

SOUTH HILL NEIGHBORHOOD PLAN POLICIES

I. Overview

The City's adopted Comprehensive Plan identifies two centers that, over time, are anticipated to play a more significant role in the future of the Puget Sound Region: South Hill and Downtown Puyallup. In recent years, the City has focused on taking advantage of opportunities to solidify the community's attributes and contribute to its desirability as a place to live, work, visit, and do business.

In 2008, the City was awarded a Local Infrastructure Financing Tool (LIFT) award, which will provide great opportunities for Puyallup to enhance both of its centers. This award will provide support for development of a Bus Rapid Transit system that will extend along the Meridian Corridor through South Hill, as well as other express transit systems that will facilitate movement between the South Hill business and residential centers and downtown Puyallup. In addition, the LIFT program identified several stormwater improvement projects in the Willows Pond/Bradley Lake Park drainage basin that will improve water quality flowing into the Puyallup River and Puget Sound. These improvements will also create and enhance recreational amenities in this area by establishing a system of water features that will complement future South Hill land uses and trail system. The trail system will be installed in conjunction with high capacity telecommunications system improvements as well.

Purpose of this Element

The purpose of this element is to provide the framework of policies that will guide the further development of the South Hill Neighborhood Plan. These policies provide the foundation for future work on the plan for this area, including the general land use patterns, pedestrian and vehicular connectivity, livability, site and aesthetic design, improvement of community assets such as Willows Pond that add to the quality of life for South Hill residents and employees, housing choice, economic vibrancy, and so on.

The following describes the Vision for South Hill. This Vision was developed in conjunction with the community and the Planning Commission at numerous community open houses and Planning Commission meetings over the past 4 years.

At the end of this document are images that represent the attached policies graphically on a map of South Hill.

Vision for South Hill

A Complete Community

The City of Puyallup South Hill Neighborhood will become a place where people live, work, learn, shop, and play. It will contain a thriving retail core, close knit vibrant residential communities, educational opportunities, and public open spaces, all connected together with active sidewalks, bicycle lanes, bus routes, and attractive, pedestrian-scale streets. The implementation of this Vision will include the following measures:

- **Thriving Retail Core**

Puyallup's South Hill Neighborhood will remain a regional retail destination. Improved access and a more interesting environment will contribute to the economic vitality of the commercial core, attracting customers, visitors, and employers.

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- **Close Knit Vibrant Neighborhoods**

New housing will be integrated into the neighborhood and will display quality and character through materials and architectural expression, such as massing, articulation, and roof forms. A variety of housing types, including senior housing and workforce housing will be available. Housing options will enable people of all ages and people who work within the neighborhood to also live within the neighborhood, encouraging more trips to be made by walking, biking and public transportation.
- **Educational Opportunities**

Pierce College will be a center of learning and a resource available to all, meeting the educational needs of a diverse community by providing quality education that prepares learners to live and work successfully in an ever-changing world.
- **Employment Opportunities**

Pierce College, the Benaroya Campus, South Hill Mall and other properties will continue to increase in offering living wage jobs for Puyallup residents and workers from outside of Puyallup. Consistent with LIFT program objectives, infrastructure and local/regional transit service improvements, including Bus Rapid Transit, will provide greater access to job sites, as well as from other areas of Puyallup to South Hill.
- **Public Open Space**

Both natural and man-made open spaces, such as Willows Pond and Bradley Lake, will be integrated into the neighborhood. An array of public spaces including plazas, courtyards, squares, and parks will be created at every opportunity.
- **Pedestrian-friendly Building Design**

Building frontages will incorporate combinations of uses, amenities and architectural details and artistic expressions that are both appealing to people on foot and provide a safe environment. Parking will be in structures, both above and below ground.
- **Multi-Modal Transportation – Walking, Biking, Transit and Driving**

Improved roadways connections and improvements to the non-motorized circulation network (e.g., an improved trail system, Bus Rapid Transit and enhanced transit service), will provide greater access to business and residential uses on South Hill. While much current congestion in the vicinity originates outside the city, these circulation improvements, plus changes to land use (e.g., increased mixed use development) will target lower long-term, local cumulative traffic impacts. Nearby Puyallup residential neighborhoods will have ready access to goods, services, and employment within the South Hill Neighborhood via a range of transportation options, including walking, bicycling, public transportation and the automobile.
- **Active and Appealing Streets**

Streets within the South Hill Neighborhood will be lined with sidewalks and street trees to provide a strong consistent character, encourage pedestrian activity, and promote healthy living. Blocks will be small to allow for convenient access by foot.

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A. Function of the South Hill Policy Framework

The following policies provide the policy framework to realize the South Hill Vision. Upon further technical analysis, the Planning Commission will finalize their recommendation for a future land use map for South Hill and will identify key regulatory mechanisms that would need to be changed and/or added in order to achieve the type and character of development envisioned for the South Hill Center.

B. LIFT Award 2009

In 2008, the City was awarded a Local Infrastructure Financing Tool (LIFT) grant. This award will give the City greater capacity to provide adequate infrastructure to maintain and attract new population and jobs. LIFT funding will provide up to \$1 million per year until 2039 for capital improvements within the LIFT revenue development area, which includes the South Hill Regional Growth Center. In 2008, the City was awarded a Local Infrastructure Financing Tool (LIFT) grant. This award will provide support for development of a Bus Rapid Transit system that will extend along the Meridian Corridor through South Hill, as well as other express transit systems that will facilitate movement between the South Hill business and residential centers and downtown Puyallup. In addition, the LIFT program identified several stormwater improvement projects in the Willows Pond/Bradley Lake Park drainage basin that will improve water quality flowing into the Puyallup River and Puget Sound. These improvements will also create and enhance recreational amenities in this area by establishing a system of water features that will complement future South Hill land uses and trail system. The trail system will be installed in conjunction with high capacity telecommunications system improvements as well.

