applications are consistent with the goals, objectives, and standards set forth in the Frederickson Community Plan.

Standards

- 4.3.1 Commercial and industrial rezones shall only 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 or industrial use type within the Frederickson Community Plan area. The analysis must consider the availability of vacant commercial or industrial buildings and land for the same type of use and shall demonstrate why the rezone is necessary. The analysis shall not be an analysis of market potential.
 - 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.

EMPLOYMENT CENTER POLICIES

Intent: Promote the continued existence and viability of the Frederickson Employment Center.

Objective 5. Recognize that the Frederickson Employment Center is a regional economic asset and foster its continued viability.

Principle 1. Ensure that changes in land use designations, zoning, and development standards within the community do not adversely affect the viability of the Employment Center.

Standards

- 5.1.1 Maintain the land area devoted to the Employment Center to the greatest extent possible. Consider reduction of Employment Center acreage only when the integrity of the Employment Center will not be significantly affected and where substantial rationale exists for the reduction.
- 5.1.2 Utilize the industrial land location criteria set forth in the Pierce County Comprehensive Plan when evaluating Employment Center zoned lands for possible rezoning.

- 5.1.3 Evaluate the benefits of any proposed change in land use designations, zoning, or development standards within or adjacent to the Employment Center against the impacts to businesses within the center.

Objective 6. Provide an orderly transition from the Employment Center to residentially zoned properties and environmentally sensitive areas.

Principle 1. Review the zoning atlas and recommend changes to create logical boundaries and transitions from the Employment Center to residentially zoned properties and environmentally sensitive areas.

Standards

6.1.1 Use ownership patterns, roadways, topography, lot size, and environmental features to establish logical boundaries to the Employment Center.

6.1.2 Zone areas within the Employment Center designation along Clover Creek as Community Employment (CE).

6.1.3 Limit development within the CE zone to light industrial and office uses only. Mineral extraction, salvage yards, and similar heavy industrial uses should be prohibited.

Principle 2. Establish a transition area between the Employment Center and residential zones.

Standards

6.2.1 Limit heights and uses within the transition area or provide some other means of promoting greater compatibility with residentially zoned parcels.

6.2.2 All developments on the periphery of the industrial area shall be designed, screened, or bermed to mitigate undesirable impacts upon surrounding residential areas.

Objective 7. Create a well-defined commercial and civic service area within the Employment Center that will meet the daily goods and service needs of the employees of the center and local residents.

Principle 1. Designate identified properties around the intersection of 176th Street East and Canyon Road East as Employment Service.

Standards

- 7.1.1 The Employment Service zone shall be considered a light industrial zone and shall only be permitted under the Employment Center land use designation.
- 7.1.2 The boundaries and size of the area zoned as Employment Service shall be based upon the employment capacity of the Employment Center, land ownership patterns, and natural and built environment features. The Employment Service area should not exceed 80 acres in size. Any Employment Service rezone shall be contiguous to other Employment Service properties.
- 7.1.3 The Employment Service area shall permit a range of light industrial, office, retail, service, utility, and civic uses. Permitted uses shall be identified in the Pierce County Development Regulations - Zoning.
- 7.1.4 Residential uses shall be prohibited within the Employment Service zone.
- 7.1.5 For purposes of Chapter 8.76 of the Pierce County Code, the Employment Service zone should be assigned a Class C environmental designation for noise abatement (EDNA).
- 7.1.6 The type of retail and commercial services allowed within the Employment Service zone should serve a market not greater than Frederickson residents and businesses.
- 7.1.7 The area of individual tenant space within commercial buildings shall be limited.
- 7.1.8 High quality site and building design shall be required within the Employment Service zone. Design standards shall seek to create a well-defined sense of place, ensure compatibility with adjacent uses, provide ample landscaping, facilitate pedestrian movement, and limit the number of vehicular access points onto Canyon Road East and 176th Street East.

COMMERCIAL POLICIES

Intent: Provide well-designed, appropriately scaled retail and service development at limited locations in the community.

Objective 8. Retail and service development within the plan area should be scaled to meet neighborhood and community needs, rather than regional needs, in recognition of abundant regionally oriented shopping centers in other nearby communities.

Principle 1. Strive for the development of well-designed, well-placed neighborhood and community scale commercial development within the plan area.

Standards

- 8.1.1 Retail and service uses should be oriented primarily to meeting the needs of the Frederickson community. The type and intensity of retail uses within the plan area should be regulated to discourage the development of “destination” or “big-box” retailers that draw customers from a large geographic area.
- 8.1.2 Commercially zoned areas should be compact in size and should be located at prominent intersections within the community.
- 8.1.3 The development of commercial strips should be discouraged by limiting commercial road frontage and by creating distinct commercial zones that vary in the type and intensity of allowed uses.
- 8.1.4 Require all commercial developments to meet architectural and site design standards.
- 8.1.5 Landscaping of commercial sites should be required, particularly along public roads and within parking areas.
- 8.1.6 Driveway access from commercial properties onto major roads should be minimized.

Principle 2. Control the location, scale, and range of commercial uses within the community in a manner as appropriate to accomplish the objectives of the community plan.

Standards

- 8.2.1 Allow for the continued existence of a limited mixed use commercial area at the intersection of 160th Street East and Canyon Road East. This area should be sized based upon existing retail, service, and civic uses.
- 8.2.2 Allow for the continued existence of a limited mixed use commercial area at the intersection of Military Road East and Canyon Road East. This area should not exceed 15 acres in size.
- 8.2.3 Limit additional commercial development along 176th Street east and west of the planned commercial center at 176th Street East and Canyon Road.

- 8.2.4 Encourage the communities of Summit View and North Clover Creek Collins to carefully control and limit commercial development along Canyon Road in order to maximize the efficiency of this roadway as a major north-south arterial and to prevent the development of a continuous commercial strip into the Frederickson community.

Principle 3. Implement compatibility requirements in order to minimize the impact of commercial activities on adjacent residential uses.

Standards

- 8.3.1 Require intensive screening and buffering of commercial uses adjacent to residential areas.
- 8.3.2 Control lighting within commercial developments to minimize light intrusion into residential areas.
- 8.3.3 Shield noise generating equipment such that noise levels within adjacent residential areas are not significantly increased.

RESIDENTIAL POLICIES

Intent: Provide for a diverse range of housing choice in the community, appropriately located and well designed.

Objective 9. Provide for a range of housing types and densities within the community.

Principle 1. Residential density should vary based upon characteristics of the built and natural environment.

Standards

- 9.1.1 Areas of the community with no significant environmental constraints or compatibility issues should be zoned as Moderate Density Single Family (MSF) and should generally be developed at densities of 2 to 6 dwelling units per acre.
- 9.1.2 Properties along the Clover Creek corridor should be zoned Residential Resource (RR) reflecting the more environmentally sensitive nature of these lands. These properties should generally be developed at densities of 1 to 3 dwelling units per acre.
- 9.1.3 Properties in the upper drainage basin of Clover Creek should be zoned Single Family (SF) reflecting the environmental characteristics of these

lands and proximity to Clover Creek. These properties should generally develop at a density of 4 dwelling units per acre.

- 9.1.4 Limited areas for high-density single- and multi-family development should be designated near the intersections of 78th Avenue/176th Street East and 40th Avenue/176th Street East, reflecting proximity to major transportation routes and commercial centers. These areas should be zoned as Moderate-High Density Residential (MHR) or Residential Office Civic (ROC). Density in these areas should generally range from 12 to 18 dwelling units per acre.
- 9.1.5 Lots of record within the Employment Center (EC) having an area of two acres or less created for the purpose of single-family residential use and recorded prior to January 1, 1995, should be allowed to accommodate one single-family unit per parcel. Accessory dwelling units should not be permitted. Design standards should be applied to reduce compatibility issues with existing or future industrial uses within the Employment Center. Existing or future industrial uses should not be construed as a public nuisance to residential uses.
- 9.1.6 Efforts should be taken to ensure consistency/compatibility with residentially zoned lands immediately adjacent to the community plan area.

Principle 2. Provide density-based incentives in residential zones.

Standards

- 9.2.1 Each residential zone 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.
- 9.2.2 Develop the necessary regulatory framework to provide a process for allowing density in excess of that generally allowed in each zone as a means of compensating developers for voluntary investment in public infrastructure and services.
- 9.2.3 The maximum density incentive granted should not exceed the maximum density generally allowed in a zone by more than 30%.
- 9.2.4 Density incentives should only be granted for voluntary investments. Mitigation necessary to address impacts of a development proposal will not be used as a basis for density incentives.

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

9.2.6 Developers utilizing the density incentive program should be recognized annually for their increased investment in the community.

Principle 3. A variety of housing types should be allowed in each residential zone subject to design standards.

Standards

9.3.1 The MSF zone should primarily be developed with detached single-family and two-family housing. Multi-family housing containing four or fewer dwelling units per building may also be permitted subject to compliance with design standards when such housing is a component of a mixed housing development.

9.3.2 Allow cottage and cluster subdivisions with densities of up to eight units per acre throughout the MSF zone when density incentives are used, subject to compliance with design standards.

9.3.3 The SF zone should primarily be developed with detached single family housing and compatible civic uses. Multi-family housing should be prohibited.

9.3.4 The MHR zone should primarily be developed with multi-family housing. Single and two-family housing will only be permitted when developed as a cluster or cottage subdivision.

9.3.5 Allow multi-family developments within the MHR, ROC, and MUD zones to achieve a density of up to 25 units per acre when density incentives are used.

ZONING OVERLAYS

Intent: Develop special overlay standards to protect special interest areas from incompatible uses.

Objective 9A. Utilize airport overlays within the plan area to protect the public's health, safety, and welfare and to address incompatible uses with airport operations.

Principle 1. Establish an Airport Overlay – Small Airport designation in the vicinity of Shady Acres Airport.

Standards

- 9A.1.1 Apply Airport Overlay – Small Airport regulations to the portion of the plan area identified as Airport Overlay – Small Airport in the vicinity of Shady Acres Airport.

IMPLEMENTING ACTIONS FOR THE LAND USE ELEMENT

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

Short Term Actions

1. Amend Title 18A-Zoning according to Land Use policies. (PALS, CPB)
 - a. Create a light industrial and office use zone (Community Employment).
 - b. Create a well-defined commercial and civic service zone (Employment Service) within the Employment Center designation to meet the daily goods and service needs of the Frederickson residents and businesses rather than regional needs.
 - c. Provide for a range of housing types and densities.
2. Ensure the viability of the Employment Center (EC) through: (PALS, CPB)
 - a. Land use designations, zoning, and development regulations;
 - b. Maintaining the land area devoted to EC uses;
 - c. Providing a transition between EC land and residential or environmentally sensitive areas;
 - d. Creating standards to promote compatibility with surrounding uses; and
 - e. Limiting the acreage of the Employment Service area.
3. Provide retail and service areas in limited locations in the community. Retail and service areas shall: (PALS, CPB)
 - a. Be appropriately scaled to meet community needs rather than regional needs;
 - b. Meet architectural and site design standards;
 - c. Minimize driveway access onto major roads;
 - d. Be controlled by the location, scale, and range of commercial uses allowed;
 - e. Be limited to identified location areas in the community; and
 - f. Use standards to promote compatibility with surrounding uses.
4. Provide for a range of housing types and densities within the community. (PALS, CPB)

- a. Areas with no significant environmental constraints should be zoned Moderate Density Single Family. Densities should be 2 to 6 units per acre.
 - b. Areas within the Clover Creek corridor should be zoned Residential Resource to reflect the environmentally sensitive nature of these lands. Densities should be 1 to 3 units per acre.
 - c. Certain intersections in proximity to major transportation routes and commercial centers should be zoned Moderate-High Density Residential or Residential Office Civic. Densities should range from 12-18 units per acre.
5. Amend Title 18A to clarify that changes in land use designation are not allowed through a rezone application and to require that rezone applications include a PDD, an analysis of market vacancy and a demonstration of need for the rezone. In the case of a rezone in the Employment Center designation, the industrial land location criteria set forth in the Pierce County Comprehensive Plan shall be used. (PALS)

Mid-Term Actions

1. Update Chapter 8.76 of the Pierce County Code to be consistent with the designations identified in the Comprehensive Plan and the Frederickson Community Plan. (TPCHD)
2. Develop and implement incentive based regulations by incorporating a minimum, base, and maximum density for each zone. Developments exceeding base density shall have to meet additional criteria to exceed the base density. (PALS, CPB)
3. Develop a regulatory framework to allow higher densities in compensation for a developer's voluntary investment in public infrastructure and services. (PALS)

Long Term Actions

1. Complete a monitoring report to evaluate growth trends to determine if planned densities are being achieved and urban levels of facilities and services are provided. (PALS)
2. Complete a monitoring report to evaluate the effectiveness of regulations and incentives. (PALS)

COMMUNITY CHARACTER AND DESIGN ELEMENT

INTRODUCTION

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



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

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

The Community Character and Design Element is a new addition to the set of documents comprising the Pierce County Comprehensive Plan. The need for a community plan element articulating the desired appearance and character of individual communities is inferred through policies in the 1994 Pierce County Comprehensive Plan and is stressed through public input gathered through the Frederickson and other community planning efforts.

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

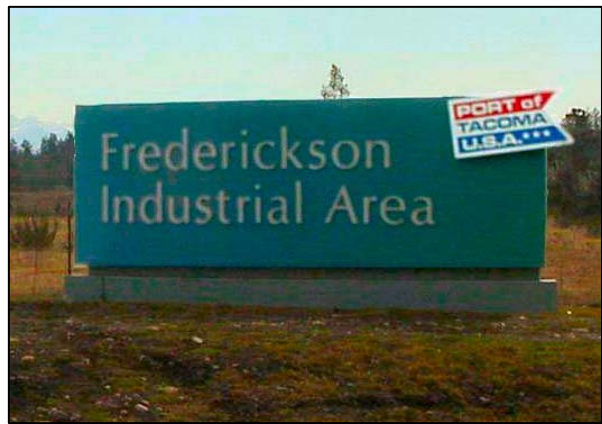
The Community Character and Design Element is affected by the Land Use Element which develops policy direction for urban form and, in turn, affects the Land Use Element by providing guidelines for how the urban form can be achieved and critical areas can be integrated into future projects. The design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

DESCRIPTION OF CURRENT CONDITIONS

Historically, Frederickson has been defined by its rural and agricultural characteristics. As recently as the late 1950s and early 1960s, only a few hundred homes existed in the community. Up until this time, the community was characterized by its low density, agricultural uses, prairies, and forests. Much of this character has been lost, however, in the face of rapid growth.

Over the past three decades, the number of homes in the community has swelled to nearly 5,000. Population has increased from less than 1,000 people in the early 1960s to more than 14,000 people today. During this time considerable industrial growth has also occurred in the community. Retail and service development within Frederickson, however, is very limited and there is no defined commercial/civic core within the community. Residents typically travel to adjacent communities to meet their shopping needs.

Today, the most defining characteristic people associate with Frederickson is the Employment Center and the Boeing Company's manufacturing plant located there. This association is very appropriate given that almost 40% of the community is devoted to industrial uses. Aside from the industrial area, Frederickson is essentially a bedroom community, mostly comprised of newer subdivisions built within the past 30 years.



While much change has occurred in the community in recent years, opportunity still remains to significantly shape the future character of Frederickson. Canyon Road East and 176th Street East are still relatively undeveloped and are not dominated by continuous commercial strips. Significant pockets of open space and vacant land remain, and substantial tree cover is still present.

DESCRIPTION OF DESIRED CONDITIONS

The citizens of Frederickson want to better define the community and help to ensure that it remains a desirable place to live as it continues to grow in the future. The community plan enacts measures to ensure future development will contribute to visual and functional amenities. The goals of the community plan are accomplished through policies, regulations, and design standards. However, adoption of the community plan will not result in immediate change. Significant and lasting change will occur over time through the realization of the implementing actions and citizen support.

Central Place

Frederickson needs a centralized commercial and civic core that can help to better define the community as a place. The community plan would create such a core at the four corners of the intersection of 176th Street East and Canyon Road East, near the geographic center of Frederickson. This core will provide a mix of community scale commercial and civic uses business interconnected with plazas and pedestrian walkways. Potential uses include grocery stores, banks and other professional services, barber shops and other personal services, and government offices. The core is intended to provide opportunity for community members to interact with one another and to be a well-designed area that residents and visitors can easily identify as being with Frederickson. Buildings will be of quality architectural design and sites will incorporate ample landscaping, plazas, signage, and other features that will be used to create an aesthetically pleasing atmosphere and provide a sense of the community.



Design

The Frederickson Community Plan integrates the natural and built environments to create neighborhoods and business centers that are functional, visually attractive, and compatible with the natural surroundings. Design standards require new development to demonstrate that filling and grading are minimized, trees are retained or replaced, and pedestrian connections are in place. Landscape standards are increased for parking lots and commercial buildings. Building and site design will emphasize safety through effective use of lighting, site design, and landscaping. Within the core commercial area, amenities such as courtyards or plazas, well-defined pedestrian pathways, benches, and lighting will be

integrated into site design to attract pedestrian uses. The apparent scale of multi-family and commercial buildings will be reduced through the design and placement of structures and through the effective use of landscaping.



Gateways

Canyon Road East and 176th Street East are the major routes into the community. Creating attractive entrances to the community along these roadways is needed to better identify Frederickson as a place. Standards included within the plan require specific design features at these important gateways.

Additionally, the plan emphasizes landscaping along Canyon Road and 176th Street East. These roadways are the most visible and traveled areas of the

community and as such are significant to the community's character. The plan emphasizes abundant tree plantings, wide landscaping buffers, and similar treatments along these roadways.

Signs

The community plan sets new standards for signs as a means of enhancing the streetscape of Canyon Road and 176th Street East. Policies and regulations strive to reduce the number and size of signs. In commercial complexes with multiple businesses, signs will be consolidated to diminish the visual clutter. New pole signs will be limited.

Trees

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

Pedestrian Linkages

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



COMMUNITY CHARACTER AND DESIGN ELEMENT POLICIES

GOAL

Promote community cohesion and a high quality visual environment by establishing requirements related to architectural, site, and landscape design.

OBJECTIVES, PRINCIPLES, STANDARDS

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

COMMUNITY ENTRIES AND STREETSCAPES

Intent: Provide design concepts and policies that will create attractive, easily identifiable community entrances and streetscapes within the Frederickson community.

Objective 10. Create identifiable boundaries, entries, gateways, and other visual queues so that residents, workers, and visitors know they are entering the community.

Principle 1. Provide distinctive designs at the edges, entrances, and other key locations within the community.

Standards

- 10.1.1 Use a variety of measures to create distinctive entrances, e.g., landscaping, tree planting, graphics, signage, lighting, monuments, pavement treatment, and public art.
- 10.1.2 Recognized entries consisting of tree plantings, signage, or public art shall be established at the following locations to create a gateway effect into the community:
- Canyon Road East at 160th Street East;
 - Military Road East at Waller Road;
 - 176th E Street East at Canyon Road East;
 - 176th Street East in the vicinity of 22nd Avenue East;
 - 176th Street East at 78th Avenue East;
 - 176th Street East in the vicinity of 87th Avenue Court East;
 - Future Canyon Road East extension at 208th Street East; and
 - 192nd Street East at 22nd Avenue East.
 - Waller Road East at Brookdale Road East
 - 208th Street East at 22nd Avenue East

- 10.1.3 Pierce County shall support and assist the community in developing and maintaining entrances. Support and assistance may be in the form of grant writing, developing a landscaping plan, working with the business community and other methods to solicit interest in the development of the entrances.

Objective 11. Enhance neighborhood quality and promote a strong sense of community by utilizing design standards to promote streetscapes.

Principle 1. Develop a standard streetscape design for Canyon Road East and 176th Street East.

Standards

- 11.1.1 Landscaped medians, landscaped buffer areas, lighted crosswalks, textured or decorative crosswalk surfaces, sidewalks, and sidewalk connections to adjacent developments should be incorporated into the design and construction of road improvement projects affecting Canyon Road East and 176th Street East. Where feasible and practical, pedestrian refuges should also be provided.

Principle 2. Promote the planting of street trees to enhance community character.

Standards

- 11.2.1 Require the planting of street trees and other vegetation along all arterial roadways within the community.
- 11.2.2 Pierce County shall update standards and guidelines for street tree species selection, installation, and maintenance.
- 11.2.3 Pierce County, in conjunction with business organizations, community groups, and property owners, shall develop street tree management programs. Such programs shall focus on maintenance and enforcement.

Principle 3. Promote the use of native vegetation as an integral part of streetscapes.

COMMERCIAL AND INDUSTRIAL CHARACTER

Objective 12. Develop commercial and industrial requirements dealing with site design, building design, landscape design, and sign design and placement.

Principle 1. Organize the site plan to provide an orderly and easily understood arrangement of building, landscaping, and circulation elements that support the functions of the site.

Standards

- 12.1.1 Create a distinct street edge and minimize parking between structures and street.
- 12.1.2 Emphasize the importance of street corners through building location, pedestrian access, special site features, or landscape features.
- 12.1.3 Maintain visual and functional continuity between the proposed development and adjacent and neighboring properties through setbacks, building massing, circulation, or landscaping.
- 12.1.4 Develop detailed streetscape plans addressing streets, crosswalks, sidewalks, signage, landscaping, street furniture, utilities, public spaces, etc.
- 12.1.5 Buffer differing uses through a variety of measures including but not limited to setbacks, screening, berming, vegetative buffering, and shielded lighting.
- 12.1.6 Encourage joint development of sites where there is potential for common building walls, shared driveways, landscaping, or other shared facilities.
- 12.1.7 Use durable, high quality materials in site furnishings and features for ease of maintenance.
- 12.1.8 Minimize visual, noise, and odor impacts of service areas, such as loading docks, trash and recycling collection points, utility maintenance areas, etc. on surrounding uses and streets through site design, landscaping, and screening.
- 12.1.9 Use fencing and landscaping to conceal outside storage and sales areas with high quality materials.
- 12.1.10 Integrate water quality treatment techniques such as biofiltration swales and ponds with overall site design, where appropriate.
- 12.1.11 Provide pedestrian walkways that connect all buildings and entries of buildings within a site and that connect the site to walkways on adjacent properties.
- 12.1.12 Provide pedestrian walkways from the public sidewalk(s) to the main entry of developments. Where development fronts two streets, access shall be provided from both streets.

- 12.1.13 Encourage pedestrian movement between commercial properties and neighborhoods by providing gates, ramps, and steps where natural or man-made barriers exist.
- 12.1.14 Minimize the space devoted to vehicular circulation by limiting access driveways, ensuring efficient internal circulation, and taking advantage of opportunities for shared driveways.
- 12.1.15 Minimize the area devoted to parking by taking advantage of shared parking, or methods for reducing parking demand, or turnover, where possible.
- 12.1.16 Replacement or expansion of existing utility systems shall be underground.
- Principle 2.** Architectural and site design of non-residential, commercial developments should reflect desired community character.
 - 12.2.1 Discourage nondescript architecture that has few design features, cohesiveness, or is scaled to be appreciated at automobile speeds.
 - 12.2.2 Within a given commercial or civic development, require consistent architectural themes and colors for buildings, street furniture, and amenities.
 - 12.2.3 Reduce the apparent scale of large commercial structures located adjacent to residential neighborhoods and uses through building placement, design, and landscaping.
 - 12.2.4 Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and parking areas.
 - 12.2.5 Enhance building entries with a combination of weather protection, landscaping, pedestrian amenities, or distinctive architectural features.
 - 12.2.6 Locate or screen roof-mounted mechanical equipment to minimize visibility from public streets, building approaches, and adjacent properties.
 - 12.2.7 Locate or screen utility meters, electrical conduit, and other utility equipment to minimize visibility from the street.
- Principle 3.** Site and building design requirements within the Employment Center zone should focus primarily on ensuring appropriate transitions to non-industrial areas and public roadways.

- 12.3.1 Limit site and building design requirements within the Employment Center zone to landscaping, setback, height, and lighting control.
- 12.3.2 Industrial uses should provide substantial landscaped areas when adjacent to residentially zoned areas and public roadways.
- 12.3.3 A system of varied building setbacks and heights should be implemented for industrial uses based upon the intensity of the use, site characteristics, and adjacent land uses.

CENTRAL PLACE

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

Objective 13. Promote the development of a centralized, coordinated, high-quality commercial center that can meet many of the goods and service needs of residents, employers, and employees while also serving as a civic and social center for the community.

Principle 1. Designate the Employment Service zoned properties at the four corners of the intersection of 176th Street East and Canyon Road East Plan as the Frederickson Central Place.

Principle 2. Adopt design standards for the Frederickson Central Place that facilitate the development of a high quality, pedestrian-friendly built environment that can serve as a focal point for the community.

Standards

- 13.2.1 Site design shall require the coordination of site layout, landscaping, setbacks, pedestrian access points, vehicular entrances, and other site elements to unify all four corners of the Frederickson Central Place.
- 13.2.2 Significant landscaping shall be used to reduce the scale of parking lots, define pedestrian routes and common areas, screen and buffer adjacent uses, and create an attractive streetscape along the perimeter of the Frederickson Central Place.
- 13.2.3 The Frederickson Central Place should have a strong pedestrian and transit orientation that is reflected in site development and design standards which separate automobile and pedestrian circulation through the use of raised walkways, change in pathway material texture, use of landscaping, covered walkways, and parking lots broken into segments.

- 13.2.4 Pedestrian amenities, such as plazas, courtyards, covered walkways, outdoor art, seating, lighting, and trash receptacles should be incorporated into the overall design.
- 13.2.5 Site design should create distinct street edges along Canyon Road East and 176th Street East and should accentuate the intersection of these two roads through building placement or a special landscaping or pedestrian feature.
- 13.2.6 Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and the surrounding neighborhood.
- 13.2.7 Building architecture and materials shall be of high quality in order to emphasize the role of the Frederickson Central Place in the community.
- 13.2.8 Street-facing building facades shall employ a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of building materials and landscaping to increase visual interest and visually break up large building mass.
- 13.2.9 Provide pedestrian-friendly facades on the ground floor of all buildings that face public streets and parking areas.

RESIDENTIAL USES

Intent: Promote the development of well-designed urban residential areas.

Objective 14. Develop specific design guidelines for single-family and multi-family residential development dealing with site planning and building placement.

Principle 1. Provide incentives for innovative site designs and clustering of single-family residential uses and high density multi-family uses.

Principle 2. Promote the visual quality of neighborhood streetscapes so that they become a valued element of the character of the community and enhance neighborhood quality.

Standards

- 14.2.1 Encourage use of curvilinear streets and narrower street profiles within residential neighborhoods.
- 14.2.2 Provide opportunity for porches and decks within front yard setbacks.

- 14.2.3 Permit single-family detached dwelling units to encroach into front yard setbacks the same distance the garage entrance is recessed behind the front yard setback line. The front yard setback shall not be less than 15 feet.

Principle 3. Site characteristics that enhance community character should be preserved through site planning. Examples include preservation of clusters of existing trees, retention of historic features, and conservation of similar assets.

Standards

- 14.3.1 Methods that can be used to protect desirable areas include lot clustering, transfer of development rights, and incorporating the desirable features into recreation areas or open space tracts.

Principle 4. Encourage underground stormwater retention systems by providing development incentives.

Principle 5. Develop standards that make provisions for common recreation areas within residential developments.

Objective 15. Develop specific design guidelines for two-family (duplex), attached single-family, and multi-family residential developments dealing with architectural design and scale of buildings.

Principle 1. Provide incentives for innovative architectural design of two-family (duplex), attached single-family, and multi-family residential development.

Principle 2. Encourage dwelling units with a variety of architectural features such as porches, stoops, balconies, decks, or other well-defined pedestrian entrances. These features should be visible from the street to provide a welcoming ambience.

Principle 3. Encourage two-family developments that provide alley access to the vehicle enclosure.

Principle 4. Avoid locating parking areas for multi-family developments between the buildings and the street. Rather, allow the residential units to be oriented toward the street.

Principle 5. Encourage two-family, attached single-family, and multi-family units that emphasize each individual unit through variations in details such as trim, roofline and pitch, porch design, and color.

Principle 6. Encourage modulation of multi-family buildings to make the building mass appear smaller. Discourage multi-family buildings consisting of large blank walls, particularly when visible from adjacent streets.

Objective 16. Encourage and provide incentives for providing open space and retaining existing native vegetation on sites proposed for urban development.

Principle 1. Provide incentives for open space preservation by allowing innovative measures such as clustering development, transfer of development rights, zero-lot-lines setbacks, and other techniques.

Principle 2. Provide public access to publicly owned open space within the community.

Principle 3. Provide a procedure for removing dangerous or diseased trees that require mitigation including replacement of any removed trees.

Standards

16.3.1 Sites that are devoid or deficient in vegetation shall be required to introduce supplemental landscaping with plantings that are native to the Pacific Northwest and are based on the historic indigenous plant species for the underlying soils. These supplemental plantings shall equal the minimum amount required for retention.

Principle 4. Reduce the amount of density or intensity allowed within a proposed development for lack of permanently designated usable open space.

URBAN OPEN SPACE

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

Principle 1. Provide a range of open space dedication requirements based upon the density or intensity of the proposed use.

Principle 2. Require a permanent dedication of open space as a condition of approval for a site plan or division of land. The following activities should be allowed within designated open space areas and are listed in order of priority.

Standards

- 17.2.1 Preservation of natural vegetation including fish and wildlife habitat.
- 17.2.2 Natural resource protection including steep slopes, streams, and wetlands.
- 17.2.3 Buffers between incompatible land uses.
- 17.2.4 Passive recreation (pervious and impervious trails).
- 17.2.5 Active recreation (parks).
- 17.2.6 On-site utilities (drainfields, stormwater retention facilities).
- 17.2.7 Pedestrian and bicycle trails shall be permitted uses within designated open space tracts.

Principle 3. Require the open space area to be clearly marked and identified as a protected area through the use of methods such as fencing (when appropriate) and signage.

LANDSCAPE DESIGN

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

Objective 18. Ensure the built environment is compatible with the natural environment and the impacts of site development are minimized and integrated through landscaping.

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

Standards

- 18.1.1 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.
- 18.1.2 Newly planted landscaped strips shall contain trees that are at least 8' tall and 2" in diameter. Trees must be a minimum of 35' at maturity, except where conflicts occur with utility or corridors.

- 18.1.3 Trees that serve to assist in noise reduction for commercial or industrial properties shall consist primarily of evergreen and coniferous species.
- 18.1.4 Landscape Canyon Road East with trees, plants in the median, and lush green areas along its edges. New plantings should be at least 12' in height and 3" diameter and capable of a minimum height of 35' at maturity.
- 18.1.5 Encourage the use of bioswales in parking lot landscaped areas to break up the expanse of asphalt and assist in stormwater treatment and infiltration.
- 18.1.6 Parking lot landscaping shall be significant and dispersed throughout the lot in order to provide shade, pedestrian refuge, and visual relief.
- 18.1.7 Parking lot vegetation should consist of a variety of trees and vegetation. New trees should be at least 8' in height and 2" diameter and capable of a minimum height of 35' at maturity, except where conflicts with utility corridors would occur.
- 18.1.8 Where commercial or industrial land uses abut residential uses, a landscaped buffer shall be provided to reduce noise and glare impacts.
- 18.1.9 Vegetation that is native to the Pacific Northwest and that is drought tolerant is preferred for landscaping.
- 18.1.10 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: Establish a system of sign controls that minimizes the number and size of signs within the community while ensuring an opportunity for effective advertising.

Objective 19. Implement 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.

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

Standards

- 19.1.1 Promote the gradual reduction in the number of signs through the adoption of an amortization period for nonconforming signs.
- 19.1.2 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.
- 19.1.3 Billboards should have an amortization period consistent with the Internal Revenue Service depreciation schedule.
- 19.1.4 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.
- 19.1.5 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 Frederickson Design Standards and Guidelines.

Standards

- 19.2.1 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.
- 19.2.2 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.
- 19.2.3 Prohibit the use of flashing or rotating signs, video signs, roof signs, railing signs, inflatable signs, and signs attached to private light standards.
- 19.2.4 Prohibit the use of lights and surfaces that result in glare onto adjacent properties.
- 19.2.5 Limit the use of pole signs.
- 19.2.6 Allow monument and wall signs.
- 19.2.7 Require consolidation of signage within commercial development to reduce visual clutter along streets and the freeway.

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

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

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

Standards

19.3.1 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.

19.3.2 Prohibit new billboards within Frederickson.

19.3.3 Existing billboards should be eliminated over time through use of an amortization period.

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

19.4.1 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 from which the banners are being suspended can support the weight and the force of the wind upon the banners.

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

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

19.4.4 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.

Objective 20. Provide consistent lighting regulations that control placement, style, type, and intensity.

Principle 1. Promote a consistent visual image in the use of lighting.

Standards

- 20.1.1 Consistently apply and enforce lighting regulations.
- 20.1.2 Provide lighting that is integrated with the overall architectural concept in scale, detailing, use of color and materials, and placement.
- 20.1.3 Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and surrounding neighborhood.
- 20.1.4 Require lighting to be reviewed during design review in all new developments.

Principle 2. Ensure that lighting in communities contributes to vehicle and pedestrian safety.

Standards

- 20.2.1 Provide adequate lighting levels in all pedestrian areas including building entries, along walkways, parking areas, transit, and other public areas.
- 20.2.2 School bus stops should be lit and safe. The school district should plan the stops and developments should contribute to construction and safety.

Objective 21. Encourage energy efficient lighting solutions.

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

Standards

- 21.1.1 Encourage the use of lights on a timer.
- 21.1.2 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

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

Objective 22. 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.

Standards

- 22.1.1 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.

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

IMPLEMENTING ACTIONS FOR THE COMMUNITY CHARACTER AND DESIGN ELEMENT

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

Short Term Actions

1. Amend Title 18A-Zoning (PALS, FAC)
 - a. Establish minimum setbacks, height and gross floor area limitations and maximum impervious surface standards for all zone classifications; and
 - b. Create a new zone classification - Employment Service, to be applied to properties at the four corners of the intersection of 176th Street East and Canyon Road East as Employment Service.

2. Amend Title 18J-Design Standards and Guidelines (PALS, FAC)
 - a. Develop a standard streetscape design for Canyon Road East and 176th Street East;
 - b. Develop provisions for street trees, other vegetation, or landscaped areas along all arterial roadways;
 - c. Update standards and guidelines for street tree species selection, installation, and maintenance;
 - d. Establish urban design standards and guidelines for:
 1. Commercial and industrial uses dealing with site design, building design and placement, landscaping, lighting, and circulation.
 2. Two-family, attached single-family, and multi-family residential development dealing with site planning, building placement, and building scale.
 - e. Establish a range of open space dedication requirements based upon the density or intensity of the proposed use;
 - f. Require landscaping buffers to separate dissimilar or incompatible uses.
3. Amend Title 18B-Signs (PALS, FAC)
 - a. Control the size, type, design, and location of signs;
 - b. Implement uniform and balanced requirements for new signs and an amortization schedule for the removal of signs made nonconforming with the new regulations;
 - c. Apply design standards and guidelines to the design and placement of signs within the community;
 - d. Allow temporary signs that are controlled by the use, size, and duration of the sign.

Mid-Term Actions

1. Work toward the creation of community entrances and streetscapes at identified locations through the use of design concepts and standards. (PALS, FAC)
2. Develop a street tree management program. (PALS, FAC)

NATURAL ENVIRONMENT ELEMENT

INTRODUCTION

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

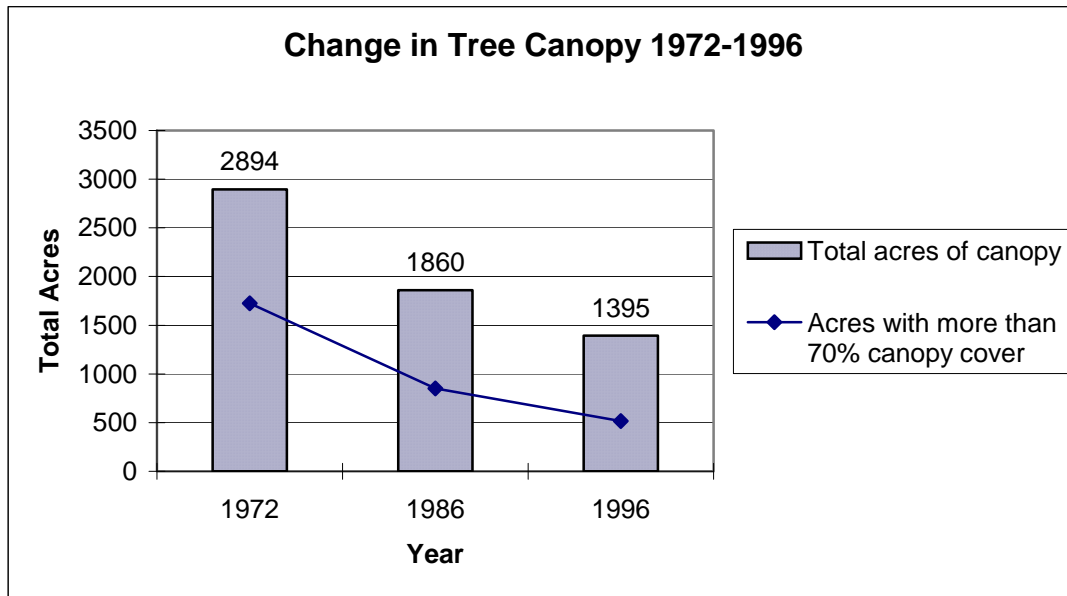
Of great importance to the community is the long-term protection of Clover Creek. This creek is one of the most significant natural features in the community and provides essential habitat to a variety of fish and wildlife species, including salmon. Clover Creek is also one of the largest stream

systems in urban Pierce County and is designated as a Shoreline of the State. In addition to its high environmental value, the creek also provides a link to the community's past as it was essential to the early settlement of the Frederickson area. Much of Frederickson's early identity was drawn from the creek and the creek continues to be a community symbol today. Continued urban development in the community poses a significant threat to the health of the creek. Ensuring Clover Creek is adequately protected as the community grows is a key component of the community plan.



Wetland complex south of 192nd Street East

Another area of concern to the community is the preservation of tree cover. The trees and vegetation of the Pacific Northwest offer valuable habitat to wildlife while providing the human environment with visual relief, shade, noise barriers, and an opportunity for integration of the earth's natural resources. In surveys, open houses, and public meetings, the citizens of Frederickson have repeatedly expressed concern about the continuing loss of tree cover within the community. It is estimated that more than 50% of the tree cover in the community has been lost over the past 30 years as a result of land clearing and development activities. During this same time period, heavily forested areas in the community (areas with more than 70% tree canopy cover) have been decreased by more than 75%, while areas having little or no canopy cover have increased by more than 60%. Reducing future tree loss in the community is another key component of the Frederickson Community Plan.



Conservation of open space is also a high priority of the community. Open areas have been lost at a rapid pace as new development has occurred in the community. It is estimated that since 1980 alone, more than 2,000 acres of land within the community has been platted and developed with commercial and residential uses. The community plan identifies the remaining highest valued open space areas and encourages public and private acquisition of these areas for long-term preservation. Significant emphasis is given to conservation of open space along Clover Creek. In addition to acquisition, the community plan also seeks to maintain open space in other areas of the community through the use of developer dedication, transfer of development rights, and other methods.

Lastly, the community plan also recognizes and seeks to protect the quality of several other important environmental attributes including ground and surface water quality, air quality, and light and noise levels. Policies and implementing regulations set forth in the community plan contain variety of strategies addressing these areas.

DESCRIPTION OF CURRENT CONDITIONS

The natural environment refers to those elements of the environment which tend to occur naturally and are generally not created by man. Examples include soil, topography, and geology.

Earth Resources

(Sources: Soil Survey of Pierce County, 1979; Pierce Co. Critical Areas Atlas, 1991; Groundwater Occurrence and Stratiography of Unconsolidated Deposits, Central Pierce Co.; and, Potential Hazards From Future Eruptions of Mount Rainier, Washington, 1973)

Soils

According to the Pierce County Soil Survey, sixteen soil types occur within the plan area. Of these sixteen, three are most dominant: Everett gravelly sandy loam; Kapowsin gravelly loam; and Spanaway gravelly sandy loam. Approximately 89% (6,703 acres) of the plan area falls into these three soil types.

Spanaway and Everett gravelly sandy loams are well drained and experience little surface water runoff. The high permeability of these soils has made them desirable for development as stormwater runoff is easily controlled and on-site septic systems are viable. Consequently, large areas of these soil types have been developed with single-family homes utilizing on-site septic systems. Kapowsin gravelly loam is less well drained and experiences a shallow perched water table during the rainy season. The seasonal shallow water table makes stormwater control more difficult. On-site septic systems generally do not function well in this soil type. As a consequence, development in these areas has been limited primarily to single-family homes on large lots.

The remaining 829 acres of the plan area contains 13 different soil types exhibiting a range of characteristics. The approximate acreage and characteristics of these soil types is as follows:

- 230 acres are classified as hydric (three percent of the plan area) and are very poorly drained. These hydric soils include Bellingham silty clay loam, Dupont muck, Tanwax muck, and Tisch silt. Hydric soils are often characterized by the presence of wetlands and other water features and often experience flooding problems. The largest area of hydric soils is located along Clover Creek.
- 180 acres are classified as Everett stony loamy sand. This soil type is very stony and is highly permeable. Surface water infiltration is rapid with little or no surface water runoff occurring. The largest pocket of this soil type in the plan area is approximately 150 acres in size.
- 115 acres are classified as Alderwood gravelly sandy loam. This soil type is moderately well drained. A perched water table may occur for short periods during the spring and winter rainy seasons. The soil generally is not well suited to on-site septic system usage due to the seasonal perched water table.
- The remaining 300 or so acres contains Indianola loamy sandy, Kitsap silt loam, Ragnar sandy loam, Spana loam, Neilton gravelly loamy sand, fill areas, and gravel pits. These soil types occur in pockets of 30 acres or less in size scattered throughout the plan area.