II. Land Use

A. Future Land Use Designations

Changes to the Future Land Use Designations are recommended to better reflect the vision for South Hill as a mixed-use community with a greater attention to a pedestrian oriented form, and in some cases, higher densities and intensities than were previously established for the area. Proposed designations are intended to replace the current “one size fits all” Comprehensive Plan Designation of Auto-Oriented Commercial with three area-specific mixed-use designations. Table 1 shows existing land use designations and how they would change with the proposed future land use designations.

Proposed changes to land use designations relate to the level of intensity and the degree to which land uses are mixed. As noted below, the Auto-oriented Commercial designation correlates to three mixed-use designations (MU-1, MU-2, and MU-3) that will each be modified to emphasize a specific use and form.

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Table 1

Existing Designation	Proposed Designation
Auto-oriented Commercial	MU-1, MU-2, MU-3
Business/Industrial Park	No change, possible future zoning overlay to emphasize campus style development and employment
Light Manufacturing/Warehousing	No change, possible future zoning overlay to emphasize campus style development and employment
Limited Commercial	MU-3
High Density Residential	High Density Residential (with modifications), MU-3 in some areas
Moderate Density Residential	High Density Residential
Moderate Density Single Family	High Density Residential
Public Facilities	No change, on Pierce College site possible future zoning overlay to emphasize campus style development and employment
Open Space/Public Park	No change

At this time, pending further technical analysis, no specific future land use map is formally proposed for adoption into the Comprehensive Plan; however, the Planning Commission and City Council are being asked to “endorse for analysis purposes only” a proposed land use plan that will serve to guide continued analysis of alternatives by the Planning Commission. When the Planning Commission evaluates all information, they will propose a Land Use map and prepare development regulations to implement that map.

B. Key Policies

1. Land Use Designation Goals and Policies

I. MU-1 Designation

Goal I: MU-1 designation is the most intensive mixed-use designation in South Hill, allows the highest height limits and is intended to accommodate commercial uses with a regional draw.

Policy I.1: Apply the MU-1 designation in the area encompassing the South Hill Mall and adjacent parcels, bounded by 9th Street SW, SR 512, Meridian and 39th Ave. S.

Policy I.2: A full range of uses including residential, office, lodging, and retail uses should be encouraged in this designation.

Policy I.3: Accommodate mall development, with provisions to ensure a stronger relationship between the building and street and encourage exterior store fronts, including physical proximity, entrance visibility and placement of parking beneath, behind or beside the building façade where possible.

Policy I.4: Discourage additional stand alone large format retail development in this designation, unless included as part of a mixed-use project.

Policy I.5: Greater connectivity in the circulation network, including a finer grid of pedestrian and vehicular connections, should be encouraged in this designation.

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Policy I.6: The street/building relationship and a more continuous street wall should be particularly emphasized along 39th and Meridian.

II. MU-2 Designation

Goal II: MU-2 designation is a mixed-use designation with a significant commercial component where standards to ensure pedestrian-oriented design are emphasized, and the constraints of large format retail are acknowledged and accommodated.

Policy II.1: Apply the MU-2 designation to areas primarily composed of large parcels located on arterials that are highly accessible and other areas currently dominated by retail uses or where larger developments can be accommodated. (Note: this designation applies to the majority of the areas outside of the Mall that are currently designated Auto-Oriented Commercial).

Policy II.2: Encourage and accommodate the greatest range of uses within this designation, including high-density residential, pedestrian oriented retail, large format retail and multi-story office.

Policy II.3: Ground floor commercial uses with building entrances facing the street should be required along S. Meridian and 39th Ave. SW.

Policy II.4: Large format commercial uses should be limited to 2-3 stories, unless significant public benefits are provided as part of the development.

Policy II.5: Ensure an appropriate edge transition in MU-2 areas that are adjacent to or across the street from Bradley Lake Park. Development should be encouraged to provide views and connections to the Park, but should also incorporate open space, stepping down of heights, landscaping, and other techniques to improve use compatibility and integration.

III. MU-3 Designation

Goal III: The MU-3 designation is a mixed-use designation with an emphasis on residential, office and neighborhood serving pedestrian retail emphasis.

Policy III.1: Apply the MU-3 designation in locations that can accommodate high density residential development, where large retail uses are not appropriate or likely because of parcel size, patterns of ownership, proximity to other uses or access and traffic issues and sites that are particularly well suited to implement the vision of improved pedestrian orientation for South Hill.

Policy III.2: This designation emphasizes mixed-use, multi-story residential and office development and accommodates smaller-scale stand alone retail development.

IV. Business/Industrial, Light Manufacturing/Warehousing, and Public Facilities

No change to Comprehensive Plan designations. A new Campus Employment Zoning Overlay could be applied to the Pierce College and Benaroya properties, which will be covered in more detail in the zoning memo. Policy direction would be added to address visual compatibility, aesthetics, connectivity and encourage living wage employment.