Topography

The majority of the plan area consists of relatively flat uplands with slopes of 6% or less. Scattered throughout the plan area are long, narrow, moderately steep slopes that break abruptly along the edges of the upland areas. In general, these slopes have grades of 15% to 30%. However, there are a few areas where slopes exceed 30%. This pattern of topographic breaks along the edges of large, relatively flat upland areas is most prevalent in the northern portion of

the plan area which drains to Clover Creek. Areas with slopes of 15% or greater total approximately 485 acres or 6.6% of the total plan area. Areas having slopes of 15% or greater are considered potential landslide and erosion hazards areas. Development in these areas is controlled by Pierce County's Critical Area Regulations. These regulations generally require that these slopes remain in an undisturbed condition and that development be setback a certain distance from the slope areas.

Seismic Hazard Areas

Seismic hazard areas are areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction. Seismic hazard areas are noted by the presence of alluvial surficial geology or recessional outwash geology overlain by Barneston, Everett, Neilton, Pilchuck, or Spanaway soils. There are two areas of potential seismic hazard mapped within the community. These areas are located in the eastern portion of the plan area. Approximately 400 to 500 acres of seismic hazard area are centered on the intersection of 78th Avenue and 184th Street East. An additional 100 or so acres are located along the eastern boundary of the plan area between 160th Street East and 170th Street East.

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

Volcanic Hazard Areas

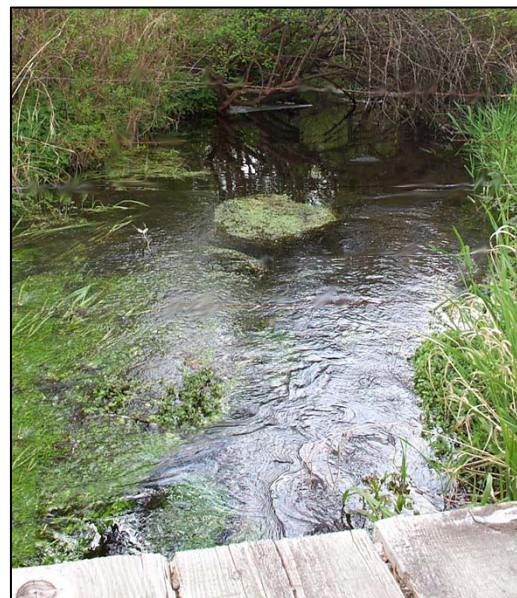
There are no volcanic hazard areas located within the community.

Water Resources

(Sources: Flood Insurance Rate Maps, FEMA; National Wetlands Inventory; Pierce Co. Wetlands Inventory; WDFW Streamnet; and, Groundwater Pollution Potential (DRASTIC) maps, 1998)

Surface Waters

Hydrology mapping by the Washington State Department of Natural Resources indicates that there is one stream (Clover Creek), three small ponds/lakes, and several small, unnamed drainage channels within the community plan area. Clover Creek is classified as a Type 1 stream along most of its length and is listed as a Shoreline of Statewide Significance. The creek is mapped as being salmon bearing, but is not listed on the Draft Chinook Status map as containing Chinook salmon. Coho salmon presence is noted, however, by the Washington State Department of Fish and Wildlife. The three lakes/ponds include Stony Lake, which is approximately 13.2 acres in size,



Clover Creek south of Military Road.

and two unnamed lakes/ponds of 1.1 and .58 acres each.

The headwaters of Clover Creek originate in the community plan area and are formed by a series of springs at the base of steep slopes, east of Canyon Road. The headwaters are located on large parcels owned by Tacoma City Water and the Tacoma Sportsman Club. These parcels are largely forested with second-growth timber and contain multiple springs and wetlands, which form the headwaters.

Flood Hazard Areas

Pierce County defines flood hazard areas as those lands “in a floodplain within Pierce County subject to a one percent or greater chance of flooding in any given year.” These areas have been mapped by the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program. Flood hazard areas may be referred to as the 100-year floodplain. The FEMA maps for Pierce County indicate there are 29 flood hazard areas (100-year floodplains) within the boundaries of the community plan area. The 29 areas have a combined acreage of 535 acres. A substantial portion of this acreage is located along Clover Creek. In addition to the 100-year floodplain areas, there are an additional 17 areas mapped by FEMA as being prone to flooding on a less frequent basis. These less frequently flood areas are referred to as 500-year floodplains. A total of 129 acres is mapped as being within these 500-year floodplains. Pierce County regulates 500-year floodplains in the same manner as 100-year floodplains. Approximately 9% of the plan area is mapped as either 100 or 500-year floodplain.

In addition to the mapping completed by FEMA, Pierce County is currently conducting an inventory of flood prone areas as a component of a watershed basin planning effort for Clover Creek. This inventory is not yet complete, but may reveal additional flood prone areas within the community not mapped by FEMA.

Wetlands

Wetlands are areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted to life in saturated soil conditions. Examples of wetlands include swamps, marshes, bogs, and similar areas. Wetlands are of significant biological and physical value and are required to be protected under federal, state, and local laws. Pierce County uses the National Wetlands Inventory (NWI), Pierce County Wetlands Inventory (CWI), and site specific investigations to determine the presence of wetlands. The CWI indicates that there are 98 wetlands. These wetlands have a combined area of 645 acres. Approximately 8.5% of the plan area is classified as wetland. It should be noted that the CWI and NWI maps are not entirely complete and that there may be small wetland areas throughout the community that are not noted in these inventories.

Wetlands in Pierce County are classified and protected according to category. Category I wetlands are the most valuable wetland systems and are typically large, diverse wetlands which provide habitat for threatened or endangered species. Category I wetlands are protected with a 150-foot buffer. Category II wetlands are typically large, diverse systems that provide significant habitat. 100-foot buffers protect these wetlands. Category IV wetlands are the least valuable, and are hydrologically isolated, less than one acre in size, and have only one dominant plant species. A 25-foot buffer protects these wetlands. Category III wetlands are wetlands that

do not meet the criteria of Category I, II, or IV and are protected with a 50-foot buffer. Most wetlands in Pierce County fall into either Category II or III. If an average buffer size of 75 feet (average of buffer width for Category II and III wetlands) is applied to the wetlands in the plan area, the acreage affected by wetlands increases from 645 acres (total wetland acreage) to 1068 acres (total wetland acreage with 75-foot buffers). When buffers are considered, approximately 14% of the plan area is affected by wetlands.

Groundwater

The Frederickson community is located in the regional recharge area for the Clover/Chambers Creek aquifer system. Depth to groundwater is 30 or more feet. The geology of the majority of plan area is such that infiltration of rainfall is rapid. This high degree of permeability makes the groundwater in the area very susceptible and vulnerable to contamination.

The recharge area for the Clover/Chambers Creek aquifer system is designated as an Aquifer Recharge Area by Pierce County. All of Frederickson lies within the Aquifer Recharge Area. Within this area, Pierce County has established regulations intended to prevent or minimize potential impacts to groundwater resulting from new land use activities.

Fish and Wildlife Habitat

(Source: WDFW PHS Digital Database)

Priority Habitat and Species

Priority fish and wildlife habitat and species locations have been mapped by the Washington State Department of Fish and Wildlife (WDFW) and are identified in WDFW's Priority Habitat and Species Database. This database indicates that there are 25 such areas within Frederickson. Of these 25 areas, 20 are associated with wetlands or streams, three are areas of seasonal waterfowl concentration, and two are large areas of relatively undisturbed natural vegetation.



Great Blue Heron, a state monitored species common to Clover Creek. .

Pierce County protection of these areas is limited to wetlands, streams, and those areas that provide habitat for state or federally listed threatened, endangered, candidate, monitored, or sensitive species. Accordingly, 20 of the 25 areas are protected to some degree through the establishment of protective buffers for associated streams or wetlands. The remaining five areas are not documented as providing habitat for protected species and as a consequence are currently not protected by Pierce County's critical area regulations.

Air Quality

(Source: 1998 Washington State Air Quality Annual Report, April 1999)

The Washington State Department of Ecology and the Puget Sound Clean Air Agency monitor air quality in the Puget Sound Area. In Pierce County, air quality monitoring stations are located

at Milton, Tacoma Tideflats, south of Puyallup, Eatonville, and Mount Rainier. These stations track numerous air pollutants including particulate matter, carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and lead. The sources of these pollutants include motor vehicles, industrial emissions, residential woodstoves and fireplaces, outdoor burning, and other sources. Of these sources, motor vehicles are the largest source of pollutants, generating an estimated 57% of all air borne pollutants in Washington State.

Air quality standards are established by the Environmental Protection Agency (EPA) and Washington State. Failure to meet the established standards results in an area being designated as a “nonattainment area” by the EPA. When an area is designated as nonattainment, a plan is required to be developed to bring the area back into compliance with the established standards. The most recently published annual air quality report for the Puget Sound Region is for the year 1998 and was released by the Department of Ecology in April 1999. This report indicates that the air quality of the Puget Sound region, including Pierce County, is in compliance with established standards. The trend in air quality over the past ten years in the Puget Sound region has been one of continuing improvement

DESCRIPTION OF DESIRED CONDITIONS

The Frederickson community, like many suburban communities, assigns high value to the trees, streams, and other natural areas within its boundaries. These areas contribute to the quality of life experienced by the community’s residents and are important aspects of the community’s identity. Like many communities in Pierce County, residents of Frederickson have seen much degradation of the natural environment over the past 30 years as growth has occurred. This pattern of degradation is expected to continue and is inevitable as the population of the area continues to grow. The community realizes that action must be taken now in order to ensure that those elements of the natural environment most important to the community are preserved for present and future generations.

Clover Creek, Headwaters, and Associated Wetlands and Floodplains

Clover Creek and its associated wetlands and floodplains are identified as being of high ecological importance, providing habitat for a wide variety fish, wildlife, and plant species. Most notably, the headwaters area of Clover Creek is presently intact and functioning well. Preserving the integrity of Clover Creek and its headwaters area and restoring the natural functions and values of this stream system is one of the highest priorities of the community plan. Much of the area along Clover Creek is currently undeveloped, including the headwaters area. Where development has occurred it is generally of low density and large lot size reflective of the environmental limitations of this area. The community plan recognizes this trend and recognizes these constraints through new zone classifications that will limit the density and intensity of development to better coincide with the development capacity and capability along the creek. The community plan contains policies calling for additional study of the headwaters area to better identify and protect the freshwater springs located there which are so vital to the creeks continued ecological and hydrological integrity.

Tree Cover

Citizens of Frederickson place a high value on remaining forests and areas of significant vegetation. New development will not occur without retaining trees on the property or, at a minimum, replacing them with like kind. In recognition of the high priority placed on tree and vegetation retention, the community plan contains a number of policies on the subject and regulations are included with the plan implementation package. It is recognized that trees and vegetative cover not only provide habitat for wildlife, but also alleviate the impacts of high density or intensive developments. Trees can act as buffers from noise, light, and glare while providing shade and areas for children to play and reduce air pollution through the uptake of contaminants.

Open Space

An important step toward integrating the built and natural environments is recognizing the role of open space corridors. The open space corridors in Frederickson coincide with wetlands, flood hazards, slopes, and streams. Emphasis is given to preservation of lands along Clover Creek. The community plan strives to preserve these resources through policies, regulations, and long-term educational outreach. Open space corridors in Frederickson are also inclusive of Priority Habitat and Species as listed on Washington Department of Fish and Wildlife maps. The community plan prioritizes the acquisition of open space in environmentally constrained areas. The County's Conservation Future Program is recognized as a key tool to help preserve these areas into perpetuity. Stewardship and management plans that address long-term protection and maintenance should also be developed. In addition to public acquisition efforts, a variety of other open space acquisition and conservation strategies are suggested to ensure long term preservation.

Ground and Surface Water Quality

The community supports continued regulatory efforts by local government aimed at protecting ground and surface water quality. These regulations have been developed based upon review of the best available information and are frequently updated to reflect changes in environmental conditions and further research. The community desires that these regulations be properly enforced. The community also supports the use of low impact development techniques to minimize impacts to ground and surface water quality associated with new development.

NATURAL ENVIRONMENT POLICIES

GOAL

Protecting the health of the natural environment and providing adequate parks and other public and private open space areas are of high importance and interest to the community. These features must be present to achieve the high quality living environment envisioned in the plan. At a minimum, the plan will strive to ensure:

- The area's natural resources, natural beauty, and livability will be maintained and preserved by ensuring that when development occurs, changes to vegetation, topography, and surface water runoff characteristics will be minimized;
- Surface and ground water quality will be protected by controlling the intensity and density of land uses within sensitive areas and by enforcing existing regulations aimed at protecting streams, wetlands, and aquifer recharge areas;
- Areas of critical importance to fish and wildlife will be adequately protected; and
- Tree cover will be maintained in the community through tree preservation, replacement, and restoration.

OBJECTIVES, PRINCIPLES, STANDARDS

The following objectives, principles, and standards are designed to reflect the communities desired conditions for the natural environment over the next 20 years. These policies recognize that some significant alterations to the natural environment have occurred in the past and that the plan area will continue to experience its proportional share of additional growth and development. This will likely include a substantial amount of industrial growth reflective of the area's role as Pierce County's primary long-term employment center. Reflected in these policies is a strong message that the remaining features of the natural environment are important to protect and conserve, and where feasible restoration actions should be implemented. These policies cover a range of implementation methods as some recommendations may have applicability beyond the plan area (e.g., enforcement and regulatory changes) while others are specifically targeted toward areas within the boundaries of the community.

CLOVER CREEK AND ASSOCIATED RESOURCES

Intent: Maintain the natural functions and values of Clover Creek and its associated wetlands and floodplains to the greatest extent possible as the community continues to urbanize.

Objective 23. Manage land use in the vicinity of Clover Creek and associated wetlands and floodplains so as to maintain, and where appropriate, restore the natural hydrologic and habitat values of this system.

- Principle 1.** Adopt development standards and zoning restrictions that strive to maintain sufficient habitat adjacent to Clover Creek and other riparian areas to meet the needs of terrestrial species, including sufficient travel corridor widths and sufficient areas for cover, foraging, and other habitat requirements.

Standards

- 23.1.1 Apply resource based zoning to lands that contain or are adjacent to designated riparian corridors and other significant habitat areas. The goal of this zoning is to ensure the conservation of the habitat functions and values these areas provide. At a minimum, these performance standards should address intensity of land use (density, impervious surfaces, etc.), open space and vegetation retention, surface water management, and lighting and noise control.
- 23.1.2 Develop a system of incentives and credits to encourage greater protection of designated riparian corridors and other significant habitat areas. This system could provide for on and off-site density transfers, variances to bulk requirements (e.g., building setbacks, lot sizes, roadway widths, etc.), and property tax incentives.

- Principle 2.** Utilize the review process under the State Environmental Policy Act (SEPA) and/or Pierce County's critical area regulations to retain riparian habitat functions necessary to maintain instream habitat for fish and aquatic wildlife. These functions include control of stream temperature, provision of large woody debris and other organic material to the stream system, regulation of stream flow, filtration of sediments and pollutants, and erosion control.

Standards

- 23.2.1 Utilize SEPA to determine the vegetative buffer widths necessary to adequately protect the fish and wildlife habitat values and functions of Clover Creek and other riparian areas on a case by case basis. Where this buffer width differs from the buffer width required by Pierce County's critical area regulations, the more restrictive buffer width shall apply.
- 23.2.2 Once Pierce County adopts and/or amends its regulations to comply with the requirements of the Endangered Species Act, the requirements of 23.2.1 shall no longer apply. Buffer widths along Clover Creek and other riparian areas shall comply with the newly adopted and/or amended regulations.

- 23.2.3 Allow limited activities within riparian area buffers only when such activities are compatible with the overall functions of the buffer and when such activities do not diminish the functional value of the buffer.
- 23.2.4 Buffers should include any associated flood hazard areas and wetlands, as well as adjacent slopes having grades of 30% or greater.
- 23.2.5 Require the location of all designated riparian area buffers be clearly and permanently marked as a “native growth protection/stream buffer area” on any project site prior to initiation of site work.
- 23.2.6 Require all designated riparian area buffers be reserved as open space and identified as “native growth protection/stream buffer area” on the face of the plat and/or as a deed restriction on the property. Native growth protection easements for buffers should be established and recorded as part of the approval process.

Principle 3. Identify and remove barriers to fish passage in Clover Creek.

Standards

- 23.3.1 Utilize the results of the Clover Creek Basin plan to identify fish passage barriers on Clover Creek.
- 23.3.2 Prioritize correction of any fish blockages in the next Capital Improvement Program update.
- 23.3.3 Partner with other public agencies and non-profit organizations in the removal of barriers to fish passage.
- 23.3.4 Reconstruct infrastructure that acts as a barrier to fish passage as part of any public road or utility projects associated with the blockage.
- 23.3.5 Reduce culverts and encourage bridges, when needed, when constructing or reconstructing water passages under roads.

Principle 4. Identify and inventory the spring-fed headwaters of Clover Creek.

Standards

- 23.4.1 Coordinate freshwater spring inventory activities with the Clover Creek Basin Plan.
- 23.4.2 Delineate freshwater springs within the headwater vicinity.
- 23.4.3 Consider spring locations when determining development standards and land uses.
- 23.4.4 Pursue grants and other alternative funding options to acquire monies that would be used to hire a consultant to conduct the inventory.

- 23.4.5 Ensure that the freshwater springs, which form the headwaters of Clover Creek, are preserved and adequately buffered from development activity.

SURFACE AND GROUNDWATER RESOURCES

Intent: Implement strategies that protect ground and surface water resources in the community as it continues to urbanize.

Objective 24. Protect and conserve groundwater supplies contained within the Chamber-Clover Creek aquifer.

Principle 1. Ensure groundwater quality in the plan area is not degraded and aquifer recharge is not impaired in the future.

Standards

- 24.1.1 Institute minimum tree/natural vegetation retention requirements that provide areas for infiltration of surface water and groundwater recharge to occur. Such requirements should be complimentary to retention requirements for other elements of the natural environment.
- 24.1.2 Establish impervious surface limitations within the community.
- 24.1.3 Install signage around the perimeter of wellhead protection areas and/or the most sensitive aquifer recharge areas.
- 24.1.4 Pursue funding opportunities to map spill locations on state routes for areas that have a potential to enter the one-year time of travel zone and/or storm drainage systems.
- 24.1.5 Work with the Pierce County Emergency Management Department to identify appropriate methods for handling spill response in high-risk areas.

Objective 25. Maintain the natural hydrologic conditions within the community to the greatest extent possible.

Principle 1. Promote the use of low impact development techniques in the community.

Standards

- 25.1.1 Support development standards that allow low impact development techniques for controlling stormwater such as:
- 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. Promote consistency between the Clover Creek Basin Plan and the Frederickson Community Plan.

Standards

25.2.1 Implement the recommendations of the approved Clover Creek Basin Plan where applicable within the Frederickson Community Plan.

Objective 26. Preserve and protect the wetlands contained within the plan area.

Principle 1. Identify and inventory all wetland complexes located within the plan area.

Standards

26.1.1 Coordinate wetland inventory activities with the County's Buildable Lands project.

26.1.2 Delineate wetlands within the plan area and determine the wetland categories of these wetlands.

26.1.3 Pursue grants and other alternative funding options to acquire monies that would be used to hire a consultant to conduct the inventory.

Principle 2. Increase public education and outreach efforts on preserving and protecting wetlands.

Standards

- 26.2.1 Require property disclosure requirements for real estate transfers that serve to notify new property owners that a parcel contains a wetland.
- 26.2.2 Work with local environmental groups to develop a workshop on protecting wetlands within the plan area.
- 26.2.3 Enhance partnerships with the Pierce County Conservation District and Washington State University, Cooperative Extension Office to provide additional public education and outreach for preserving wetlands within the plan area.

Principle 3. Pursue development and promotion of incentive programs for property owners whose parcels contain wetlands.

Standards

- 26.3.1 Conduct public workshops on the County's Current Use Assessment Program, Public Benefit Rating System (tax reduction) to encourage property owners to place wetlands into open space designations.
- 26.3.2 Develop a Transfer of Development Rights and Purchase of Development Rights program for wetland area density transfers.
- 26.3.3 Development right transfers shall only be permitted when both the sending and receiving site are located within the Frederickson Community Plan area boundaries. Development rights from other communities shall not be transferred to Frederickson.

TREE COVER AND VEGETATION RESOURCES

Intent: Emphasize the conservation and restoration of tree canopy cover and wooded areas, in order to ensure the protection and preservation of the important and necessary environmental functions and processes provided by these resources and the high value placed upon these resources by the community.

Objective 27. Promote the long-term conservation of trees, wooded areas, and native vegetation within the community.

Principle 1. Establish minimum development standards for the conservation and restoration of wooded areas and tree canopy cover within the community.

Standards

- 27.1.1 Establish minimum tree conservation requirements by land use designation and use within the community plan area.
- 27.1.2 Encourage the retention of existing trees whenever possible, but permit the use of replacement trees whenever site design, tree health, or tree or stand structure does not favor retention.
- 27.1.3 Sites that contain too few trees to meet the minimum tree conservation standards shall be required to plant supplemental trees as necessary to achieve the standards.
- 27.1.4 Trees selected for planting must be compatible with the natural and built features of the site. Emphasis should be given to the use of native tree species, whenever feasible.
- 27.1.5 Monitor construction activities to ensure developer compliance with vegetation retention and replacement requirements. In the event violations of these requirements occur, withhold occupancy permits, final plat approval, and other needed final approvals until such time as the violations are rectified.