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Policy IV.1: Maintain a campus appearance, including significant landscaping, retention of native vegetation clusters, signage standards and building setbacks, in Business/Industrial, Light Manufacturing, and Public Facilities designations as a common element to enhance compatibility between a wide range of employment and education uses.

Policy IV.2: Improve connectivity between properties in the eastern portion of the 39th Ave. SE corridor.

Policy IV.3: In business and industrial zones, consider limits on low employment density uses and use of incentives to promote living wage and high density employment uses.

Policy IV.4: Work with Pierce College to improve non-motorized and transit connections, provide opportunities for student housing and provide stronger ties between the college and the community, including providing facilities and support for educational, cultural, and community events.

V. High Density Residential (HDR):

Goal V: The High Density Residential designation would be applied to areas that are currently developed as high density residential and other areas where high density residential development is appropriate because of proximity to arterials, compatibility with adjacent land uses and the vision of the South Hill area as an Urban Center.

Policy V.1: Setbacks and landscaping should be used to ensure increased compatibility with less intensive land uses.

2. Policies Common to All Zones

In general, existing goals and policies in the City's Comprehensive Plan provide substantive support for the type and character of development envisioned for the South Hill Center. However, more specific policy direction is needed for sub-areas within the South Hill Center in order to address location-specific conditions and opportunities.

Goal VI: Plan for and create a land use pattern and intensity that will encourage South Hill residents to walk, bicycle, and actively engage in their community, and where a growing number of people will live and work as land uses intensify and diversify.

Policy IV-1: Emphasize the building-street relationship by ensuring that the majority of the building façade is located adjacent to the sidewalk or public pedestrian areas and parking areas are placed beneath, beside, or behind buildings.

Policy IV-2: Residential densities that are supportive of high capacity transit and a vibrant mixed-use community should be encouraged.

Policy IV-3: Establish a minimum net residential density of 24 units per acre for stand alone residential development in the South Hill Center.

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3. Use Policies*

Goal VII: The South Hill Center is envisioned to have a dynamic mix of uses that both complement one another in terms of creating a place where people can live, work, shop, and recreate while also strengthening the area as a regional draw for shopping and employment.

Policy VII.1: The emphasis of use regulation should be on avoiding nuisances related to noise, odor, glare, and vibration rather than on detailed restrictions on or requirements for specific uses.

Policy VII.2: Uses should be defined in terms of broader categories and a use interpretation process should be established with clear criteria. The approach to regulating uses should move away from defining uses based on the North American Industry Classification System (NAICS).

Policy VI.3: Encourage a diverse mix of employment and support high wage employment with infrastructure investments, development and tax incentives, public-private partnerships and other tools.

Policy VI.4: Mixed-use development should be encouraged. Ground floor commercial uses on major arterials may be required in some locations.

* More detail on such an approach will be included in a subsequent memo on zoning recommendations.

4. Adjacent Land Uses

Goal VII: Minimize impacts of higher intensity development within the South Hill Center on adjacent lower intensity areas.

Policy VII.1: Where higher intensity development is not buffered from lower intensity development by a road, require the higher intensity development to be setback from the lower intensity development and a vegetative buffer to be incorporated within the setback.

Policy VII.2: Where adjacent to lower intensity uses, ensure that new higher intensity development is designed to step down in order to provide a transition of building bulk and scale between the two land use intensities.

5. Public Spaces

Goal VIII: Establish a public realm that includes public spaces, sidewalks, trails, and parks as a critical component to creating a vibrant community in which people want to live and be active, and serving as a catalyst for attracting future development.

Policy VIII.1: Ensure that new development incorporates public spaces and accommodates trail connections, where adjacent to the defined trail network, in order to create an amenity for those living, working, and shopping in the South Hill Center.

Policy VIII.2: All public spaces should be easily accessible and visible from a sidewalk or trail.

Policy VIII.3: Protect solar access to public spaces and important views from public spaces.

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Policy VIII.4: Encourage new development occurring adjacent to, or across the street from Bradley Lake Park to provide visual and physical access to the Park in order to best utilize this facility and provide amenity for new uses.

Policy VIII.5: Through the use of public/private partnerships of investor incentives, establish a significant public space in the vicinity of 39th Ave SW and S. Meridian to serve as an urban gathering place and possibly as the focal point for future mixed-use development and a rapid transit hub.

Policy VIII.6: The City should explore the acquisition of Willows Pond, or otherwise attain use privileges, both for purposes of enhancing its ecological function and developing it as a green focal point and an amenity for the neighborhood that includes a trail system that ties into a larger network of trails that connect to Bradley Lake Park, Pierce College, and other destinations.

Policy: Protect and enhance the system of wetlands within the South Hill Center and encourage new development to have visual and physical connections to these areas so that they serve as open space amenities for residents.

6. Relationship to Established Regional Growth Center Criteria and LIFT Objectives

The above policy direction is consistent with the following established regional growth center criteria:

- Population targets and densities,
- Mixes-use districts within the center,
- Transitions to adjacent neighborhoods,
- Critical areas,
- Distribution and location of uses, and
- Pedestrian-friendly development.

Many of the established criteria related to land use will be more specifically addressed following further technical analysis and Planning Commission review within development standards and other regulatory provisions, to be developed in 2010.

In addition, these policies address LIFT objectives calling for mixed-use, pedestrian/transit-oriented development that offers citizens a full range of choices to live, work and play in their own community. LIFT objectives also include several critical infrastructure investments, including a system of trails, improved recreational opportunities and water quality treatment in the Willows Pond/Bradley Lake Park drainage basin, which the above policies support.