Principle 2. Pierce County should assume a leadership role in the conservation and restoration of trees and tree cover within the County.

Standards

- 27.2.1 Pierce County should adopt design standards for public buildings, roadways, and other public infrastructure that promotes the conservation and restoration of trees and tree cover within the urban growth area.
- 27.2.2 Pierce County should analyze the annual cost and staffing requirements associated with sponsoring an urban forestry program promoting the conservation and restoration of tree cover within urban unincorporated Pierce County. This program could include annual tree giveaways and tree planting campaigns, conservation awards, and other public outreach efforts. The analysis should identify potential funding opportunities and opportunities for partnering with other organizations (such as the Washington State University Cooperative Extension) to successfully implement such a program. Funding sources could include, but are not limited to, grants, developer funded tree mitigation accounts, and general fund revenue.

OPEN SPACE

Intent: The intent of the open space policies is to refine the Countywide Open Space/Greenbelt map to reflect local conditions within the plan area and to identify strategies for acquiring and conserving these identified open space areas.

Objective 28. Refine the County's officially adopted Open Space/Greenbelt Map to better reflect community characteristics and values.

Principle 1. Utilize the Comprehensive Plan Open Space/Greenbelt map as the basis for open space priorities and corridors within the plan area.

Standards

28.1.1 Expand the open space corridors to include:

- a. The Tacoma Sportsmen's Club
- b. Triple Play properties
- c. Parcels abutting Clover Creek
- d. All County properties within the community plan area
- e. Lake Frederickson (Port of Tacoma property on 192nd)
- f. Stony Lake
- g. Parcels abutting 144th St E between Waller Road and 34th Ave E
- h. Parcels south of Clover Creek to 174th St E between 40th Ave E and 47th Ave E
- i. Property in the southwest corner of plan area (just north of 208th)
- j. Parcels located between 204th and 208th St E and 68th and 70th Ave E
- k. Parcels located between 204th and 208th St E and 74th and 78th Ave E
- l. Wetland area on 22nd Ave E between 192nd and 200th Street East
- m. Submerged creek crossing 192nd St E, east of 22nd Ave E

28.1.2 Delete the open space area located:

- a. Boeing property and small pockets in vicinity
- b. Small area near 170th St E and 84th Ave E.
- c. Strip beginning near the railroad at 184th St E and running south through surface mining area.

28.1.3 Amend the current Open Space/Greenbelt Map to adopt the refinements listed in 28.1.1 and 28.1.2 above.

Principle 2. Foster the acquisition and conservation of open space within the plan area through the use of a variety of strategies.

Standards

- 28.2.1 Utilize the County's Conservation Futures Program to purchase open space within the plan area.
- 28.2.2 Promote the Current Use Assessment (CUA) Program Public Benefit Rating System (PBRs) within the plan area.
- 28.2.3 Consider the development of a purchase of development rights and transfer of development rights program which supports open space preservation within the community.
- 28.2.4 Pierce County should utilize park impact fees that are collected within the Frederickson Community Plan area to purchase open space land within the community plan area.
- 28.2.5 Pierce County should encourage participation within the Conservation Futures and Current Use Assessment programs by conducting informational workshops on the programs within the plan area.
- 28.2.6 Pierce County should foster partnerships between land trusts, the Clover Creek Council, the Tahoma Audubon, and the Pierce County WSU Cooperative Extension Office and other agencies to promote participation in the Conservation Futures and Current Use Assessment programs.

Objective 29. Prioritize open space acquisition efforts within the plan area.

Principle 1. Public open space acquisition efforts within the plan area should give a higher priority to those parcels located within a designated open space area as depicted on the official Open Space/Greenbelt Map.

Standards

- 29.1.1 The highest priorities for open space acquisition should be given to those parcels that contain the following characteristics in the order listed:
 - a. Contain Clover Creek or its associated wetlands and floodplains.
 - b. Contain high priority resources, i.e., critical salmon habitat, fish and wildlife habitat areas, streams, wetlands, and wooded areas or contain other sensitive resources such flood hazard areas, and landslide and erosion hazard areas.
 - c. Provide important links between existing open space, park and recreation, and school sites.
 - d. Offer significant views of Mount Rainier; or
 - e. Exceed five acres in size.

29.1.2 Properties identified on the County's officially adopted Open Space/Greenbelt map should be given higher priority for acquisition than non-identified properties.

29.1.3 County-owned properties, which serve as good fish and wildlife habitat, should be protected from conversion to other uses and integrated into the open space system.

Objective 30. Promote the long-term stewardship of open space areas.

Principle 1. Whenever appropriate, publicly-owned or acquired open space properties should be transferred to a local land trust for long-term management and stewardship.

Principle 2. Protect and maintain publicly-owned and/or purchased open space sites in perpetuity.

Standards

30.2.1 Place conservation easements or covenants on existing and acquired publicly-owned open space sites that restrict future uses to passive open space recreation activities. Conservation easements should be worded to maintain open space use and function of a parcel in perpetuity.

30.2.2 The sale of publicly-owned open space areas within the Frederickson Community Plan area is discouraged. In the event that such sales occur, any proceeds from the sales shall be used to purchase an equivalent or greater amount of land for passive open space recreation use and/or land which provides an equivalent or greater ecological function and value within the Frederickson Community Plan area.

30.2.3 Stewardship and management plans should be prepared for any publicly-owned or publicly-purchased open space parcel.

30.2.4 Encourage public education and outreach efforts on the conservation and restoration of open space areas.

Objective 31. Promote privately owned greenbelts and passive recreational areas as a supplement to the public open space system within the community.

Principle 1. Establish standards for the private dedication of greenbelts and passive recreational areas within new development.

Standards

- 31.1.1 The dedication of greenbelts and passive recreational areas should be proportional to the scale and impact of a development proposal.
- 31.1.2 Dedication requirements should be determined based upon a review of the Pierce County Parks and Recreation plan and other available documents including published state and national guidelines and standards.
- 31.1.3 Utilize greenbelts as buffers between uses and visual relief from the built environment.
- 31.1.4 Utilize greenbelts and passive recreational areas for pathways and integrate this system into the nonmotorized transportation network.
- 31.1.5 Greenbelt and passive recreational areas should integrate or bridge critical areas, such as wetlands and fish and wildlife habitat areas, or designated open space areas when possible.

NOISE

Intent: Address local noise issues by reducing or mitigating noise generating activities particularly associated with the Employment Center and major arterials.

Objective 32. Ensure industrial noise does not significantly impact neighboring businesses or residential areas.

Principle 1. Enforce the noise control standards set forth in Chapter 8.76 of the Pierce County Code.

Objective 33. Minimize the effects of automobile noise along arterials within 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.

Objective 34. Minimize light pollution and ensure light and glare associated with commercial businesses do not impact neighboring businesses, residential homes, threaten wildlife, or significantly degrade the night sky.

Principle 1. Address and minimize the visually intrusive impacts of light associated with commercial and industrial uses and transportation corridors.

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.

Objective 35. 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.

Standards

35.1.1 Identify locations 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 annual amendment cycles.

35.1.2 Require developments to provide safe pedestrian connections to schools, adjacent neighborhoods or shopping districts.

35.1.3 Trees should be placed along major arterials to assist in air quality along the street.

IMPLEMENTING ACTIONS FOR THE NATURAL ENVIRONMENT ELEMENT

The following list of actions needs to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are assigned to the Frederickson Advisory Commission (FAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and

Recreations (Parks), Pierce County Public Works (PW), and Tacoma-Pierce County Health Department (TPCHD).

Short Term Actions

1. Designate and zone areas that contain or are adjacent to designated riparian corridors and other significant habitat areas with resource based zones. (CPB, PALS)
2. Apply standards to zones that address intensity of land uses, open space, tree, and vegetation retention, surface water management, and lighting and noise control. (PALS)
3. Allow activities within riparian area buffers that are compatible with the overall function of the buffer and do not diminish the functional value of the buffer. (PALS)
4. Modify the open space corridor to include additional properties as specified in the plan policies. (CPB, PALS)

Mid-Term Actions

1. Develop a system of incentives and credits to encourage greater protection of designated riparian corridors and other significant habitat areas such as on and off-site density transfers and variances to bulk requirements. (PALS)
2. Remove or correct barriers to fish passage based on the results of the Clover Creek Basin Plan, prioritize these projects in the Capital Improvement Program update, and construct or reconstruct infrastructure to improve fish passage. (PW)
3. Install signage around the perimeter of wellhead protection areas and/or the most sensitive aquifer recharge areas. (TPCHD)
4. Identify appropriate methods for handling spill response in high-risk areas with Pierce County Emergency Management Department. (FAC, PALS)
5. Implement recommendations of the Clover Creek Basin Plan where applicable within the plan area. (PALS, PW)
6. Require property disclosure requirements for real estate transfers that serve to notify new property owners that a parcel contains a wetland. (PALS)
7. Develop a Transfer of Development Rights and Purchase of Development Rights program for wetland area density transfers and designated open space acquisition. Development rights shall be transferred within the respective community. (PALS, FAC)
8. Conduct public workshops on the County's Current Use Assessment Program, Public Benefit Rating System (tax reduction) that encourage property owners to designate wetlands as open space. (Assessor-Treasurer)

9. Develop design standards for public buildings, roadways, and other public infrastructure that promote conservation and restoration of trees and tree cover within the urban growth area. (PALS)
10. Pursue grants and other alternative funding options to acquire monies that would be used to hire a consultant to conduct a freshwater spring inventory within the Clover Creek headwaters vicinity.
11. Pursue the development of passive use trails that make connections throughout the Open Space Corridor.

Long Term Actions

1. Pursue grants and other alternative funding options to acquire monies that would be used to hire a consultant to conduct a wetland inventory and coordinate this inventory with the Buildable Lands Project. (FAC, PALS)
2. Enhance partnerships with the Pierce Conservation District and Washington State University-Cooperative Extension to provide public education and outreach for preserving wetlands within the plan area. (FAC, PALS)
3. Analyze the annual cost and staffing requirements associated with sponsoring an urban forestry program that promotes the conservation and restoration of trees and tree cover within unincorporated Pierce County. (PALS, FAC)
4. Utilize various strategies to acquire open space within the plan area. Plan policies shall be applied to prioritize open space acquisition and manage the acquired parcels for the community's long term interest in open space conservation. (FAC, PALS, Parks)

ECONOMIC ELEMENT

INTRODUCTION

Frederickson is unique among communities in Pierce County in that such a large portion of the community is devoted to industrial use, with nearly 40% of the community being designated for this type of activity. The Economic Element of the community plan focuses largely upon this aspect of the community emphasizing the Frederickson Employment Center and its important role in the overall economy of Pierce County. The Frederickson Employment Center is the largest designated industrial area in unincorporated Pierce County and is an essential component of the County's goal of developing a jobs based economy. The community takes pride in their role in the regional economy and through the Community Plan seeks to promote the continued viability of the Employment Center.



DESCRIPTION OF CURRENT CONDITIONS

The Frederickson community contains nearly two-thirds of all the industrial zoned land in unincorporated Pierce County and has many attributes attractive to potential industrial users. Some of these attributes include an abundance of large undeveloped parcels of land that can accommodate a wide-range of industrial users, rail access, direct access to major transportation corridors, minimal environmental constraints, excellent soils, and availability of adequate sewer, water, and power utilities. Currently, approximately 50% of the total acreage within the Employment Center is vacant (1,357 acres). An additional 37% (1,005 acres) of the Employment Center is considered underdeveloped. Nearly 80% of this vacant and underdeveloped land is held in parcels that are 10 acres or larger in size.

Growth within the Employment Center has been substantial over the past decade with the arrival of The Boeing Company, Toray Composites, and dozens of other small and medium-sized businesses. While much development has occurred within the Employment Center in recent years, significant growth capacity still exists. The Pierce County Buildable Lands report released in September 2002, estimates that the Employment Center currently has the capacity to accommodate approximately 22,000 more jobs than currently exist.

Despite the presence of the Employment Center, Frederickson is still a bedroom community with most area residents commuting to job locations elsewhere. Residents reported in the most recent federal census that average commute time to work was approximately 37 minutes with residents traveling to Tacoma, Puyallup, Auburn, military bases, and other employment locations in the region.

Industry and Employment in and around the Frederickson Community

(Note: The following information is drawn from a variety of sources and examines the area covered in zip codes 98375, 98387, and 98446. Taken together, the boundaries of these zip codes are larger than the Frederickson Community Plan area as data is not available at a lesser scale. Accordingly, this data represents general characteristics and trends in and around the community. See Appendix A for a map of the area examined.)

Employment Sectors

Employment located in and around the Frederickson area is heavily concentrated in the Retail Trade, Construction and Services sectors, with over 49% of all employment in those two sectors. By comparing the area's level of employment in a sector to a benchmark, such as that sector's concentration in the county or the state, concentrations that may indicate a comparative locational advantage for the area can be found. The location quotients in Figure 1 show employment concentrations in the area in comparison to Washington State and Pierce County. A location quotient greater than one indicates a high-concentration sector, a location quotient less than one indicates low concentration. Put another way, areas with a high location quotient and high employment concentration in a sector may have a locational advantage for that sector. Relative to the State and Pierce County, the area has an extremely high concentration of employment in Construction. Retail Trade is also somewhat higher than the State and County. Relative to Pierce County, the area also has higher concentrations of employment in Agriculture, Forestry and Fishing, and Manufacturing. The area has substantially lower concentrations than the State and Pierce County in Wholesale Trade and Transportation, Communications and Public Utilities, and somewhat lower than the state and County in Services and Finance, Insurance and Real Estate.

Figure 1

Industry	1999 Total Firms	1999 Avg Monthly Employed	% of Employed	Location Quotient (State)	Location Quotient (County)	1999 Avg Annual Wage	1999 Total Wages Paid
Agriculture- Forestry-Fishing	47	203	3.1	0.92	2.19	\$17,326	\$3,519,732
Construction	262	1,503	23.1	4.25	3.79	\$30,725	\$47,093,299
Finance- Insurance-Real Estate	57	294	4.5	.89	.84	\$25,269	\$8,200,017
Manufacturing	41	940	14.4	1.06	1.41	\$36,351	\$34,503,237
Retail Trade	137	1,853	28.4	1.59	1.44	\$16,887	\$28,158,441
Services	422	1,241	19.0	0.71	0.69	\$17,703	\$21,377,276
Trans-Comm- Public Utilities	25	134	2.1	.41	.55	\$32,424	\$4,326,832
Wholesale Trade	48	207	3.2	0.56	0..64	\$26,137	\$5,339,002
Total	1,052	6,518	97.8	n/a	n/a		\$157,672,943

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

Area Workforce

Workforce participation and employment in the area is similar to the rest of Pierce County for all statuses of employment, as shown in Figure 2.

The area workforce is similar in educational attainment to the Pierce County workforce as a whole, with some exceptions. As shown in Figure 3, the area has similar concentrations of people with and 8th-grade or lower education through associate degree, but a smaller proportion of people with 4-year or advanced degrees.

Figure 2

	Frederickson Count	Frederickson %	Pierce County Count	Pierce County %
Armed Forces	435	3.5%	23,980	5.4%
Civilian Employed	7,465	60.8%	251,727	57.1%
Not Employed	453	3.7%	17,323	3.9%
Not in Workforce	3,921	31.9%	148,103	33.6%

Source: 1990 census

Figure 3

	Frederickson Count	Frederickson %	Pierce County Count	Pierce County %	Relative Education
8th or less	440	4.2	17,392	4.8	0.88
9-12, No diploma	1,409	13.5	43,138	11.9	1.13
High School	3,910	37.5	119,636	33.1	1.13
Some College	2,631	25.2	89,448	24.8	1.02
Associate's Degree	803	7.7	28,267	7.8	0.98
Bachelor's Degree	957	9.2	43,472	12.0	0.76
Graduate Degree	280	2.7	19,684	5.5	0.49

Source: U.S. Census, 1990

Figure 4

	Frederickson Count	Frederickson %	Pierce County Count	Pierce County %	Relative Occupations
Executive, Administration, Managerial	774	10.4%	28,029	11.1%	0.93
Professional Specialty	599	8.0%	33,606	13.3%	0.60
Technicians	343	4.6%	9,777	3.9%	1.18
Sales	921	12.3%	29,272	11.6%	1.06
Administrative Support	1,087	14.6%	39,902	15.8%	0.92
Private Household Services	60	0.8%	981	0.4%	2.06
Protective Services	178	2.4%	4,880	1.9%	1.23
General Services	708	9.5%	30,231	12.0%	0.79
Farming, Forestry, Fishing	117	1.6%	4,502	1.8%	0.88
Precision					

	Frederickson Count	Frederickson %	Pierce County Count	Pierce County %	Relative Occupations
Production & Repair	1,314	17.6%	33,357	13.2%	1.33
Machine	482	6.5%	14,481	5.8%	1.12
Transport	217	6.9%	11,461	4.6%	1.52
Miscellaneous	365	4.9%	11,354	4.5%	1.08

Source: U.S. Census, 1990

Figure 4 shows that the area workforce is roughly similar Pierce County as a whole in terms of occupation, with the exceptions that there is a higher concentration of workers in Private Household Services, Transportation, and Precision Production and Repair, and a lower concentration in Professional Specialty.

Area Employers

The number of businesses reporting tax information from the area increased steadily through the 1990s. While the number of businesses increased, there was some lag time before gross business income showed a corresponding increase. Average gross income per firm showed strong growth from 1995 through 1997, but has since leveled off at the higher rate (Figure 5).

Figure 5



Source: Washington State Department of Revenue

Size of firm data show that 47% of firms in the area have 1-4 employees, and another 25% report no employees (Figure 6). Those 72% of firms represent approximately 12% of the area's employment and provide about 7% of the area's wages. Two firms employ 250 people or more and account for 35.5% of the employment and 33.2% of the wages paid by area employers. Firms that employ between 5 and 249 people make up 28% of all firms and provide 53% of the area's employment and 60% of the wages.

Figure 6

Size of Firm	Firms	Employees	Wages
0 Employees	234 24.8%	234 2.7%	191,532 0.4%
1-4 Employees	445 47.1%	808 9.2%	3,273,503 6.8%
5-9 Employees	124 13.1%	808 9.2%	4,264,780 8.8%
10-19 Employees	87 9.2%	1,150 13.1%	7,036,969 14.5%
20-49 Employees	35 3.7%	1,111 12.7%	5,965,763 12.3%
50-99 Employees	12 1.3%	811 9.3%	5,575,986 11.5%
100-249 Employees	5 0.5%	731 8.3%	6,024,256 12.4%
250+ Employees	2 0.2%	3,106 35.5%	13,100,840 33.2%

Source: Washington State Employment Security Department

Land and Improvement Values within Frederickson

Based upon Pierce County Assessor's information, land and improvements within Frederickson are currently valued at approximately \$1.4 billion and represent about 15% of the total land and improvement value within Pierce County's unincorporated urban area. On a per acre basis, the combined land and improvement values within Frederickson are somewhat higher than the combined average values of the overall urban unincorporated area. Values are somewhat evenly split between the industrial and residential lands within the community. On a per capita basis, values within Frederickson are much higher than the overall unincorporated urban area reflective of Frederickson's lower population density and high concentration of industrial lands.

Table 6 Comparison of Land and Improvement Values			
	Total Land and Improvement Value	Average Value per Acre of Land	Average Value per Capita
Frederickson	\$1,410,068,416	\$176,193	\$97,428
Unincorporated Urban Pierce County (including Frederickson)	\$9,548,284,216	\$172,834	\$63,754

Estimate utilizes a population of 149,768 for urban area and 14,473 for Frederickson. Unincorporated urban area is 55,246 acres. Frederickson area is 8,003 acres.

DESCRIPTION OF DESIRED CONDITIONS

Employment Center

The Frederickson Employment Center is envisioned as being a major source of future employment in Pierce County. In order to realize this vision and ensure that new uses have a

beneficial impact on the community, care must be taken in the development of the Employment Center and surrounding properties. The siting, design, and approval of new uses must take into consideration employment density, aesthetics, impacts to surrounding properties, future transportation projects, and other factors. Industrial users will be more willing to locate in the Employment Center with future Canyon Road improvements, construction of the Cross-Base Highway, and extended freight rail services. Additionally, the public must be willing to support the infrastructure improvements necessary to make the Frederickson Employment Center an attractive place for industry to locate.

Commercial Core

A viable and well-designed commercial core is desired in the community in order to better define Frederickson as a place and to provide for the goods and service needs of the community in an efficient manner. Attractive, commercial areas create a positive image for the surrounding residential neighborhood and stimulate investment, which in turn provide economic growth for the area and its residents and an increased tax base for local government.

Business Assistance and Marketing

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

Public/Private Partnerships

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

Employment Opportunities

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

Education Resources

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

ECONOMIC ELEMENT POLICIES

GOAL

The following statements comprise the goal for economic development in the Frederickson community:

- Encourage economic investments which will result in a variety of family wage job opportunities and help to create a well balanced economic base;
- Economic activities are encouraged, but not to the detriment of either the natural environment or residential neighborhoods as identified in this plan. Minimum design requirements, including but not limited to, aesthetics, noise, and odor control, will be achieved;
- The type and scale of economic development proposed for specific locations in the community shall be compatible with nearby residential neighborhoods and other land uses. New uses will be designed and located in manner that minimizes impacts on surrounding properties and the community; and,
- Ensure that allowed uses adjacent to the Employment Center will be controlled so as to minimize compatibility problems in the future.

OBJECTIVES, PRINCIPLES, STANDARDS

EMPLOYMENT CENTER

Objective 36. Promote the continued development of the Frederickson Employment Center by emphasizing a regulatory environment that is supportive of the establishment of new businesses and the expansion of existing businesses.

Principle 1. Develop a planned action ordinance for the Frederickson Employment Center.

Standards

36.1.1 Define and implement an appropriately sized planned action area within the Employment Center.

36.1.2 Use existing State Environmental Policy Act (SEPA) documents, buildable land wetland and steep slope information, screenline and traffic count information, and other information to develop a baseline environmental analysis for the planned action area.

36.1.3 Enable uses identified within the baseline environmental analysis to utilize an abbreviated review process to satisfy SEPA requirements.

Principle 2. Seek to issue development permits within the Employment Center within 60 days of the submittal of a complete application.

Standards

- 36.2.1 Give priority to proposals within the Employment Center in the development review process.
- 36.2.2 Establish an ombudsman/permitting team for the Employment Center.
- 36.2.3 Monitor permit issuance timelines within the Employment Center and take corrective actions as necessary to achieve permit issuance goals.

Principle 3. Identify and correct infrastructure deficiencies that impede development of the center.

Standards

- 36.3.1 Establish a task force to identify gaps in water, sewer, transportation and other infrastructure within the Employment Center.
- 36.3.2 Work with the appropriate service provider to address infrastructure deficiencies.
- 36.3.3 Encourage businesses within the Employment Center to consider the use of freight rail service as an alternative to truck transport.

Objective 37. Promote commercial and industrial growth within the community while maintaining the natural environment and adjacent residential development.

Principle 1. Adopt design guidelines and standards and development regulations which shall mitigate any negative impacts between commercial/industrial areas and residential neighborhoods and sensitive features in the natural environment.

Standards

- 37.1.1 Development regulations shall address buffers between commercial/industrial uses and adjacent residential neighborhoods and the natural environment.
- 37.1.2 Revise the landscaping and buffering requirements in the Pierce County Development Regulations-Zoning where needed to maintain adequate buffers and to preserve existing vegetation.

37.1.3 Design standards and development regulations shall address safety, quality of appearance, lighting, noise, odor, vehicular access, nonmotorized access, and environmental quality.

Principle 2. Identify and mitigate potential impacts to the natural environment or adjacent residential neighborhoods which may be associated with developing sites selected for commercial and industrial development.

Objective 38. Monitor areas designated for commercial and industrial development, redevelopment, and revitalization to determine if the actual level of development provides an adequate amount of land for economic growth and vitality within the community plan area.

Principle 1. Pierce County shall track annual development of commercial and industrial uses within the community plan area to determine if it is consistent with the levels of anticipated growth.

Objective 39. Monitor a variety of economic indicators to determine if policies contained within this plan are meeting the objectives for economic growth and vitality.

Principle 1. Pierce County shall prepare a report related to annual economic indicators every five years or in conjunction with a community plan update, whichever comes first.

Standards

39.1.1 Economic indicators shall include but are not limited to the following: taxes in the area, new construction permits, business licenses, increase/decrease in the standard of living, wage levels, business stability/turnover (if declining or high turnover, what kind, how many and why), kinds of businesses the community attracts and why, and police activity (crime level increasing/decreasing, graduation rates/drop out rates).

Commercial Core

Objective 40. Develop strategies to encourage the development of a high quality commercial and civic core within the community.

Principle 1. Promote the development of a commercial and civic core at the intersection of 176th Street East and Canyon Road East that is scaled to meet the needs of the local community and employers and employees within the Employment Center.

Standards

- 40.1.1 Desired commercial uses within the commercial core include grocery stores, financial services, personal services, restaurants, day care centers, recreation and entertainment, and government offices.
- 40.1.2 Encourage federal, state, or local government services to locate within the commercial core in order to provide an anchor for other businesses.

Business Assistance and Marketing

Objective 41. Seek the support of business organizations and associations to provide marketing and promotion assistance to businesses within the communities plan areas targeted for commercial and industrial development.

Principle 1. Request that the Economic Development Division of the Pierce County Community Services Department and other appropriate organizations prepare a market assessment for the Frederickson area to help determine the market strengths and weakness of the area.

Standards

- 41.1.1 Market assessments shall provide an update of the commercial and industrial market through analyzing the area's past and recent performance in the various sectors; documenting existing conditions, emerging trends, opportunities, and constraints (i.e., the depth of the market); and identifying a portfolio of key properties and development opportunities.
- 41.1.2 The market assessment shall help rank and prioritize the potential target areas for the receipt of public improvements.

Principle 2. Utilize existing or form new local business associations to help develop common promotion (advertising, joint merchandising, and special events) and future business development (leasing, business recruitment, and market research) within selected commercial target areas.

Objective 42. Provide educational opportunities to businesses within the communities plan area on community values.

Principle 1. Pierce County shall through development of policies and implementing actions in the Land Use and Community Character and Design Elements promote amenities within the commercial areas that address safety, adequate lighting and parking, and cleanliness.

Objective 43. Target and promote educational opportunities on how to operate a small business.

- Principle 1.** Encourage business owners to participate in local community and technical college programs and other seminars conducted by Pierce County Community Services and others on running a small business by informing them of opportunities and making opportunities convenient.
- Principle 2.** Encourage the Small Business Administration (SBA) to make information about the availability of funding for improvements, expansions, relocations, etc. more readily available to local businesses through a targeted information campaign.
- Principle 3.** Encourage education opportunities such as regional expositions, loan officer seminars on available financing, SCORE training, and local economic development fairs to be held within the communities plan area. Training topics should, at a minimum, address marketing and promotion strategies, developing business plans and reports, management skills, new technology, etc.
- Objective 44.** Provide information and technical assistance to aid expansion of existing businesses within the communities plan area.
- Principle 1.** Coordinate business assistance activities with other local organizations to minimize duplication of efforts and maximize resources.
- Standards**
- 44.1.1 Utilize the resources of the Economic Development Division of the Pierce County Community Services Department and other appropriate organizations to provide business services such as business promotion (common advertising, joint merchandising, and special events), business development (leasing information, business recruitment, market research), and labor recruitment and training.
- Principle 2.** Pierce County and other appropriate organizations should work cooperatively to shall promote available information, technical assistance and loans for business expansion and job creation.
- Standards**
- 44.2.1 Pierce County and other appropriate organizations should cooperatively develop an inventory of available business assistance programs and publish in a form useful to businesses of all sizes.
- 44.2.2 Pierce County shall maintain current commercial and industrial site survey information such as available and projected public services, surrounding

land uses, transportation capabilities, critical areas, and other relevant economic information.

Public/Private Partnerships

Objective 45. Pierce County shall participate in special public/private ventures within the community plan area when such ventures provide public benefits, support commercial or industrial development or commercial revitalization policies, and are appropriate to the long-range goals of the County.

Principle 1. Pierce County shall act in partnership with the private sector to fund infrastructure as part of the community plan to encourage redevelopment to convert outdated and underutilized land and buildings to high-valued or appropriate land uses.

Principle 2. Pierce County shall budget for public infrastructure to encourage commercial and industrial development, with the priority towards those areas with substantial private development.

Employment Opportunities

Objective 46. Provide educational opportunities to the local citizenry on job training services and employment opportunities that are available within the communities plan area.

Principle 1. Pierce County shall work with educational organizations and other organizations to develop education programs for job opportunities available within the communities plan area.

Principle 2. Promote job search and skills training opportunities provided by local community and technical colleges through education of employers and potential employees.

Objective 47. Ensure access to jobs within the communities plan area by coordinating public transportation between residential areas and commercial and employment center sites.

Principle 1. Encourage Pierce Transit to route bus service between and through residential neighborhoods and commercial and employment center sites and in those corridors such as Canyon Road East and 176th Street East where service is currently not provided.

Principle 2. Encourage employers to promote rideshare and public transportation subsidies for employees who utilize public transportation.

IMPLEMENTING ACTIONS FOR THE ECONOMIC ELEMENT

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

Short Term Actions

1. Adopt design guidelines and standards and development regulations which mitigate negative impacts between commercial/industrial areas and residential neighborhoods and sensitive features in the natural environment. (PALS, CPB)
2. Promote the development of a commercial and civic core at the intersection of 176th Street East and Canyon Road East that is scaled to meet the needs of the local community and employers and employees with the Employment Center. Desired uses include grocery stores, financial services, personal services, restaurants, day-care centers, recreation and entertainment, and government offices. (PALS, CPB)

Mid-Term Actions

1. Develop a planned action ordinance for the Frederickson Employment Center (PALS, ED)
2. Seek to issue development permits within the Employment Center within 60 days of the application submittal. (PALS)
3. Establish an ombudsman/permitting team for users of the Employment Center. (PALS, ED)
4. Establish a task force to identify gaps in water, sewer, and other infrastructure and work with appropriate service providers to address infrastructure deficiencies within the Employment Center. (PALS, ED, FAC)
5. Track annual development of commercial and industrial uses to determine if it is consistent with the levels of anticipated growth. (PALS)
6. Act in partnership with the private sector to fund infrastructure to encourage new commercial and industrial development and encourage redevelopment to convert outdated and underutilized land and buildings to high-valued or appropriate land uses.

Long Term Actions

1. Prepare a report related to annual economic indicators every five years or in conjunction with a community plan update, whichever comes first. (ED)
2. Assist businesses in the community by: (ED)
 - a. Requesting that the Economic Development Division create a market assessment to help determine the viability of potential target areas. The assessment will help prioritize the potential target areas for receipt of public improvements;
 - b. Forming new local business associations to help develop common promotion and future business development;
 - c. Targeting and promoting educational opportunities on how to operate a small business. Topics should include, at a minimum, marketing and promotion strategies, developing business plans and reports, management skills, and new technology;
 - d. Supporting the Economic Development Division in promoting available information and providing technical assistance and loans for business expansion and job creation.
3. Provide educational opportunities on job training and employment opportunities by: (ED)
 - a. Developing education programs for job opportunities available within the plan area;
 - b. Promoting job search and skills training opportunities provided by local community and technical colleges through education of employers and potential employees;
 - c. Encouraging Pierce Transit to route bus service between and through residential neighborhoods and commercial and employment center sites and in those corridors such as Canyon Road East and 176th Street East;
 - d. Encourage employers to promote rideshare and public transportation subsidies for employees who utilize public transportation.

FACILITIES AND SERVICES ELEMENT

INTRODUCTION

The Facilities and Services element of the Frederickson Community Plan provides policy direction to decision makers in Pierce County regarding the development regulations and financial investments associated with parks and trails, stormwater facilities, sewer utilities, public schools, and transportation projects.

Urban services include, but are not limited to transportation infrastructure (such as roads, sidewalks, street trees, street lighting), parks, sanitary sewage disposal, and stormwater and surface water management systems. Facilities are generally considered the physical structures in which a service is provided. One of the principal goals of the Growth Management Act (GMA) is for cities to provide compact urban growth areas (UGAs) that accommodate the majority of growth and development in a community so that the necessary urban facilities and services are provided and delivered efficiently and cost effectively. Urban level facilities and services are only permitted within UGAs. Certain public facilities and services must be provided at a specific level of service (LOS), concurrently with development. This requirement is intended to ensure that development will not occur without the necessary infrastructure. Developers and property owners are typically required to construct the necessary infrastructure or provide a fee to compensate for their fair share of facilities and services (as associated with a proposed building or development permit) that are necessary to maintain an established LOS (as defined by Pierce County). This LOS standard for public facilities is identified in the Capital Facilities Element of the Comprehensive Plan.



PIERCE COUNTY TRANSPORTATION PLANNING

History of Transportation Planning in Frederickson

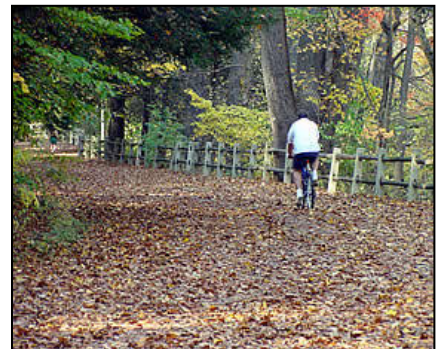
In 1992, the Pierce County Transportation Plan (PCTP) was adopted by the Pierce County Council. The PCTP was the first county-wide transportation plan establishing policies and prioritizing transportation improvements for the following twenty years and beyond. The PCTP was the result of a four-year work program involving many citizen volunteers representing different geographic areas of Pierce County and various residential, commercial, industrial and recreational groups interested in the transportation system. The PCTP was organized into five main topic areas: Transit, Nonmotorized Transportation, Roads, Other Motorized Transportation

and Implementation Strategies and Actions. The PCTP served as the starting point for developing a list of transportation policies and project recommendations for the Frederickson Community Plan.

In 1994, the Pierce County Comprehensive Plan was adopted to comply with the Washington Growth Management Act. The Comprehensive Plan's Transportation Element was predominantly based upon the recommendations included in the PCTP. The Comprehensive Plan summarized a new system for coordinating the planning, funding, programming and construction of transportation improvements with future land development. This concept, known as transportation concurrency, is implemented in Pierce County through the Traffic Impact Review Policy (adopted in 1998) and Transportation Improvement Program (adopted annually).

The South Canyon Corridor Plan Committee worked with Pierce County staff in 1995 to develop and adopt the South Canyon Corridor Plan (SCCP). The SCCP describes the committee's recommendations for transportation improvements in the Canyon Road Corridor from SR-512 to 224th Street E. The plan provides the framework for the design of roadway and transportation improvements, as well as guidance for future development of the South Canyon Corridor. The Canyon Road improvement recommendations that have resulted from the SCCP are included in the Frederickson Community Plan.

In 1997, the County adopted its first Nonmotorized Transportation Plan (NMTP). An extensive public involvement campaign was used to identify and prioritize pedestrian and bicycle projects, and to create nonmotorized policies for the entire county. Since 1997, both the PCTP and the NMTP have been updated and combined into one Transportation Element contained in the Pierce County Comprehensive Plan. This chapter of the Pierce County Comprehensive Plan (Chapter 19A.80) was used as the starting point to develop the Frederickson Community Plan.



Coordination with the Pierce County Comprehensive Plan-Transportation Element

The transportation policies and project list contained in the Frederickson Community Plan work in coordination with the Transportation Element of the Pierce County Comprehensive Plan (Chapter 19A.80). The transportation guidance found in the Frederickson Community Plan supplements the guidance provided in Chapter 19A.80.

Transportation improvements that are financially programmed within the next six years can be found in the County's most recent copy of the Transportation Improvement Program (TIP). The TIP is updated annually and provides a snapshot of the transportation improvements programmed for the following six years. The Frederickson Community Plan and Chapter 19A.80 play a major role in determining which transportation improvements will be included in the TIP. The timing of projects and the phasing of various parts of projects are largely based on the anticipated funds available for each project. Unfortunately, the factors determining funding and priority can and do change from year to year.

The Pierce County Transportation Plan (Chapter 19A.80.100) includes policies detailing the process used to prioritize transportation improvement projects. The policies list criteria such as safety/accidents; congestion/level of service; incomplete transit, roadway, bicycle, pedestrian, and ferry systems; traffic impacting neighborhoods; and other criteria. The intent of the policies is to use a standardized, well-documented priority process to establish clear priorities for transportation expenditures in the County. The Pierce County Transportation Plan states that the first priority is to maintain or upgrade existing facilities to serve existing residents and business at acceptable levels of service. The second priority is to upgrade or build new transportation facilities to encourage and support growth and economic development in the more urban areas of the County. The third priority is to upgrade or build new transportation facilities in the more rural areas of the County.

Another important development in Pierce County's Transportation Planning is the collection of transportation impact fees. Pierce County is currently developing a transportation impact fee program to provide for the equitable financing of growth related transportation improvements. This program will provide Pierce County with a systematic way to equitably distribute the "fair share" contribution for transportation improvements from developers of new projects. The impact fee program will be applied to new developments throughout Pierce County including Frederickson.

DESCRIPTION OF CURRENT CONDITIONS

The following sections provide an analysis of the existing infrastructure and services in the community plan area. This information provides the basis for analyzing the levels of service (LOS) for infrastructure in the community and for developing policies which articulate the community's desires. The LOS described in these sections may show that some facilities or services exceed Pierce County's adopted levels of service for public facilities or that there is a deficiency in certain circumstances.

Public Parks

The Pierce County Comprehensive Plan contains general policies that serve as a guide for future development of park and recreation facilities in the County. These policies cover a range of issues including the responsibility for providing parks, technical assistance, and locational criteria for new regional parks. Section 19A.20.090 of the Comprehensive Plan states that primary reliance is upon cities and towns and special purpose districts to provide local park facilities and service appropriate to serve local needs. The locational criteria for park and recreation areas state that new parks must be located on public roads. If a park is located in an urban area then urban services need to be available. Open space recreation parks should be located on land offering significant environmental features.



The Frederickson community does not have any Pierce County park land or facilities within the plan area. The only public recreation facilities located in the plan area are associated with three

public schools. The community is served by the following Pierce County Regional Facilities: Sprinker Recreation Center and Spanaway Lake in Spanaway and Frontier Park in Graham all of which are within five miles of the plan boundary. Table 7 and 8, Recreation Land Inventory and Facility Inventory describe the park land and recreation facilities that serve the Frederickson community. Brewer's Sports Complex (30 acres) and Tacoma Sportsman's Club (80 acres) are two private recreation facilities located within the plan area which are not considered in determining level of service.

Table 7 FREDERICKSON COMMUNITY PLAN Recreational Park Land Inventory			
Park Name *	Location	Size in Acres	Classification
Bresemann Forest at Spanaway Park	Spanaway	65.0	Resource Conservancy
Frontier Park	Graham	60.0	Resource Activity
Gonyea Playfield	Parkland	14.0	Resource Activity
Spanaway Park	Spanaway	70.0	Resource Activity
Spanaway Golf Course	Spanaway	160.0	Special Use
Sprinker Recreation Center	Spanaway	35.0	Resource Activity
<i>* All parks listed in this table are within five miles of the Frederickson Community Plan boundaries and are considered to be providing services to the Frederickson Community.</i>			

Table 8 FREDERICKSON COMMUNITY PLAN Recreational Facility Inventory	
Type of Facilities*	Currently Available (Units)
Courts, Fields and Play Areas	40
Multipurpose Trails - Miles	2.5
Picnic and Camping Areas	286
Access to Water Parking spaces	275
Access to Water Square Feet of Area	12,700
Boat Launch Ramps	1
<i>* All facility types listed in this table are within five miles of the Frederickson Community Plan boundaries and are considered to be providing services to the Frederickson Community.</i>	

The Pierce County Comprehensive Park, Recreation, and Open Space Plan (referred to as the Parks Plan) provides general direction and guidance for both facilities and programs. The Parks Plan does not contain project specific plans for the County's park properties. Although, the Parks and Recreation Department is a regional provider, the department assists communities with identifying their individual park and recreation needs. Table 9 describes the park land and facility inventory that currently exists within the Frederickson Community Plan area and projects the future need for expected population growth.

Table 9 FREDERICKSON COMMUNITY PLAN Recreational Land and Facility Inventory and Needs Analysis			
Facility Type	2001 Inventory *	Pierce County Standard per 1,000 Population	Number of New Facilities needed by 2017**
Land – Resource Conservancy (acres)	0	2.1664	39.13
Land – Resource Activity (acres)	0	2.651	47.88
Land – Linear Trails (acres)	0	0.07646	1.38
Land – Special Use Facility (acres)	0	0.8999	16.25
Facilities – Courts, Fields and Play Areas (units)	0	0.1524	2.75
Facilities – Multipurpose Trails (miles)	0	0.0990	1.78
Facilities – Picnic and Camping Areas (units)	0	1.0328	18.65
<i>* Note, there are no park-land or park facilities in the Frederickson Community plan area. However, the community is served by the following Pierce County Regional Facilities: Sprinker Recreation Center, Frontier Park and Spanaway Lake, all of which are within five miles of the plan boundary.</i> <i>** Number of new facilities needed by 2017 is derived by multiplying the estimated 2017 population for the Frederickson Community (18,062) expressed as persons-per-1,000 (18.062) by the county LOS standard for the facility type.</i>			

Transportation

Roads and Highways

The transportation system in Frederickson reflects the area's rural past. The road system is primarily made up of two lane roads that are aligned north-south and east-west. However, the grid system is incomplete and there are only four primary routes into and out of the community plan area: Canyon Rd E, 176th St E, Waller Rd E, and 160 St E/Brookdale Rd E. According to preliminary analysis completed in anticipation of creating the Pierce County Traffic Impact Fee Program, six roads are identified as having capacity deficiencies in Pierce County. Two of the six roads are located in the Frederickson Community Planning Area: 176th St E and 78th Ave E. The Frederickson Community Planning Board recommended improvements to these two roads and others based on current and future needs to reduce the growth in congestion.