III. Urban Form and Design

A. Overview of Approach

Urban form of the South Hill Center is envisioned to change significantly over the long-term, from an auto-oriented to pedestrian-oriented form. Increased densities, an emphasis on mixed-uses, and standards that require buildings to have a stronger relationship to the street, deemphasize the visual dominance of parking areas, and integrate pedestrian-oriented design elements are all part of the approach to transform the urban form within the South Hill Center.

B. Policy Direction Common to All Zones

Goal IX: Create an urban form that encourages pedestrian activity and transit use by increasing connectivity within the street and pedestrian networks, integrating amenities such as street trees, public spaces, etc, minimizing conflicts between cars and people, and strengthening the relationship between buildings and the street.

Policy IX.1: A maximum setback should be established for buildings in order to ensure that buildings are built up to the sidewalk, thus contributing to activation of the sidewalk and a more pedestrian-oriented urban form.

Policy IX.2: Parking areas should be located behind, within, or to the side of buildings where feasible in order to strengthen the building-street relationship and minimize the visual impact of such areas.

Policy IX.3: Emphasize and enhance the relationship between the building and the street through design standards that address transparency, blank walls, weather protection, lighting, primary entrances, signage, and site amenities.

Policy IX.4: Consider the desired urban form of a more walkable and connected community built around a green infrastructure framework in the development of transportation, capital improvement, and utility policies, standards and required improvements.

Policy IX.5: The City should consider establishing location and spacing criteria for new streets and/or pedestrian linkages to break large parcels into a finer urban grid, e.g., provide connections within the range of every 250 to 350 linear feet.

Policy IX.6: Encourage private and public use of public art to enrich design aesthetics and add character, visual interest, and a sense of place.

Policy IX.7: Encourage place-making and a dynamic public realm by integrating publicly accessible plazas, open spaces and other gathering spaces with new development and redevelopment, in public and private projects.

C. Area and Corridor Specific Policies

1. S. Meridian

Goal X: Redevelopment along S. Meridian will transform the street into a comfortable environment for all modes of travel.

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Policy X.1: Establish a streetscape through building placement and design that provides a more comfortable pedestrian environment along the S. Meridian corridor, including wider sidewalks and buffer strips.

Policy X.2: Encourage the edges of parking areas adjacent to sidewalks to infill with small-scale retail uses that activate the sidewalk and provide a sense of enclosure for the sidewalk environment.

2. Signature Corridors: 5th St SE and 39th Ave SE

Goal XII.1: Establish signature streetscapes and built forms that emphasize these corridors as key spines for non-motorized travel.

Policy XII.2: Establish 5th St. SE as the key north-south corridor for non-motorized users in the South Hill Center to provide an alternative to the more congested S. Meridian corridor. Establish a unique streetscape character that includes strong connections with adjacent natural areas, enhanced landscaping, low impact surface drainage systems, neighborhood scale and pedestrian oriented design that creates an attractive corridor where pedestrians and bicyclists feel comfortable and safe.

Policy XII.3: Reinforce 39th Ave. SE as the key east-west corridor for all modes to provide connections between jobs, housing, commercial areas and transit in the South Hill Center. Ensure continuous and safe non-motorized facilities along this street.

Policy XII.4: Encourage building design that reduces building bulk and scale, increases visual interest and provides direct access to the street.

Policy XII.5: Incorporate mid-block crossings where distances between intersections exceed 300 feet.

3. Relationship to Established RGC Criteria and LIFT Objectives

The above policies respond to established regional center criteria that address block size, street network, sidewalk network, trail/bicycle network, and design standards for pedestrian-friendly development. Policies addressing urban form and design support LIFT objectives to improve the connectivity of South Hill and make the area more pedestrian/transit-oriented and much less constrained by automobile congestion.

IV. Green Infrastructure, Parks, Open Space and Trails

A. Definition, Vision and Map

Green infrastructure refers to those features and facilities that provide ecological and utility function, i.e., treatment and/or infiltration of stormwater, habitat, etc., amenity function, i.e., trails, parks, and open space; and a transportation function, e.g., trails, and other non-motorized improvements. The South Hill Center has a significant amount of wetland areas, as well as Bradley Lake Park, and an existing, underutilized stormwater facility (Willows Pond). It is envisioned that all these features will be integrated into a green infrastructure system that both enhances and inserts the natural environment back into the neighborhood while also providing amenity and increasing the livability of the South Hill Center. Although trails are considered as part of the green infrastructure system, they are also discussed and referenced under Transportation Improvements.

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B. Green Infrastructure Integration Policies

Goal XIII: Create a green infrastructure system that serves as a planning framework, enhances ecological functions, performs transportation and utility functions and provides an amenity to enhance livability for residents, employees, students, and other users.

Policy X.III.1: Establish stormwater basin planning as a key priority for the South Hill Center. This effort should include the evaluation and coordination of stormwater treatment and detention across multiple properties and may provide for broader environmental benefits and public amenities as compared to a site-by-site approach.

Policy XIII.2: Use public property, critical areas, rights-of-way and portions of private property subject to public access and utility easements for the establishment of a green infrastructure system that combines non-motorized transportation, stormwater treatment, open space and ecosystem services.

Policy XIII.3: Prioritize plan green infrastructure improvements and use them to establish an identity for the South Hill Center.

Policy XIII.4: Use enhanced public streets with non-motorized transportation improvements, natural landscaping and surface water conveyance and treatment to link natural open spaces, community destinations and urban gathering places.

Policy XIII.5: Protect and enhance wetlands and other designated critical areas in the South Hill Center, through the use of development regulations, incentives, and potentially public funds.

Policy XIII.6: Encourage natural drainage practices where feasible in public and private projects, as an alternative to traditional stormwater treatment and control.

C. Parks, Open Space and Trails

Goal XIV: Create an interconnected system of open spaces, parks, and public spaces that provide an amenity for South Hill residents, employees, and the broader community, as well as contribute to an alternative non-motorized transportation network.

Policy XIV.1: Develop a system of trails, open spaces, and parks for the South Hill Center through land acquisition, integration of green infrastructure in street projects, and partnerships with private property owners and institutions.

Policy XIV.2: Utilize trail corridors for installation of high capacity fiber optic networks.

Policy XIV.3: Provide an interconnected system of non-motorized trails for mobility and recreation within the South Hill Center. Trails should be integrated with the sidewalk system and provide access to major destinations within the neighborhood, including Pierce College, transit facilities, parks and open spaces, and shopping opportunities.

Policy XIV.4: Encourage new development to be designed to accommodate both visual and physical connections to the system of trails and open spaces that are planned for the South Hill Center.

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Policy XIV.5: Encourage new development and redevelopment occurring within the vicinity of or adjacent to Bradley Park to provide trail connections to the Park.

Policy XIV.6: Provide safe and clearly marked walking connections between South Hill and adjacent schools and neighborhoods outside of the Center.

Policy XIV.7: Provide improved connections and wayfinding specifically between the South Hill Center and Rogers High School, the Wildwood neighborhood, Bradley Lake Park trails, Pierce College trails and paths and roadways on the Benaroya site.

D. Site Specific Opportunities

1. Willows Pond

Goal XV: Willows Pond is a central component of a green infrastructure system, providing multiple environmental and other public benefits.

Policy XV.1: The City shall explore the acquisition of Willows Pond, or otherwise attain use privileges, as a key component of a neighborhood green infrastructure system that provides natural treatment and retention of stormwater, habitat, public open space and a visual amenity for adjacent development.

Policy XV.2: Ensure that any development occurring adjacent to Willows Pond provides physical and visual connections from the development and from surrounding public streets to the Pond and future recreational amenities.

2. Wetland Areas

Goal XVI: Protect and improve the ecological function of wetlands as redevelopment occurs.

Policy XVI.1: Adopt development standards that encourage new development to treat wetlands as amenities while encouraging enhancement of ecological functions and values.

E. Relationship to Established RGC Criteria and LIFT Objectives

The policies above respond to items in the Regional Growth Center Plan Checklist that address critical areas, public facilities, and parks and open space. These features are key components of the South Hill Plan in that they will make the neighborhood a more attractive place to live and do business while also enhancing the natural environment. The policies also respond to LIFT objectives for the development of safe pedestrian and bicycle trails to connect neighborhoods, parks, schools and large land parcels that lack necessary urban infrastructure. In addition, the objective to enhance stormwater and drainage facilities, particularly within the Willows Pond/Bradley Lake Park drainage basin, to protect water quality, promote environmentally responsible economic development, and create better recreation and land use opportunities is also addressed in the policies above.

V. Transportation and Concurrency

Transportation policies and improvement plans must be consistent and support implementation of the land use designations and policies. Transportation is a mandatory element of comprehensive plans prepared

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under the Act as state in RCW 36.70A.070(6). The current Transportation element recognizes the South Hill Center as a major traffic generator and describes it as “rapidly developing as strip commercial development along Meridian from SR 512 south to 160th Street East.” The vision for the South Hill Plan articulated in these policies will take time to implement, but these policies and the implementing regulations that will follow, are intended to transform this current development pattern over time into a mixed-use urban center that is less dependent on the automobile and offers greater opportunities for people to live close by and travel to the center by transit, foot and bike, as well as by automobile.

Concurrency refers to the timely provision of public facilities and services relative to the demand for them. To maintain concurrency means that adequate public facilities are in place to serve new development as it occurs. Policies to promote concurrency are generally intended to encourage land use patterns that can be served efficiently by public infrastructure, to provide appropriate infrastructure at the time of new development, and to prevent new development from degrading locally agreed-upon service standards for the current users of existing infrastructure. In Washington, concurrency is both a state planning goal and a state-mandated local regulation under the Growth Management Act (GMA).

The GMA gives special attention to concurrency for transportation. The GMA requires that transportation improvements or strategies to accommodate development impacts need to be made concurrently with land development. “Concurrent with the development” is defined by the GMA to mean that any needed “improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.” Local governments have flexibility regarding how to apply concurrency within their plans, regulations, and permit systems.

As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish level-of-service standards (LOS) for arterials, transit service, and other facilities. Once a jurisdiction establishes an LOS, it is used to determine whether the impacts of a proposed development can be met through existing capacity, and/or to decide what level of additional facilities will be required. Local jurisdictions must have a program to correct existing deficiencies and bring existing transportation facilities and services up to locally adopted standards. A developer may not be required to pay for improvements to correct existing deficiencies, but he/she can be required to fund a proportional share for needed improvements to address the impacts of planned growth.