The lack of nonmotorized facilities such as sidewalks, paved shoulders and trails within the Frederickson Community Plan area has become an important issue to many in the community as the residential population continues to grow. Many of the plan's transportation recommendations include nonmotorized facilities to increase transportation and recreational opportunities for community residents.

Additional road and highway issues addressed during the planning process include: controlling access to arterials, minimizing impacts to the environment and wildlife, improving safety, building new facilities at the time they are needed, preserving right-of-way, and providing connections between developments.

Rail Services

The Tacoma Rail Mountain Division owns the railroad lines traveling through the Frederickson Community Planning area. The length of rail line running through the Frederickson Community Plan area is approximately 6.5 miles. This is part of 132 miles of track in the Mountain Division. Growth in freight volumes and customers has increased since Tacoma took over the rail lines four years ago. Currently freight is carried between Frederickson, Thurston County, Lewis County and the Port of Tacoma for interchange with the Burlington Northern-Santa Fe and Union Pacific railroads for service to all parts of the U.S., Canada and Mexico. Freight service to Frederickson is on a five day a week schedule with occasional service on Saturdays and Sundays. Improvements are being made on track and right-of-way to run freight from Morton and Mineral by the end of 2002. This additional freight will pass through Frederickson.

Tacoma Rail Mountain Division



Passengers may be carried on the rail lines in the future. One possibility is to run a passenger train from Frederickson to connect to the Sound Transit regional rail in downtown Tacoma. An excursion opportunity is a train between Freighthouse Square in Tacoma and the proposed Inn at Park Junction located near Elbe/National. The “Train to the Mountain” is in the planning stages and will require substantial upgrade of track and right-of-way to allow operations at greater than 20 mph.

Airport

The Shady Acres Airstrip is the only aviation facility within the Frederickson Community Plan area. The privately owned airstrip is located just west of 46th Avenue East between 200th Street East and 208th Street East. The airstrip is open to the public and is the base for approximately 42 aircraft. The airstrip averages 118 operations per week which is 90% transient general aviation and 10% local general aviation.

Public Transit

Pierce Transit’s existing routes do not travel within the Frederickson Community Plan area. The nearest bus routes are:

- #1 - Carries passengers on 6th Avenue and Pacific Avenue (SR-7).
- #402 - Carries passengers across South 224th, on Meridian (SR-161) and between the Roy Y Park and Ride, Graham, Puyallup, Enchanted Parkway and Federal Way.
- #410 - Carries passengers on 112th Street East between Parkland and Puyallup.



In February 2002, local voters approved an increase in the local sales tax levy to support Pierce Transit. The additional tax revenue will replace funding that was lost when the state Motor

Vehicle Excise Tax was eliminated. The approved local sales tax levy will allow Pierce Transit to provide increasing levels of local bus service, SHUTTLE transportation for people with disabilities, vanpool services, and additional Park & Ride lots, at a rate that will keep pace with Pierce County population growth.

Public Schools

The plan area is served by Bethel School District No. 403. The District includes 15 elementary schools, 4 junior high, 2 high schools, and 1 alternative high school with a total capacity of 12,281 students. Capacity is based on 2002 school district service standards of 80 square feet per student at the elementary schools, 110 square feet per student at the junior high schools, and 120 square feet per student at the high schools. Enrollment in 2002 was 15,997 students.

Naches Trail Elementary, Pioneer Valley Elementary, and Clover Creek Elementary are the only Bethel School District facilities located within the plan area boundaries. A fourth elementary school, Elementary School No. 16, will be located north of 176th Street East and west of 74th Avenue East.

Bethel School District's Capital Facilities Plan for 2002-2003, provides for the construction of an additional junior high with a capacity for 750 students, and an additional high school with a capacity for 1,250 students. This will increase total capacity of the district to 14,281 by the year 2005. Additional new facilities will not address potential future growth of the school district which is projected to grow to 16,897 by 2005. This will leave the district with a net shortfall of 2,616 students in 2005. The district will need to approach the voters for an additional elementary school and junior high school in 2005 to address the future growth.



Sanitary Sewer

The Frederickson community is serviced by approximately 24 miles of sewer lines. The majority of these lines are gravity (96%) with the remainder being force mains.

Pierce County Sewer Code and Tacoma-Pierce County Board of Health Regulations for On-Site Sewer Systems require properties within 300 feet of an existing public sewer line to connect to the sewer system when proposed for development. Existing developments may continue use of on-site sewer systems unless there is failure of the system and public sanitary sewers are within 300 feet or the existing structure is expanded.

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

In the late 1990s Pierce County adopted regulations that require new subdivisions which do not connect to the sewer system to construct dry-line sewer infrastructure in addition to an interim

septic system - the premise being that when sewer lines are extended past the project in the future, the interim septic systems will be disconnected and the dry-line infrastructure will be connected to the sewer system. The costs of constructing an interim septic system and dry-line infrastructure, maintenance, and the engineering challenges have encouraged developers to connect projects to the sewer system, with limited exceptions.

Stormwater Sewer Service

Stormwater Management

As natural vegetative cover is replaced with homes, businesses, parking lots, and roads, surface water runoff (stormwater) tends to increase both in volume and rate at which the water drains off the land. If not properly addressed, this post development increase in stormwater volume and rate can result in flooding, water quality and habitat degradation, and soil erosion.

Within the Frederickson plan area there is very little in the way of man-made constructed drainage systems due to the porous nature of the underlying Spanaway soils. These soils do not generate significant surface water runoff and therefore, does not facilitate the natural formation of drainage channels. Most of the development that has occurred in the plan area has been at such a density that construction of large piped conveyance systems along roadways has not been necessary because runoff has infiltrated along the shoulders of the road or in roadside ditches. Only when development has become more intense (i.e. construction of a major arterial or the creation of subdivisions with more than one or two dwelling units per acre) has the need for collecting and conveying the excess runoff to a storm drainage pond or to small scale drywell within the roadway been necessary.

There are some pocket locations within the plan area comprised of till soil types that do not allow runoff to infiltrate into the ground and precipitation in these areas is quickly converted to runoff. These areas are in the Southwest corner of the plan area, south of 192nd St. E. and west of 42nd Ave. E. and also south of Clover Creek between Canyon Road and the 8400 block and north of approximately 182nd St. E. These areas are relatively undeveloped, but have formed the natural drainage courses characterized with culverts at road crossings and steep ravines where the drainage courses traverse steep slopes.



Flooding at 192nd St E

Portions of the Frederickson community are within a closed depression drainage basin where stormwater flows to a series of potholes. No natural surface water outlet is present in these potholes and the only means of conveyance is through evaporation and infiltration. This type of topography is susceptible to increased levels of flooding due to the increased rate of runoff created from development within the closed depression becoming greater than the evaporation and infiltration rate. As a preventative measure, current stormwater regulations require development within the closed-depression areas to maintain stormwater flow peaks and volumes at the same level prior to the development and manage any excess volumes on-site.

Pierce County has developed some regional stormwater facilities within the Frederickson plan area. These facilities are typically situated at a pothole location within the closed depression basin and are designed to maximize the infiltration rate of the pothole while providing protection from development occurring within the pothole. Two of these facilities, Sandpit Pond and the Brookdale Pit, are on the border of the northern portion of the plan area and receive most of their runoff from northern areas outside of the plan area. Another regional facility located in the southwest corner of the plan is an unnamed facility located just east of 22nd Ave. E. and south of 192nd St. E. The following table describes these facilities in more detail.

Table 10		
Regional Stormwater Facilities		
Facility Name	Location	Purpose and Contributing Area.
Brookdale Pit	South of Brookdale Road at 46th Ave. E	Retention Pond. Receives runoff from a seasonal stream known as the 3rd tributary of Clover Creek. Drains areas around Canyon Road south of 128th St. E.
Sandpit Pond	NW corner of 156th and 78th Ave. E	Retention Pond. Receives runoff from a seasonal stream known as the 7th tributary of Clover Creek and reduces flooding around 160th St. E. Drains areas to the north and east of plan area, south of 144th St. E. and west of 86th Ave. E.
192nd & 22nd	East of 22nd Ave. E. and south of 192nd St. E	Retention Pond. Receives runoff from a pocket of till soils in the southeast corner of the plan.

The regional ponds identified above are in addition to the smaller publicly owned retention/detention ponds and a large amount of drywells associated with individual developments. These publicly owned stormwater facilities have been inventoried and are currently documented on the County's GIS system for routine maintenance. Privately owned facilities within the plan area, which are associated with private road developments and gated communities, are not well inventoried. Private parties such as homeowners associations are responsible for maintaining those facilities. Sporadic checks have documented poor maintenance of these private facilities despite maintenance agreements required at the time of plat approval. This is probably due to loose knit organizations of homeowners associations and lack of funding to perform the necessary maintenance. Pierce County has not had the resources necessary to track and pursue enforcement of the maintenance agreements.



Photo of Sandpit pond

Basin Planning

To assist in future decision making associated with stormwater issues, a series of basin plans are being prepared by Pierce County to address all aspects of surface water management. The Clover Creek Basin Plan encompasses the entire Frederickson Community Plan area and has currently been approved by the Pierce County Planning Commission. More public hearings are expected before the County Council with an anticipated adoption in February/March of 2003. Implementation of the plan's recommendations will help ensure that actions taken to improve stormwater drainage in the County are in compliance with federal and state laws and regulations, particularly the federal Clean Water Act and Endangered Species Act.

Potable Water Supply

Frederickson residents and businesses receive their potable water (or drinking water) from one of several types of public water systems operating under different ownership arrangements (i.e., municipal, mutual or investor-owned) or from "individual wells." The majority of residents receive their drinking water from a Group A water system; a public water system serving more than 15 connections. While approximately 10 Group A water systems operate in the Frederickson community, the majority of the community plan area is served by one of the following: Spanaway Mutual, the City of Tacoma, Firgrove Mutual or the Southwood/Sound water system. In addition to Group A water systems, a percentage of Frederickson residents obtain their drinking water from a Group B system; a public water system serving between 2 and 15 connections. Finally, a lesser amount of Frederickson residents obtain their drinking water from a private source or individual well.

The Washington State Department of Health (DOH) has regulatory responsibility over Group A public water systems while the Tacoma-Pierce County Health Department (TPCHD) in conjunction with DOH has primary regulatory responsibility over Group B systems. TPCHD is responsible for the permitting of individual wells. Water systems meeting certain conditions (i.e. size) are required by DOH to prepare water system plans every six years. Such plans are required to be consistent with growth and zoning conditions contained in the relevant jurisdiction's comprehensive plan and must demonstrate how the system is to provide water service to the projected growth. All users of surface water and users of more than 5,000 gallons of groundwater per day (or irrigation of more than ½ acre of land) are required to obtain a water right from the Washington State Department of Ecology.

The Central Puget Sound area faces significant challenges in meeting the water needs for people and fish habitat with available resources. At current levels of water use, additional water supplies will be needed to meet both near-term (through 2020) and long-term (through 2050 and beyond) water demand in the region. While many of the region's water systems would prefer the ability to drill for new sources of groundwater within their service areas, the likelihood of doing so is questionable. Instead, water systems are beginning to recognize the need to seek a regional water source to supplement existing sources of supply. Such recognition is reflected in several new regional planning efforts, such as the Central Puget Sound Water Initiative and ESHB 2514 watershed management planning processes.

At the local level, several Pierce County water purveyors operating within the urban growth boundary are in need of new sources of supply to serve anticipated new growth. Currently, Spanaway Mutual and the Southwood/Sound water system, each serving a portion of the Frederickson community, are reaching capacity in terms of their water rights. Spanaway Mutual is currently updating its water system plan which must include a water right evaluation and a source of supply analysis. It is anticipated that through the development of its water system plan, Spanaway Mutual will address its plans for the future supply of water to its existing and projected customers.

A water system plan for the Southwood/Sound system was recently approved by DOH (September 13, 2002). As the water system plan was under review, the system's designated water service area was revised to more closely reflect an area to which the system can provide water service for expected growth. The majority of this area, now considered to be "undesigned" in terms of public water service, is located outside the urban growth boundary; however, a portion of the Frederickson Employment Center was removed from the Southwood/Sound water service area and is, therefore, considered to be undesignated. The City of Tacoma provides water service to the majority of the Frederickson Employment Center. It is anticipated that the City of Tacoma will expand its designated service area to incorporate the recently relinquished Southwood/Sound service area. In order to further address its water deficit, the Southwood/Sound water system has recently formalized a wholesale water request to the City of Tacoma. The Tacoma Public Utility Board is currently reviewing that request.

Another smaller water system providing water service in the Frederickson community, Bethel Water Company, also recently revised its service area leaving an additional portion of the Frederickson Community planning area undesignated in terms of public water service. The Firgrove Mutual water system recently addressed its projected water resource deficit by entering into a wholesale water arrangement with the City of Tacoma.

DESCRIPTION OF DESIRED CONDITIONS

The urban growth area is intended to accommodate the majority of new growth and development in the community plan area. It is important therefore, that the majority of public expenditures for urban facilities and service should also be directed to UGA. Urban levels of service should be required as a component of all new development in the UGA. Pierce County should ensure that new development supports the costs associated with public facility and service expansions that are made necessary by each development project. The UGA should not exceed a size that can be serviced by the urban facilities and services that exist or can be provided within a 20-year planning horizon. Prior to expanding the UGA, it must be demonstrated that adequate public facilities and services can be provided for each public facility and service



Due to the high rate of growth in the Frederickson area, residents have experienced deficiencies in public facilities, services, and infrastructure. Ensuring that adequate schools, parks, roads, sewer and water systems are present in the community is a major goal of this plan. The

Frederickson Community Planning Board has anticipated the expected growth and accounted for the current deficiencies when forming plan policy recommendations.

Public Parks

The objectives, policies, and standards focus on the acquisition and development of property for public parks. Strategies identify possible funding mechanisms and public agency partnerships. Additional policies address deficiencies in park land and facilities and identify methods of creating, funding, and operating neighborhood and community scale parks. Properties and methods identified attempt to remedy the deficiency in level of service within the plan area and attempt to achieve a level of service that meets the needs and desires of the Frederickson community.

The Park Acquisition Recommendations Map identifies nine new sites as possible parks including many properties located within or adjacent to the Open Space Corridor. The CPB has recommended the following sites as potential park and recreation facilities:

Park Acquisition Recommendations

- Naches Trail Elementary (152nd St E & Waller Rd)
- Pierce County property at 27th Ave E
- Pierce County property at Brookdale Rd E
- Tacoma City Water parcels at 164th St E & Canyon Rd
- Tacoma Sportsmen's Club (16409 Canyon Rd E)
- Brewer's Sports Complex (6715 176th St E)
- Port of Tacoma parcel (Lake Frederickson) at 192nd St E
- Viewpoint properties in the vicinity of 30th Ave E & 208th St E (Section 24, Township 18, Range 03)
- Oxbow properties in the vicinity of 204th St E and 208th St E
- Pioneer Valley Elementary (7315 Eustis Hunt Rd E)



The potential acquisition sites that are identified are not listed in order of priority.

Transportation

The objectives, policies, and standards help describe Frederickson's transportation future. The transportation project list and map guides the identification, financing, design, and construction of transportation facilities in the Frederickson Community Plan area. The community plan's transportation element needs to be used in conjunction with the Transportation Element of the Pierce County Comprehensive Plan. Many of the projects and policies contained in the Frederickson Transportation component have evolved from the Pierce County Comprehensive Plan and South Canyon Corridor Plan.

An evaluation of the roads in the Frederickson area was completed to help create the project list. The evaluation looked at Frederickson traffic in 2025. Assuming all of the projects in the Pierce

County Comprehensive Plan Transportation Element were built, the model showed that most of the roads would function adequately except for Canyon Road East and 78th Avenue East in the p.m. peak travel hour. The forecast assumed that Canyon Road East was improved to 7 lanes as far south as 176th Street East and improved to 5 lanes from 176th Street East south to SR-7. The forecast assumed no improvements were made to 78th Avenue East.

Additional components of the transportation system examined during the planning process included safety, maintenance, neighborhood and environmental impacts, access to arterials and project funding. The transportation projects and policies are intended to slow the growth in traffic congestion, improve transportation flow for residents, business interests, and industrial needs, decrease the number of collisions, increase route options for pedestrians and bicyclists, and improve transit service. The community would like to have the nonmotorized and transit systems improved in their area to provide transportation options for people who are unable to drive, for fitness and recreation, and to reduce the growth in the number of cars traveling within the Frederickson community. The committee recognized the importance of the nonmotorized and transit systems in providing mobility for people of all ages, physical abilities, and socioeconomic standing.

Financing

Transportation projects were prioritized using several factors: 1) priorities determined by previous citizen planning committees, 2) traffic forecasts, 3) perceived needs for the future, 4) environmental and neighborhood impacts, and 5) financial resources. In 2002, over 60% of the County's Road Fund was generated from property taxes. Another 25% came from fuel taxes and vehicle license fees. The remaining 15% was generated from other government agencies, forest taxes and miscellaneous revenues. The total of the 2002 Pierce County Road Fund was nearly \$54 million.

Over 30% of the Road Fund is spent on road maintenance. Twenty-one percent of the Road Fund is transferred to the County's Construction Fund and 16% percent of the Road Fund goes to management and administration. The remaining 23% percent is spent on equipment purchases, engineering, planning, ferry operations, insurance, and other services.

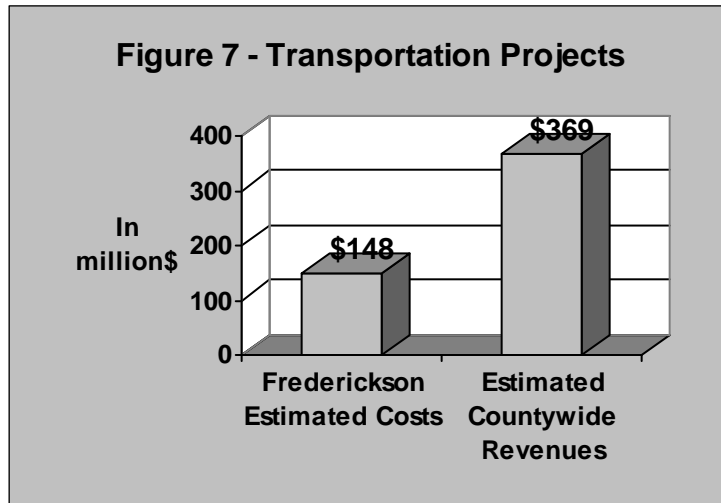


Road Maintenance on 19nd Street East

The Construction Fund is the source of money for new construction or major reconstruction. As noted above, 21% of the Road Fund was transferred to the Construction Fund in 2002. In addition, the Construction Fund receives money from previous years' appropriations, developer contributions, and successful state and federal grant applications. In 2002, the previous year's carryover was \$17 million and the total Pierce County Construction Fund was just over \$54 million.

According to the 2000 update to the Pierce County Comprehensive Plan-Transportation Element, it is estimated that planned transportation improvements will cost a little over one billion dollars over the next 20 years. However, only 369 million dollars in revenues is expected. The needs and revenues estimated in the Pierce County Comprehensive Plan-Transportation Element are countywide.

Figure 7 below compares the total estimated cost of the Frederickson Community Plan transportation projects to the Pierce County Comprehensive Plan-Transportation Element



estimated revenues. The total estimated cost figure of \$148 million is for projects in the Frederickson Community Plan area. The \$148 million cost estimate includes many important regional transportation projects such as widening and improving Canyon Road East and 176th Street East. These two projects along with many other proposed projects serve citizens living outside the Frederickson Community Plan area as well as Frederickson residents. The estimated cost to construct 176th Street East and Canyon Road East

within the Frederickson Community Plan area is approximately \$36 million or nearly 25% of the total Frederickson estimated cost of \$148 million. The total estimated transportation revenues for all of Pierce County over the next 20 years is \$369 million. Building all of the projects listed in the Frederickson Community Plan over the next 20 years would require approximately 40% of the County's construction budget. However, there are only 56 miles of county-maintained road (a little under four percent) within the Frederickson Community Plan area. Figure 7 shows a familiar pattern of transportation funding shortfalls being played out in other areas of Pierce County, Washington State and the Nation. The cost of identified transportation needs far outweigh the revenues available to meet those needs.

Public Schools

This plan recognizes that the Bethel School District is the responsible entity to address school district issues. Policies encourage increased coordination between the County and the district to develop strategies that address student capacity deficiencies. Specifically, the district is encouraged to actively pursue an increase in impact fees that are collected through the County's building permit process. Additional coordination is also needed between the two entities to ensure students have safe walking routes from their residential neighborhoods to schools.

Sanitary Sewer

As sewer utilities are placed throughout the community to serve the denser population, the community recognizes the need for coordination during the construction phase to eliminate disruption and long delays in the transportation system. In efforts to maintain reasonable housing costs, the community encourages new methods and practices of sewer installation.

Stormwater Sewer Service

This plan focuses primarily on the management of surface water in efforts to reduce the amount of runoff caused from new development. Policies support the Clover Creek Basin Plan's recommendations which include discouraging development in areas prone to flooding. The community desires public and private stormwater facilities that are incorporated into the natural landscape and are properly maintained.

Potable Water

Pierce County and water purveyors should coordinate their activities to ensure that an adequate and reliable domestic water supply is available to support projected population growth. The availability of an adequate potable water supply should be verified prior to the approval of new land divisions. If water purveyors are incurring problems of supplying water for new land divisions, then they should explore connections with other water systems that have adequate water supplies.