Puyallup currently monitors transportation concurrency based on a ratio of roadway vehicle volume to roadway vehicle capacity (v/c ratio). Roadway capacities are based on the idea that lanes can carry an average number of vehicles per hour (VPH), e.g., an arterial lane can carry a maximum of 100 vph and collectors can carry 800 vph. According to Puyallup City staff, the City has established .85 v/c ratio in the PM Peak Hour as the required level of service standard.

The current level of service standard does not measure the movement of people, only vehicles. The current standard of .85 v/c represents a traffic condition with limited delay. Many communities allow a greater level of congestion under their adopted LOS, for example, Bellevue permits a .95 v/c ratio in its Factoria and Bel-Red areas. Adoption of a similar standard by Puyallup could be contingent on providing additional transit service to the area, such as the planned Bus Rapid Transit (BRT), and non-motorized improvements, such as a trail system linking natural areas, Pierce College, and the Benaroya properties with the core area along Meridian. This change would better reflect the mix of land uses and future transportation options planned for this area. The concept is that an area can tolerate more congestion as new travel options emerge. The change in the LOS standard or target helps to establish transportation infrastructure for the future, which for the South Hill Center will be more mobility options including BRT and pedestrian/bicycle facilities. The change to .95 v/c would tolerate more congestion but lower the requirement for building new roadway infrastructure because there are transportation options.

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Amendment of the LOS standard would allow the City to use its infrastructure investments wisely and to improve roadway capacity enough to preserve its function, while acknowledging that there are alternative mobility options.

Because the current LOS standard only measures one dimension of transportation, the key factors that impact this measurement are roadway capacity and the number of vehicles using the facility. The emphasis in the South Hill Plan is on encouraging compact land use development patterns that are less dependent on the automobile and providing alternatives to this mode of travel. Increasing roadway capacity, for example, adding lanes to Meridian, could conflict with key goals of the South Area Plan and could ironically facilitate even greater traffic growth. Because of these inherent limitations, the Puget Sound Regional Council and many local jurisdictions, such as Bellingham, Redmond and Vancouver, are considering the use of or using multi-modal concurrency measurements for urban centers that focus on measuring the movement of people.

Capacity improvements, such as signalization and creation of turn lanes, are needed as part of the mix to address future growth in the South Hill Center. However, transportation improvements needed to address the impacts of existing congestion and future growth should not focus primarily on the needs of the automobile if the South Hill goal is to create a vibrant, mixed-use pedestrian friendly community. Investments in South Hill should balance the needs of the automobile with non-motorized improvements and continued commitment to establishing BRT in the Meridian corridor, as well as other transit improvements. A multi-modal transportation level of service standard would emphasize travel times or other measurements that target the number of people and the speed of movement and not simply movement of vehicles.

A. Complete Streets

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. There is no one design prescription for complete streets. Ingredients that may be found on a complete street include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent crossing opportunities, median islands, accessible pedestrian signals, curb extensions, and more. Complete Streets policies direct transportation planners and engineers to consistently design with all users in mind including drivers, public transportation riders, pedestrians, and bicyclists as well as older people, children, and people with disabilities.

B. Transportation Policy Framework

Key potential Transportation Goals and Policies are provided below:

Goal XVII: Provide streets that safely and conveniently accommodate all modes of travel, an improved street grid and a balanced transportation system with investments that contribute to the sense of place and sustainability of South Hill.

Policy XVII.1: Support the South Hill Plan with a multi-modal transportation system that provides improved connections and mobility with the subarea and to other parts of the City and region.

Policy XVII.2: Plan for and provide complete streets and integrate existing and future transportation improvements into the larger context of the green infrastructure system.

SOUTH HILL NEIGHBORHOOD PLAN POLICIES

Policy XVII.3: Improve Meridian as the key multi-modal corridor that includes vehicular, transit and non-motorized transit modes and a street design that contributes to the community character and sense of place in South Hill.

Policy XVII.4: Improve 39th Ave. SE as the key east west-west corridor with non-motorized, transit and vehicular improvements designed to improve access through the center and provide a critical link to Meridian.

Policy XVII.5: Design and develop street improvements, including facilities that support Bus Rapid Transit, other transit facilities, bike and pedestrian facilities and dedicated trails and vehicular capacity improvements to serve travel demand generated by the proposed land use in addition to regional travel demand.

Policy XVII.6: Develop, improve and where possible extend alternative north-south connections through the South Hill Subarea, including the 5th Street SE, 3rd Street SE, and a connection west of Meridian E.

Policy XVII.7: Develop, improve and where possible extend alternative east-west connections through the South Hill Subarea, including 43rd Ave. SE, 39th Ave. SE, and 35th Ave. SE.

Policy XVII.8: Improve access to and through areas designated as MU1, focused on the South Hill Mall site. Future significant development on this site should include a plan to improve circulation through the mall site and improvements that are proportionate to the extent of new development proposed.

Policy XVII.9: Develop local streets to establish a new grid system with smaller block sizes, particularly in areas within ¼ mile of 39th Ave. SE and Meridian. Maximum block face length should be 350 feet.

Policy XVII.10: Work with the Washington State Department of Transportation to improve Meridian and balance local and regional transportation needs.

Policy XVII.11: Off of principal arterials, consider the inclusion of on-street parking where it contributes to the pedestrian environment and neighborhood character.

Policy XVII.12: Include bicycle and pedestrian facilities in the design of arterials and local streets and improve connectivity with the development of a comprehensive sidewalk and trail system, including mid-block crossings, through block connections and amenities such as lighting, seating and signage.