FACILITIES AND SERVICES POLICIES

GOALS

- The existing conditions of public facilities, services, and infrastructure within the community will be evaluated. Where deficiencies exist, such that the adopted level of service standards are not being achieved, measures will be taken to correct the deficiency or to prevent the deficiency from becoming more severe;
- The need for public facilities, services, and infrastructure will be anticipated and planned for in advance, where possible. Growth and development within the community will be managed to the extent feasible to ensure that these facilities, services, and infrastructure can be provided as efficiently as possible;
- The cost of providing additional public facilities, services, and infrastructure needed to serve development will be paid by the development; and,
- Annual monitoring of the condition of public facilities, services, and infrastructure in the community will be performed and corrective action will be taken as necessary.

OBJECTIVES, PRINCIPLES, AND STANDARDS

GENERAL

Intent: The community intends to balance future residential and industrial growth with adequate infrastructure needed to maintain a desired quality of life.

Objective 48. Ensure that adequate public facilities and services are anticipated and provided for to maintain a desirable quality of life.

Principle 1. Direct growth within the community where adequate public facilities exist or can be efficiently provided.

Standards

48.1.1 Provide the necessary infrastructure, facilities, and services that support or enhance business activities.

48.1.2 Require that urban level facilities and services are provided prior to or concurrent with development. These services include but are not limited to transportation infrastructure, parks, potable water supply, adequate sewage disposal, and stormwater and surface water management systems.

Principle 2. Maximize financial resources and opportunities to meet the expected level of service for public facilities and services.

Standards

- 48.2.1 Seek to reduce the per unit cost of public facilities and services by encouraging urban density development.
- 48.2.2 Pierce County should consider and allow a process for increased bonus densities when the right-of-way is donated, access is shared, or other public improvements, including road improvements and sewer extensions, are made.
- 48.2.3 Encourage the implementation of site design features that create safe neighborhoods without the use of gated communities.

Principle 3. Coordinate construction of utility and road improvements.

PARKS AND RECREATION**GOAL**

Improve park and recreational opportunities by developing new regional park facilities and improving existing facilities; providing support to community efforts to establish a system of publicly owned and maintained community and neighborhood parks; and by pursuing cooperative agreements with the Bethel School District to improve public recreational opportunities at public school sites.

Intent: Provide and maintain a level of service for regional parks in the community that meets or exceeds the County-wide standard. Promote various efforts and methods for park and recreation organizations to acquire and develop facilities to be used as community and neighborhood parks. Enter into cooperative agreements between Pierce County and the Bethel School District to improve and maintain public recreational opportunities at public school sites.

Regional Parks

Objective 49. Achieve and sustain an acceptable level of service for regional park facilities.

Principle 1. Monitor and maintain the level of service for regional park facilities.

Standards

- 49.1.1 The level of service for regional parks shall be evaluated annually.

Principle 2. Level of service deficiencies in regional park facilities should be corrected through capital improvements such as constructing new facilities and/or

expanding existing facilities. Non-capital remedies, such as lowering the desired level of service, are not preferred and should be avoided.

Standards

- 49.2.1 The Frederickson community should be identified as a high priority location for a new regional park based upon the following:
- a. The Frederickson community currently contains no public park and recreation facilities within its boundaries;
 - b. The Frederickson community is serviced by several major arterial roadways and is close to the urban population centers of Pierce County. A regional park facility within Frederickson would be readily accessible to the citizens of Pierce County;
 - c. Sewer facilities and other necessary utilities are available; and,
 - d. A regional park facility accessible to the employees of the Frederickson Employment Center could improve the desirability of the area for current and future businesses.

Principle 3. New regional parks within the Frederickson Community Plan area should be designed and located to serve the needs of community residents as well as providing County-wide benefits. New regional parks should meet the following criteria.

Standards

- 49.3.1 Park sites should be located in a manner to take advantage of the physical amenities in the plan area. Priorities include Clover Creek, wetlands, forested areas, steep slopes, and historical and scenic areas.
- 49.3.2 Parks should provide both passive and active recreational areas.
- 49.3.3 Regional parks should generally be 40 acres or more in size; however, these parks may be developed on smaller parcels based upon land availability, facility type, community need, site characteristics and other factors.

Principle 4. The following are high priority sites for regional park land acquisition within the Frederickson Community Plan area. The sites are not listed in any order of preference or importance.

Standards

- 49.4.1 Triple-play properties and adjacent wetlands (formerly Brewers, 30 acres);
- 49.4.2 County-owned property located at the intersection of 173rd and Waller (36 acres);

49.4.3 Properties located within or adjacent to the Clover Creek open space corridor;

49.4.4 Other properties as identified on the Park Acquisition Recommendations Map for Frederickson.

Principle 5. Provide opportunities for community involvement in siting and developing those regional parks that service the Frederickson community. All development and re-development of regional parks should be reviewed by interested citizens through a public site planning review process.

Standards

49.5.1 The Frederickson representative on the Pierce County Parks Citizens Advisory Board should be provided with all necessary information to help inform civic, community groups, and local governmental agencies about the plans and operations of the County regarding regional park location and development.

49.5.2 The Pierce County Parks and Recreation Department should maintain a current list of civic, community groups, and local governmental agencies that are interested in regional park locations and development.

49.5.3 The Pierce County Parks and Recreation Department should provide notice of meetings and plans to civic, community groups, and local governmental agencies that are interested in regional park locations and development.

49.5.4 The Pierce County Parks and Recreation Department should actively encourage joint civic, community groups, and local governmental agency development of regional park sites that include a local park and cultural component.

49.5.5 A final development site plan shall be established for each regional park that identifies passive and active recreation areas, buildings, intended uses, and open space.

49.5.6 Development of facilities at a regional park should not occur prior to completion of the necessary site plan.

49.5.7 Where appropriate, develop park facilities that generate funds. Incorporate revenue collection into the design of new parks.

- 49.5.8 Consider charging user fees at sites that provide recreational opportunities at an appropriate rate that will help support the maintenance and operation of these facilities.

Neighborhood and Community Parks

Objective 50. Pierce County shall support the creation of a Park Service Area or District to help fund and develop community and neighborhood scale parks throughout the plan area.

Principle 1. Identify local organizations interested in the improvement of park and recreational opportunities within the community and provide the initial technical and financial assistance necessary to form a Park Service Area or District.

Standards

- 50.1.1 The Pierce County Parks and Recreation should conduct a series of education workshops regarding the formation, financing, and management of park service areas and districts.
- 50.1.2 Identify a sponsor(s) willing to lead in efforts to form the park service area or district.
- 50.1.3 Upon generating sufficient public interest in the formation of a park service area or district, Pierce County shall bring the issue to a vote of the citizens at the following general election.
- 50.1.4 Pierce County Parks Department shall provide the park and recreation providers technical expertise in site planning and facility needs assessments.
- 50.1.5 Pierce County Parks Department shall provide assistance in the preparation of grants for property acquisition, operation, and maintenance.

Principle 2. Pierce County should require an impact fee, land dedication, or fee-in-lieu-of dedication for community and neighborhood scale parks based upon the LOS standards set forth in Tables 11 and 12.

Standards

- 50.2.1 Pierce County should require all new residential subdivisions and multi-family residential developments to pay an impact fee, dedicate land, or pay a fee-in-lieu of land dedication for the development of community and neighborhood parks. The structure of each of these options shall be correlated to the LOS standards set forth in Tables 11 and 12.

50.2.2 Pierce County should delay the implementation of the impact fee and fee-in-lieu of dedication program until such time as a Park Service Area or District is formed. In the interim, Pierce County should only require land dedication. Such land dedication shall be focused on the provision of small-scale parks within new residential development.

50.2.3 Pierce County shall develop regulations controlling the location, use, and improvement of land dedicated for community and neighborhood park purposes. Such regulations shall, at a minimum, prescribe minimum park dedication amounts, access, amenities, location, and maintenance.

Principle 3. Land that is suitable for future neighborhood and community park and recreation facilities should be purchased or acquired by the park and recreation provider in the most effective method available. Park and recreation providers should implement new and innovative methods of financing land acquisition, facility development, and long-term maintenance and operating costs for all park and recreation facilities. Provide opportunities for community control of local parks.

Principle 4. Establish LOS standards for community and neighborhood level park and recreation facilities.

Standards

50.4.1 Utilize the following LOS standards for community level parks within the plan area:

Table 11 Community Park Facilities Level of Service Standards	
Facility	Unit
Community Park Land	3.5 acres per 1,000 population
Fields for softball and youth baseball for soccer, football, or pickup games	0.23 fields per 1,000 population
Multi-use outdoor paved courts (tennis, basketball)	0.4 courts per 1,000 population
Tennis court	0.3 courts per 1,000 population
Children's play area	0.35 play area per 1,000 population
Picnic area	0.5 area per 1,000 population
Trails or pathways (minor)	0.2 miles per 1,000 population
Restrooms	0.23 facilities per 1,000 population
Parking	0.23 spaces per 1,000 population

50.4.2 Utilize the following LOS standards for neighborhood level parks within the plan area:

Table 12 Neighborhood Park Facilities Level of Service Standards	
Facility	Unit
Neighborhood Park – Land	3.0 acres per 1,000 population
Multi-use paved games court (1/2 court)	0.3 courts per 1,000 population
Children's play area	0.2 play area per 1,000 population

Principle 5. New community and neighborhood parks within the plan area should be designed and located to serve the needs of all segments of the community.

Standards

- 50.5.1 New park sites should be located in a manner to take advantage of the physical amenities within the plan area. Priorities include Clover Creek, wetlands, forested areas, steep slopes, historical areas and scenic areas.
- 50.5.2 New parks should provide both passive and active recreational areas.
- 50.5.3 The size of a community park is typically 15 to 25 acres. Access to a community park should be from an arterial street if traffic volumes are anticipated to be high and parking shall be dependent upon the facilities provided. Restroom facilities should be provided at a community park.
- 50.5.4 Ideally, a neighborhood park should be 5 to 10 acres in size. However, these parks may be considerably smaller when located within a private development. Neighborhood parks should be separated from one another in a relatively even manner throughout the plan area. Typically a 1- to 2-mile separation is desirable. Neighborhood parks should be reasonably central to the neighborhood they are intended to serve. Access to a neighborhood park should be via a local residential street. Walking and bicycle access routes should avoid physical barriers such as major arterial roads or stream crossings whenever possible. Parking or restroom facilities are typically not provided at a neighborhood park.
- 50.5.5 Neighborhood parks should be developed adjacent to school sites whenever possible in order to promote facility sharing. Facilities on the neighborhood park site should supplement uses that the school does not provide such as trails, open space, picnic areas, playground equipment, and multi-purpose paved courts.

Partnerships

Objective 51. Facilitate coordination and cooperation between Pierce County and the Bethel School District, and other organizations in providing park and recreational facilities.

Principle 1. Pierce County Parks Department should establish a partnership with the Bethel School District to facilitate joint County-District recreational opportunities within the community. This partnership could include program coordination, cost sharing for construction, improvement and maintenance of joint-use facilities, and other efforts to improve recreational opportunities within the community.

TRANSPORTATION FACILITIES AND SERVICES**GOALS**

- Adequate public infrastructure and services including, but not limited to, roads, water, sewer, recreation, and schools will be available prior to or concurrent with actual need;
- Neighborhoods will be more livable with new developments being designed in a manner which supports interaction of residents and pedestrian mobility, and existing neighborhoods protected from incompatible or more intense uses; and
- Nonmotorized transportation facilities including sidewalks, pathways, and trails will be planned and systematically developed within the community so that in the future residents can travel to schools, parks, commercial areas, and other destinations safely without relying upon the automobile.

Intent: A quality transportation system is vital to the Frederickson community. Unfortunately, past growth in the community and surrounding areas coupled with limited public expenditures for roads and other transportation improvements have resulted in increasing levels of traffic congestion in the community and a progressive degradation in the quality of the transportation system. The current transportation system is becoming inadequate and is no longer able to fully meet the needs of area residents, business, and industry. Improvements to the transportation system are necessary to address current and future needs. Recent efforts by government, business and industry leaders, residents and others hold the promise of accomplishing some of the needed improvements. Examples of these efforts include the development of the South Canyon Corridor Plan and the reopening of freight rail service in the area. The community must build upon and supplement these efforts to achieve the transportation system it desires. At a minimum, the plan will strive to ensure:

- The transportation system within Frederickson and adjacent communities is designed and improved in a manner that seeks to balance the needs of residents, business, and industry;
- The South Canyon Road Corridor Plan is implemented and considered for future improvements along and adjacent to Canyon Road East;

- Recommended transportation improvements are implemented;
- Rail service to the Frederickson community is encouraged and improved;
- Arterial road access to, from, and within the community is improved by controlling access in a manner which improves safety and reduces congestion;
- Pedestrian and bicycle mobility is improved in the community, where appropriate;
- Transit service is encouraged;
- An equitable system of financing transportation system improvements is developed. This system should include an impact fee system that ensures new development pays its fair share of the cost of transportation improvements necessitated by such development. All new development, regardless of size, will be subject to the system in order to avoid unmitigated cumulative impacts.

Access Control

Objective 52.

Ensure road safety and traffic flows by controlling access points on selected roadways.

Principle 1.

Consolidate Access. Encourage the consolidation of access to Canyon Road East, 176th Street East and other major and secondary arterials in order to reduce interference with traffic flow on the arterials, and reduce conflicts between nonmotorized modes of travel and motor vehicles. To achieve this, the County:

- a) Encourages, and may 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 major and secondary arterials;
- b) Encourages access to developments through a system of collector arterials and local access streets; and
- c) Encourages 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.

Concurrency

Objective 53.

Coordinate the planning, funding, programming and construction of transportation improvements with future land development.

Principle 1.

Three-Year Period. Pierce County shall strive to implement roadway improvements within a three-year period after a concurrency violation is detected, rather than the mandated six years.

Principle 2.

Traffic Impact Fees. Pierce County shall examine the viability of developer impact fees for funding transportation improvements within the Frederickson Community Plan area. If impact fees are found to be a

financially viable means of providing transportation improvements, then the Pierce County Council should implement an impact fee program.

Connectivity

Objective 54.

Plan and implement a functional transportation system that provides physical connections within and throughout the community.

Principle 1.

In order to connect the community, encourage community involvement in the preparation of a road network throughout Frederickson.

Standards

- 54.1.1 The County shall provide regulatory measures for new development to implement the road projects and priorities identified in the transportation section of the Facilities and Services Element.
- 54.1.2 The County shall consider the Frederickson Prioritization of Transportation Projects when developing the Transportation Improvement Program.

Principle 2.

Encourage development along Canyon Road East and 176th Street East that considers pedestrian use and the retrofitting of existing land and commercial uses.

Standards

- 54.2.1 Require existing commercial development along Canyon Road East and 176th Street East to provide pedestrian and automobile access to adjacent property when improvements are made to the existing business.
- 54.2.2 Develop “model” site plans that demonstrate techniques to retrofit existing commercial development.

Principle 3.

Encourage the County to implement county-wide standards for a comprehensive sidewalk system.

Standards

- 54.3.1 Lobby the State Legislature to amend RCW 35.69 to allow Counties the authority to defer sidewalk maintenance in unincorporated urban areas to abutting property owners.
- 54.3.2 Encourage the County to adopt new county-wide standards for external sidewalks adjacent to road frontages.

Principle 4. New Developments. Develop regulations that require new subdivisions to be designed in a manner that maximizes opportunities for connectivity.

Standards

54.4.1 Through roads or road stub outs shall be provided when feasible in order to increase connectivity for the community.

54.4.2 Allow internal sidewalk requirements to be reduced to one side of road if 30 or fewer lots within the development access roadway.

Principle 5. Existing Developments. The County shall actively explore opportunities to connect existing subdivisions and neighborhoods with surrounding subdivisions and the larger community.

Principle 6. Commercial Centers. Ensure connections are provided between neighborhoods and to commercial centers for local traffic.

Principle 7. Grid System. Through roads and nonmotorized facilities shall be provided when feasible in order to complete the grid system within the community.

Environmental Design

Objective 55. Design roads to minimize environmental impacts in the plan area.

Principle 1. Minimize Impacts. The design and construction of transportation facilities should be designed and located to minimize environmental impacts.

Standards

55.1.1 Consider the clean water, wildlife habitat and other functions of critical areas.

55.1.2 Recognize areas too fragile for project construction and use alternative construction methods, circumnavigate the area, or do not build the project.

55.1.3 Consider the use of recycled materials, on a case by case basis, in the construction of facilities.

Principle 2. Allow nonmotorized connections, including trails, through wetland buffers and other sensitive areas where roads cannot occur.

Principle 3. Canyon Road Crossing. Pierce County should explore the need and options for providing a safe wildlife crossing and pedestrian crossing of

Canyon Road in the Clover Creek Corridor when Canyon Road is improved between 160 St. E. and 176 St. E.

Nonmotorized Transportation

Objective 56. Encourage provisions for nonmotorized facilities, including sidewalks and trails, where it is appropriate to provide safe and convenient access between properties and pedestrian oriented facilities.

Principle 1. School Access. Pierce County should work cooperatively with the school districts to develop a program to identify and fund the construction of needed sidewalks to provide access to existing and proposed schools.

Principle 2. Pedestrian Facilities. Consider strategies that make pedestrian circulation systems safe, convenient, and efficient.

Standards

56.2.1 Separate pedestrian walkways from roads with planting strips in high use areas such as schools, commercial, and recreation areas;

56.2.2 Use texture, lighting, raising, or signing to make marked, established crosswalks and trails more visible to motorists;

56.2.3 Design facilities to comply with the Americans with Disabilities Act.

Principle 3. Direct Routes. Local nonmotorized networks should provide reasonable direct routes to properties within the area by minimizing dead end cul-de-sacs and providing direct connections to adjacent developments.

Principle 4. Lobby the State Legislature to enable the County to allow on-street parking on its roadways.

Standards

56.4.1 Design roadways in order to allow on-street parking on local road minors and residential streets.

Rail Service

Objective 57. Support and encourage rail service as an important element of the transportation system in the plan area.

Principle 1. Coordinate Service. Encourage the Frederickson Community, Washington State Department of Transportation, Tacoma Rail-Mountain Division, Port of Tacoma, labor groups, shippers and other stakeholders to work together.

Standards

- 57.1.1 Preserve Frederickson Rail Lines to provide transportation and economic benefits to Pierce County.
- 57.1.2 Improve passenger and freight rail service.
- 57.1.3 Coordinate and implement passenger and freight rail service consistent with Sound Transit and other regional transportation programs.
- 57.1.4 Consider localized rail service as a means of public transportation.
- 57.1.5 Use rail rights-of-way for different forms of motorized and nonmotorized travel in order to preserve and implement their highest and best transportation use.

Right-of-Way**Objective 58.**

Encourage the preservation of existing right of way and the acquisition of new right-of-way to meet the transportation needs of anticipated residential and industrial growth in the plan area.

- Principle 1. Identifying Right-of-Way.** Use the land use and transportation planning processes to identify corridors where public roads and facilities are needed.

Standards

- 58.1.1 Provide adequate transportation facilities and services to meet current and future travel needs;
- 58.1.2 Protect needed right-of-way as soon as possible;
- 58.1.3 Discourage the vacation of right-of-way when the right-of-way could complete the grid system within the community;
- 58.1.4 Notify the appropriate land use advisory commission of proposed right-of-way vacations.

- Principle 2. Acquiring Right-of-Way.** The Pierce County Departments of Planning and Land Services (PALS), Public Works and Utilities (PW/U) and Parks and Recreation Services shall collaborate with the development industry to preserve and acquire undeveloped land identified within transportation corridors. Options to preserve and acquire right-of-way include, but are not limited to:

Standards

- 58.2.1 Require dedication of right-of-way as a condition for development, when justified through environmental review.
- 58.2.2 Accept voluntary donations of right-of-way to the County;
- 58.2.3 Include any donated right-of-way in residential density calculations, so that developers are not penalized for donating right-of-way;
- 58.2.4 Purchase right-of-way by the County;
- 58.2.5 Purchase development rights from affected property owners to eliminate potential construction within future right-of-ways; and
- 58.2.6 Require property owners to grant public right-of-way easements, when justifiable through environmental review.

Principle 3. Setbacks. Proposed developments along an existing or planned transportation route should be setback from the right-of-way to avoid widening conflicts.

Roads

Objective 59. Develop and improve traffic flow within the plan area by improving existing traffic operations.

Principle 1. Operations. Maximize the operating efficiency of roadways through construction of traffic signals, turn lanes, and other traffic flow improvements.

Transit

Objective 60. Encourage future transit routes within the plan area.

Principle 1. Transit Routes. Encourage Pierce Transit to evaluate and prioritize service on the following routes:

High Priority

- a) 176th Street East between Pacific Avenue (SR-7) and Meridian (SR-161); Park and Ride Lot at 176 Street E/Tacoma Rail;
- b) Canyon Road East to its new terminus; Park and Ride Lot/Train Station in the vicinity of Canyon Road E/176 Street E;

Other

- c) 22nd Avenue East;
- d) 38th Avenue/Military Road/36th Avenue/176th Street East (Brookdale Road East to 224th Street East): See projects F3, F4, F5 and F6 shown in Appendix B (New arterial proposal);
- e) 70th Avenue East (New arterial proposal);

- f) 86th Avenue East (New arterial proposal);
- g) 152 Street East;
- h) 192 Street East;
- i) 200th Street East (38th Avenue East to Canyon Road East);
- j) 208 Street East;
- k) Brookdale Road East/160 Street East;
- l) Military Road East; and
- m) Waller Road East.

Principle 2. Mixed Use Centers. Mixed use development should be encouraged to create a demand for transit service in centers and Mixed Use Districts.

Principle 3. Pierce Transit Coordination. Work with Pierce Transit to increase the availability and effectiveness of transit in the commercial centers, and in connecting Mixed Use Districts, Employment Centers, residential areas, and the region at large.

PUBLIC SCHOOLS

Intent: Acknowledging that Pierce County has limited ability to address school district related issues, the intent of the public school policies is to encourage coordination between Pierce County and Bethel School District.

Objective 61. Coordinate land use planning and school district capital facilities planning.

Principle 1. Coordinate with the Bethel School District to develop strategies that provide sufficient capacity at schools located within Frederickson to ensure students are not forced to attend a school outside their neighborhood community.

Standards

61.1.1 Encourage the Bethel School District to actively pursue an increase in impact fees to assist in providing additional student capacity.

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

Standards

61.2.1 Coordinate with Bethel School District to identify and prioritize designated school walking routes in need of safety improvements.

SANITARY SEWER

Intent: Sewer and wastewater treatment facilities enable higher intensity 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 and encourage better methods and techniques during the design and construction phases.

Objective 62. Utilize best construction methods and practices and innovative techniques in the design and construction of sewer utilities.

Principle 1. Locate sanitary sewers within developed road rights-of-way, whenever possible.

Principle 2. Schedule construction activities to avoid sensitive time periods in the lifecycle of fish and wildlife, such as spawning, nesting, and migration.

Principle 3. Coordinate construction of sewerage improvements with other utilities.

Principle 4. Utilize Best Management Practices for surface water management and erosion control during construction of sewer utilities.

Principle 5. Minimize impacts to traffic and transportation networks during the construction of sewer utilities.

Standards

62.5.1 Whenever possible, construction will be scheduled to minimize disruption of access to area residences and businesses.

Principle 6. Restore disturbed land areas after construction of sewer utilities and facilities located within the plan area.

Standards

62.6.1 Restoration of roadways damaged directly by construction will be performed in accordance with the Guidelines for Restoration for Pavement Cuts within Pierce County rights-of-way or similar guidelines adopted by other jurisdictions.

STORMWATER SEWER SERVICE

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. This section describes development techniques and strategies that reduce negative impacts on surface

water located within and adjacent to the plan area. These techniques are designed to address issues such as water flow, temperature, quality, and aquifer recharge.

Objective 63. Minimize development related impacts to existing hydrologic conditions and functions and strive to correct current deficiencies resulting from past development practices.

Principle 1. Identify the areas within and adjacent to the community that are highly sensitive to changes in hydrologic conditions and functions. Within these highly sensitive areas, establish standards that provide for near zero change in hydraulic and hydrologic function on a property (i.e., no net increase in the peak flow or volume of runoff or erosion leaving a site) post development.

Standards

63.1.1 Support the adoption of Low Impact Development (LID) guidelines in the next substantive revision to the County's existing Site Development and Stormwater Management regulations.

63.1.2 Provide monitoring and evaluation on projects which utilize LID standards to determine the effectiveness of meeting the established performance goals.

Principle 2. Ensure development standards adequately prevent new development from increasing flooding and minimize the possibility of damage from flooding events.

Standards

63.2.1 Utilize new inventories of flood hazard/prone properties in the decision making process to determine appropriate zoning density and intensity levels within the plan area.

63.2.2 Reduce the amount of allowable impervious surface that can be placed on a site.

63.2.3 Change existing parking standards to reduce the total amount of effective impervious surface.

Principle 3. Provide better enforcement and maintenance of storm drainage systems.

Objective 64. Support the Clover Creek Basin planning effort.

Principle 1. Utilize the results of the Clover Creek Basin planning effort to help identify needed modifications to land use designation and development

regulations to protect water quality, riparian habitat and alleviate flooding problems within the community.

Standards

- 64.1.1 Coordinate the basin planning process with the community planning process to address surface water runoff and flooding issues.
- 64.1.2 Request that the basin planning process model changes to hydrologic conditions resulting from development under current land use designations and under the changes to land use designations proposed by the community plan. Consider the basin modeling results when making decisions regarding the allowable range and intensity of land uses within the community.
- 64.1.3 Coordinate the identification of appropriate areas for potential rezoning with the watershed basin planning processes.
- 64.1.4 Evaluate the current Pierce County Surface Water Management fee credit program in light of any changes in performance standards resulting from the community plan or basin plan efforts.

Objective 65. Integrate public regional stormwater detention and retention facilities into the natural environment.

Principle 1. Recognize that regional facilities can provide aesthetic, recreation, and fish and wildlife habitat in a community park-like or open space setting.

Standards

- 65.1.1 Aesthetics should be considered in the design of regional stormwater systems, whenever possible. Care should be taken to design these facilities so that they have a more natural, aesthetically pleasing appearance.
- 65.1.2 Regional stormwater facilities should consider aesthetics by planting the facilities with more trees and native, non-invasive vegetation that is suitable for areas designed to retain water.
- 65.1.3 Locate new facilities where they would serve to extend identified fish and wildlife habitat areas and open spaces, parks, and greenbelts.
- 65.1.4. Establish pond depth and slope requirements that serve to reduce potential safety hazards and that serve to increase the habitat (e.g., with islands in the ponds and with variable microtopography on the pond bottom).

POTABLE WATER

Intent: The provision of adequate domestic water supply is a crucial component of supporting population growth. The intent of the following policies is to ensure an adequate water supply is available to support projected population growth and water conservation measures are enacted.

Objective 66. Ensure that an adequate amount of domestic water supply is available to support the level of population growth and land development projected within the Frederickson plan area.

Principle 1. Encourage land uses and programs that promote water conservation and aquifer recharge

Standards

66.1.1 Ensure landscape requirements promote water conservation.

66.1.2 Support regulations that manage activities in aquifer recharge areas and wellhead protection areas.

Principle 2. The permitting process should take into account the availability of potable water.

Standards

66.2.1 Evaluate the short platting and subdivision ordinances to ensure the availability of potable water is taken into account during all phases of the permitting process.

Principle 3. Commitment for potable water shall be available prior to approval of preliminary plat.

Principle 4. Revise water service boundaries in cases where the designated water service provider cannot provide timely or reasonable service.

IMPLEMENTING ACTIONS FOR THE FACILITIES AND SERVICES ELEMENT

The following list of actions needs to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption. The entity or entities responsible for leading the effort to complete the action item is listed in parenthesis following the action. Actions are

assigned to the Frederickson Advisory Commission (FAC), Pierce County Planning and Land Services (PALS), Pierce County Economic Development (ED), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), and Tacoma-Pierce County Health Department (TPCHD).

Short Term Actions

1. Encourage urban densities to reduce the per-unit cost of public facilities and services. (PALS)
2. Annually evaluate the level of service for regional parks in the plan area and correct deficiencies through capital improvements. (Parks)
3. Encourage the consolidation of access and provisions for pedestrian access to Canyon Road East, 176th Street East and other major and secondary arterials, including implementation of the access plan for the Frederickson Central Place set forth in Appendix C. (PALS, PW)
4. Amend the Pierce County Transportation Plan and projects and 6-year Transportation Improvement Plan to reflect the projects and priorities of the Frederickson Community Plan as set forth in Appendix B. (PW)
5. Revise development standards to require developments to provide safe, convenient, and efficient connections between adjacent existing or future residential and commercial developments. (PW, PALS)
6. Create a process for notifying land use advisory commissions of proposed right-of-way vacations and establish options for the County to preserve and acquire right-of-way within identified transportation corridors. (PW, PALS)
7. Adopt standards for the placement and design of stormwater facilities. (PALS, PW)
8. Utilize basin planning hydrologic condition modeling when making decisions regarding the allowable range and intensity of land uses. (CPB, PALS)

Mid-Term Actions

1. Create a process for increased bonus densities when right-of-way is donated, access is shared, or other public improvements, including road improvements and sewer extensions, are made. (PALS)
2. Amend the Pierce County Parks and Recreation Plan to:
 - a. Identify Frederickson as a high priority location for new regional parks;
 - b. Include criteria established in this plan element for the design location, and acquisition of parks and/or parklands within the plan area.

3. Support efforts to establish mechanisms that support the development of neighborhood and community scale parks by conducting a series of education workshops regarding the formation, financing, and management of parks service areas and districts and require impact fees, land dedication, or fee-in-lieu-of dedication. (Parks)
4. Utilize the level of service standards and the design and location standards when establishing neighborhood or community scale parks. (Parks)
5. Partner with the Bethel School District to facilitate joint County-District recreational opportunities within the community. (Parks)
6. Develop and implement a viable transportation impact fee program for funding transportation improvements and meeting concurrency requirements. (PW)
7. Develop “model” site plans that demonstrate techniques to retrofit existing commercial development with pedestrian uses. (PALS, PW)
8. Continue to minimize environmental impacts in the design and construction of transportation projects. (PALS, PW)
9. Lobby the State Legislature to enable Counties the ability to allow on-street parking on its roadways. (PW)
10. Coordinate with the Bethel School District to identify and prioritize designated school walking routes in need of safety improvements. (PW)
11. Evaluate the short platting and subdivision ordinances to ensure the availability of potable water is taken into account during all phases of the permitting process. (PALS, PW)
12. Amend the Coordinated Water System Plan (CWSP) to revise water service boundaries where the designated water service provider cannot provide timely or reasonable service. (PW)

Long Term Actions

1. Develop and implement county-wide standards for a comprehensive sidewalk system. (PW)
2. Partner with Tacoma Rail to develop nonmotorized transportation routes along the rail right-of-way. (PW)
3. Work with Pierce Transit to increase the availability and effectiveness of transit within the commercial centers, and in connecting Mixed Use Districts, Employment Centers, residential areas, and the region at large. (PW)

4. Coordinate recommendations from the Clover Creek Basin Plan with any updates to the community plan to address surface water runoff and flooding issues. (PALS, PW)

PLAN MONITORING

Purpose

The 1990 State Growth Management Act (GMA) requires jurisdictions planning under GMA to report on progress made in implementing the Act, and to subject their comprehensive plans to continuing evaluation and review. As part of the County's Comprehensive Plan, the Frederickson Community Plan is subject to this requirement. One mechanism for conducting this evaluation and review is to monitor the development standards, regulations, actions, and other programs called for in the plan for the purpose of determining their effectiveness in fulfilling the vision of each of the five plan elements.

This section provides a framework both for monitoring the various actions undertaken to implement the plan and for offering recommendations to make adjustments to the actions in order to achieve the plan's vision. Actions may include the development and implementation of regulations and design standards, coordinating the provision of facilities and services with other entities, developing educational programs and handouts, acquiring parks, preserving open space, and other actions. This framework for monitoring provides a means for measuring the effect of each action, identifies participants and their roles in monitoring the actions, lays out time frames, and specifies how the monitoring program should be documented. Information obtained from the monitoring program will be used to offer recommendations to decision makers as to what changes the community plan may need in order to attain specified goals and meet the visions in the plan.

How to Measure the Effect of Standards

The Frederickson Community Plan identifies actions that need to be implemented to meet its vision, goals, objectives, principles, and standards. Monitoring evaluates the effectiveness of the actions in fulfilling the plan policies. The monitoring program outlined here includes several steps which are intended to identify actions taken, the ease with which they can be used, and whether the actions actually meet the objectives they were intended to achieve.

To do this, the monitoring program is divided into five steps: Actions, Inputs, Process, Outputs, and Outcomes. Each of the steps and the responsible participant are discussed briefly here.

Phase 1 – Actions: Phase 1 monitoring would consist largely of reviewing the policies and standards stated in the plan and identifying all the actions that need to be undertaken to be consistent with the plan. The actions should be grouped according to the objectives they are intended to meet. PALS staff and the Frederickson Advisory Commission (FAC) would be the primary participants in this activity.

Phase 2 - Inputs: Phase 2 monitoring would determine whether actions called for in the plan have actually been undertaken and completed. PALS staff would evaluate if regulations and design standards have been adopted and are being implemented. The PALS staff, FAC, or other County Departments would review the plan to determine if other actions have been completed and could be done to accomplish the vision of the plan.

Phase 3 - Process: Phase 3 monitoring would evaluate whether an action is straightforward, understandable, or easy to use. In the case of regulations and design standards, those persons who have submitted permit applications requiring compliance with the regulations and design standards would need to be involved in the evaluation. The Pierce County Hearing Examiner and the FAC, which review such applications, as well as PALS staff, would need to be included in the monitoring. PALS staff would coordinate the monitoring and could conduct interviews or distribute questionnaires to persons who have submitted or reviewed permit applications subject to the regulation being monitored.

Phase 4 - Outputs: Phase 4 monitoring would determine whether the action has been carried out as stated in the plan. For example, monitoring would determine whether a regulation or design standard has been complied with and identify reasons for any noncompliance. In regard to non-regulatory activities, monitoring would determine whether the objectives of the activity have been met. Participants would include residents, property owners, the FAC, and PALS staff.

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

Timeline

It is anticipated that the Frederickson Community Plan will take a substantial period of time to be implemented. There are a number of actions that can be accomplished within a short timeframe, some will take much longer, and others will involve ongoing actions with no specific completion date. It is important that monitoring be done on a continuing basis with specific actions monitored at different times.

In regard to monitoring the development and implementation of regulations and design standards, it would be appropriate for monitoring to be phased over time as the five phases outlined above are accomplished. Phase 1 would begin almost immediately upon the plan adoption. Phase 2 would take place within two years following the plan adoption. This would provide adequate time for the County Council to adopt implementing regulations called for in the plan. Phases 3, 4, and 5 would occur within two to three years following completion of Phase 2. This would allow time for the regulations to be applied to a number of development projects. Phase 3 analysis of how understandable the regulations are, and the ease to which they can be applied, would then be based on the application of the regulations to those projects developed within that time period. Phases 4 and 5 monitoring would be done simultaneously with Phase 3 monitoring. The total time for initial monitoring for Phases 1 through 5 would be about five years. As changes are made to regulations and design standards, the monitoring cycle would need to be repeated to address the changes.

Other actions that do not involve the implementation of regulations or design standards would be monitored on a similar timetable. Phase 1 and Phase 2 would occur within two years of adoption of the plan, while Phase 3, 4, and 5 monitoring would occur within five years of plan adoption.

As amendments are made to the plan, monitoring would need to continue to determine how effective the changes are in carrying out the goals in the plan. In addition, it would be appropriate to continue monitoring all actions in the plan every five years to evaluate whether the actions continue over time to effectively carry out those goals.

Documentation

A review of baseline information is necessary to effectively monitor whether the goals of the Frederickson Community Plan are being met. Information regarding community attitudes, visual characteristics of the community, community services, infrastructure, business climate, land uses, permitting activity, and other community characteristics would be evaluated.

As each phase of monitoring is completed, a report should be prepared by PALS staff which identifies the action being monitored, the specific purpose of the monitoring, methods used in monitoring, data collected, analysis of the data, and recommendations for further action. The report should be submitted to the FAC for review and comment and to the County Council for its consideration.

Recommendations for Further Action

In addition to determining the effectiveness of the plan in fulfilling the goals of the community, a key component to monitoring would be the recommendations for further action. These recommendations should clearly identify the specific goals being addressed, how the recommended action corrects a deficiency in the plan, how the recommended action will contribute to fulfilling the goal in question, and a timeline for completing the proposed action.

APPENDIX A

Employment Data Collection Area

Appendix B

Transportation Improvement Recommendations

Recommended Transportation System Improvements for the Frederickson Community Plan Area				
Map ID #	Project Location	Proposed Facility	Estimated Cost¹	Priority
F1	22 Ave E – 181 St E to 208 St E	Add turn lane, improve drainage and horizontal alignment, add sidewalks and paved shoulders.	\$3,130,000	High
F2	28 Ave E – 176 St E to 182 St E	Reconstruct to road design standards, add sidewalks and channelization.	\$620,000	Medium
F3	36 Ave E – Military Rd E to 176 St E	Sidewalks and paved shoulders (possible bike route).	\$930,000	High
F4	38 Ave E – Brookdale Rd E to Military Rd E	Sidewalks and paved shoulders.	\$1,930,000	Low
F5	38 Ave E – 176 St E to 200 St E	Add turn lane, improve intersections, add paved shoulders and add sidewalk on west side of road.	\$2,830,000	Premier
F6	38 Ave E – 200 St E to Wright Rd E	New road with sidewalks and paved shoulders.	\$5,600,000	Premier
F7	70 Ave E – 160 St E to 204 St E	New road with sidewalks and paved shoulders.	\$25,497,000	Premier
F8	74 Ave E – 182 St E to 204 St E	New road with sidewalks and paved shoulders.	\$2,506,000	High
F9	78 Ave E – 160 St E to 176 St E	New road with sidewalks and paved shoulders.	\$7,120,000	Premier
F10	78 Ave E – 176 St E to 204 St E	Add turn lane, improve intersections, add sidewalks and paved shoulders.	\$3,810,000	High
F11	86 Ave E – 152 St E to 176 St E	New road with sidewalks and paved shoulders.	\$10,500,000	Premier

¹ Cost estimates are "order of magnitude" estimates for planning purposes only and are rounded to the nearest \$1,000.

Recommended Transportation System Improvements for the Frederickson Community Plan Area				
Map ID #	Project Location	Proposed Facility	Estimated Cost¹	Priority
F12	152 St E – 27 Ave E to Brookdale Rd E	Sidewalks and paved shoulders.	\$1,418,000	High
F13	160 St E – Canyon Rd E to 86 Ave E	Add lanes, sidewalks and paved shoulders.	\$6,730,000	High
F14	176 St E – 25 Ave E to 86 Ave E	Add lanes, improve geometrics and intersections, add sidewalks or trail, and paved shoulders.	\$18,610,000	Premier
F15	182 St E – 28 Ave E to 38 Ave E	Reconstruct to road design standards, add sidewalks and channelization.	\$1,089,000	Medium
F16	192 St E – 22 Ave E to 38 Ave E	Paved shoulders.	\$1,180,000	Medium
F17	192 St E – 38 Ave E to Canyon Rd E	Reconstruct to avoid flooding, add turn lane, sidewalks and paved shoulders.	\$1,770,000	Premier
F18	192 St E – 70 Ave E to 86 Ave E	Add turn lane and sidewalks.	\$1,990,000	Medium
F19	200 St E – 70 Ave E to 74 Ave E	New road with sidewalks.	\$1,180,000	Medium
F20	200 St E/Knoble Rd E – 38 Ave E to Canyon Rd E	Add turn lane, sidewalks and paved shoulders (possible bike route).	\$1,860,000	High
F21	200 St E/Knoble Rd E – Canyon Rd E to 204 St E	Sidewalks and paved shoulders (possible bike route).	\$1,490,000	Medium
F22	204 St E – Knoble Rd E to 78 Ave E	Add turn lane, sidewalks and paved shoulders.	\$1,340,000	Medium
F23	208 St E – 22 Ave E to 66 Ave E	Add turn lane and paved shoulders.	\$5,100,000	Medium

Recommended Transportation System Improvements for the Frederickson Community Plan Area				
Map ID #	Project Location	Proposed Facility	Estimated Cost¹	Priority
F24	208 St E – 66 Ave E to 86 Ave E	New road with paved shoulders.	\$8,270,000	Low
F25	Brookdale Rd E – Waller Rd E to 152 St E	Add turn lane, sidewalks and paved shoulders.	\$1,730,000	Medium
F26	Brookdale Rd E – 152 St E to Canyon Rd E	Add turn lane, sidewalks and paved shoulders.	\$1,930,000	Medium
F27	Canyon Rd E – 160 St E to 192 St E	Add lanes, improve alignment, add channelization, signals, sidewalks and paved shoulders.	\$11,300,000	Premier
F28	Canyon Rd E South Extension – 192 St E to 212 St E	New road with paved shoulders and sidewalks or trail.	\$6,030,000	Premier
F29	Clover Creek Trail – Waller Rd E/Brookdale Rd E to 164 St E/71 Ave E	Trail	\$1,900,000	Medium
F30	Eustis Hunt Rd E – 204 St E to 208 St E	Add turn lane, sidewalks and paved shoulders.	\$470,000	Medium
F31	Military Rd E – 27 Ave E to Canyon Rd E	Add turn lane and paved shoulders or wide curb lanes (possible bike route).	\$3,350,000	Premier
F32	Tacoma Rail Trail – Waller Rd E/Brookdale Rd E to 208 St E/70 Ave E	Rail with trail.	\$2,170,000	Medium
F33	Tacoma Rail Trail – Canyon Rd E/180 St E to 208 St E/25 Ave E	Rail with trail.	\$1,230,000	Low
F34	Waller Rd E – Brookdale Rd E to 176 St E	Add turn lane, sidewalks and paved shoulders.	\$3,940,000	High

Appendix C

Driveway Use Restrictions and Access Control - Central Place