Policy XVII.13: Develop a non-motorized trail system that incorporates a north-south spine focused on natural areas and east-west connections that provides access through and to major employment areas to core retail and future housing concentrations in South Hill.

Policy XVII.14: Identify existing informal trails and through land acquisition partnerships with private property owners and institutions, or other means, explore integrating them into formal transportation plans and provide wayfinding, surfacing, and other improvements where possible.

Policy XVII.15: Establish sidewalks that are a minimum 8 feet clear with an additional 5 to 6 feet buffer for planting and other amenities, i.e., transit stops, lighting, etc.

Policy XVII.16: Encourage site access to be off of streets other than S. Meridian.

SOUTH HILL NEIGHBORHOOD PLAN POLICIES

Policy XVII.17: Establish some form of mass transit (possibly Bus Rapid Transit (BRT)) as the key transit priority for the City and for South Hill, work with Pierce Transit on this improvement and pursue all available funding and implementation tools necessary to achieve this objective.

Policy XVII.18: Work with Pierce Transit to ensure that feeder transit service is provided along 39th Ave. SW to link schools, employment, and housing to BRT.

Policy XVII.19: Implement a transportation demand management program and support the development of a Transportation Management Association to reduce single-occupancy vehicle demand in South Hill and increase the share of trips that use alternative modes.

Policy XVII.20: Consider establishing maximum parking requirements, shared parking requirements, priority carpool parking areas and using other tools to manage the parking supply and encourage the use of transportation alternatives to single occupancy vehicles.

Policy XVII.21: Consider modifying the required Level of Service standards for transportation concurrency in the South Hill Center, including changes to the current volume/capacity threshold and the development of a multi-modal concurrency standard that are more consistent with the land use and community vision for the South Hill Plan. Develop measures to fully integrate the analysis of all modes into future transportation modeling.

C. RGC Policy Relationship

The above policies respond to established RGC criteria that address non-motorized facilities and services, concurrency program, level of service standards, streetscaping and transportation facilities design, parking management, and transit.

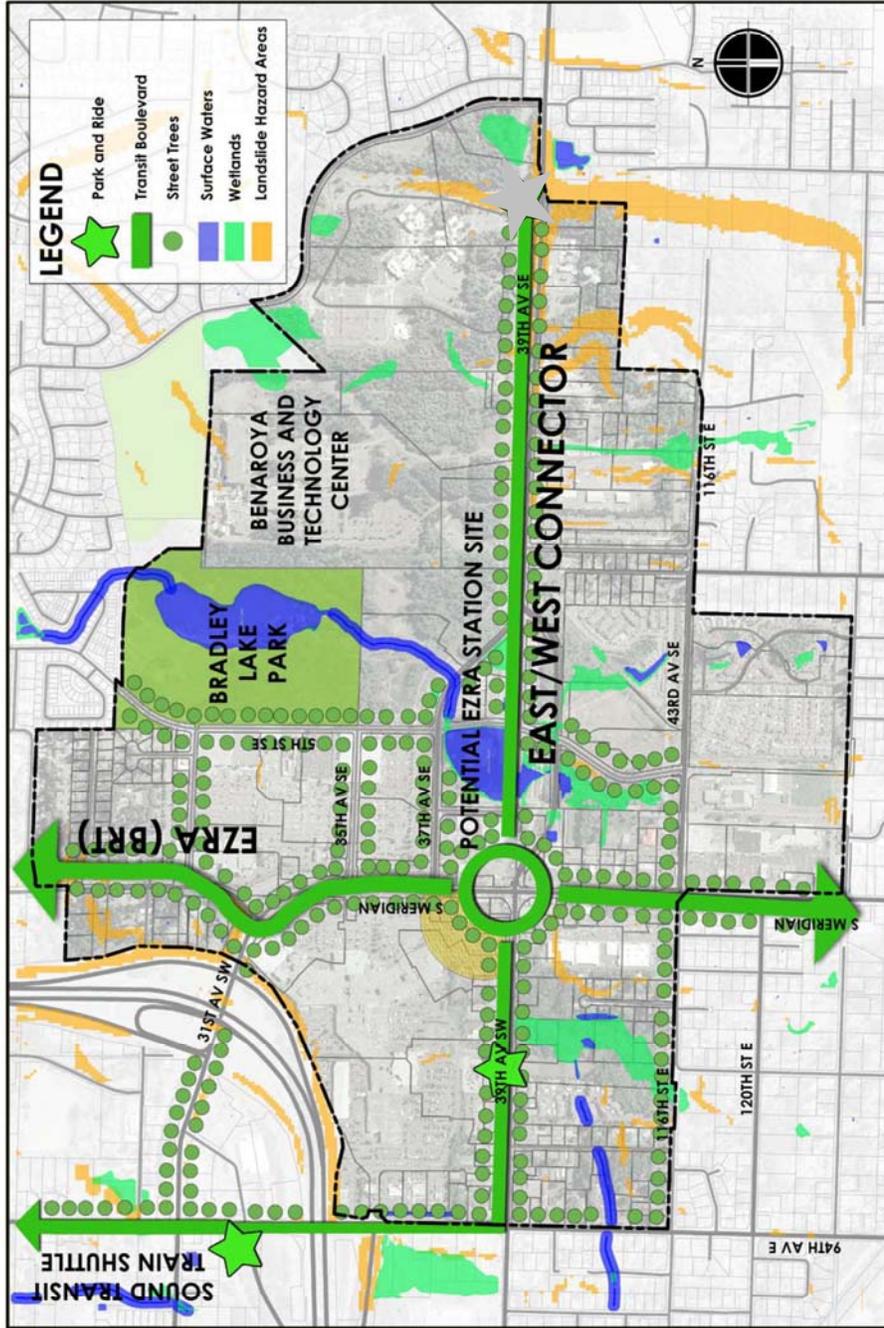
VI. Concurrency for Other Facilities

Growth management administrative regulations encourage local jurisdictions to define in their comprehensive plans other types of public facilities for which concurrency is required. These may include parks and recreational facilities, sanitary sewer systems, storm water facilities, and schools. The Draft 2008 Sanitary Sewer System Comprehensive Plan identifies the possible need for additional sewer treatment capacity to serve the planned level of growth under the South Hill Plan. Additional analysis of this information relative to South Hill plan alternatives will be provided to the Planning Commission for their consideration in 2010.

Policy XVIII.1: Require concurrency, including but not limited to adequate water, sewer, stormwater and transportation facilities, for all development in the South Hill Subarea.

Policy XVIII.2: Balance the need for development to pay for the financial impacts of growth with the targeted use of incentives, including capital improvements, to encourage growth to occur in desired locations, forms and intensities that will bring future value and revenue to the City.

Green Framework



AHBL, Inc

Planning Commission, 9/16/09

SOUTH HILL NEIGHBORHOOD PLAN POLICIES

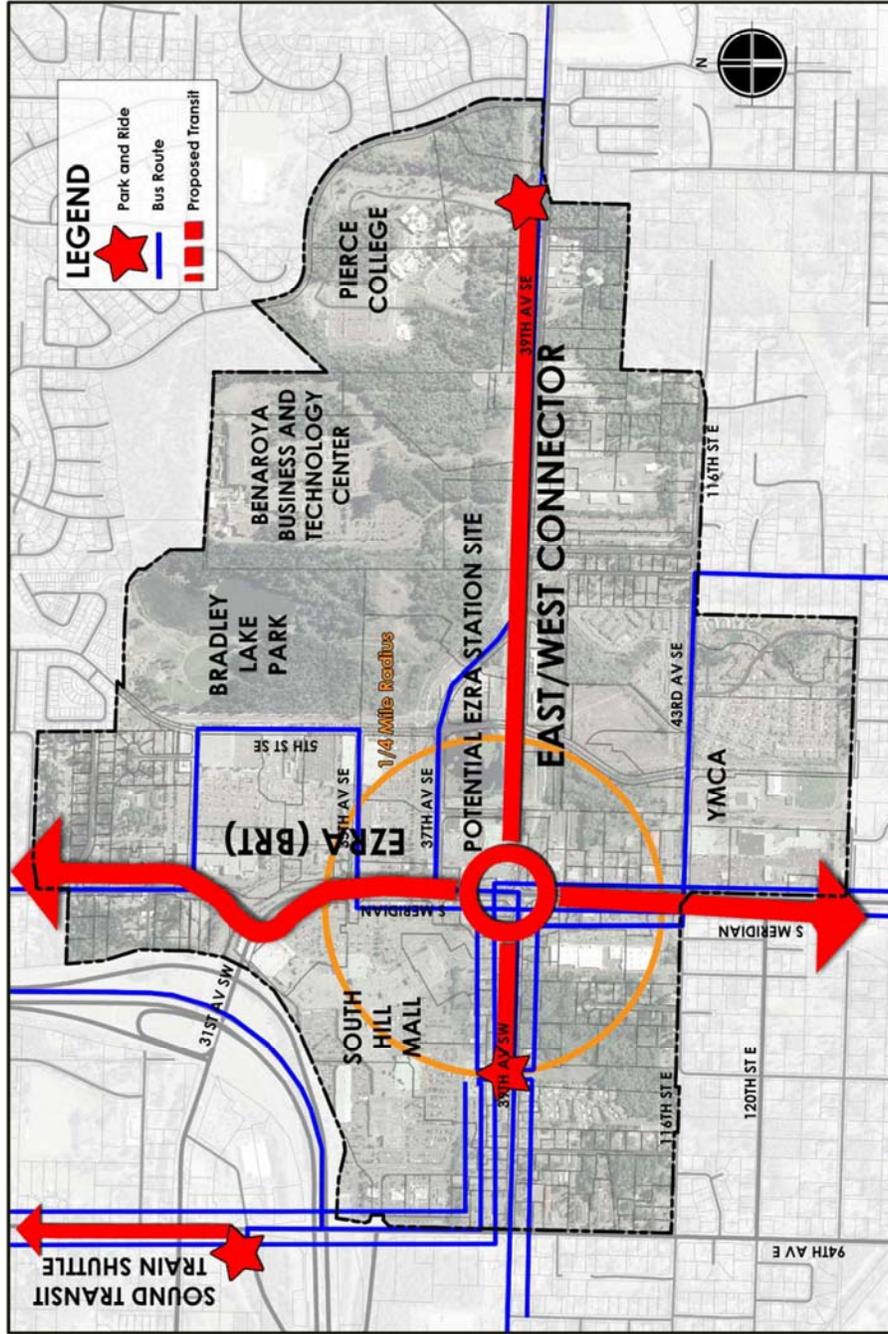
Parks, Trails and Recreation



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Proposed Transit



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