

# **COMPREHENSIVE PLAN – DRAFT “F”**

## **Town of South Prairie Washington**



**2015-2035**

**Adoption Date: June 23, 2015**

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The South Prairie Comprehensive Plan is a method of deciding between the available choices, and bringing about changes that South Prairie area residents want. The plan rests on the belief that it is wise to look ahead, foresee change, and take charge of the future. It covers decisions regarding South Prairie's growth that are best made in common including: the overall land use pattern, housing, how to serve the area with adequate facilities, roads, parks, and public utilities (sewer, water and stormwater), and how to protect natural resources, including critical areas and the shoreline. Within this overall guide, there is still much room for individual discretion. This Comprehensive Plan is designed to satisfy the Washington Growth Management Act and the Pierce County-Wide Planning Policies. It is the result and the product of local residents, having been forged over many public meetings, and is the expression of the popular will.

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## **INTRODUCTION**

### **VISION FOR SOUTH PRAIRIE**

The overwhelming theme of the South Prairie citizens is for South Prairie to remain a compact town with a vibrant business district along SR 162. The business district has retail shops and commercial services for its residents. The residents live in residential areas surrounding the central business district. The Veterans Park and Third Street Parks are the centers of community activity.

### **GOALS**

The goals listed below are deemed essential to maintaining the quality of life in South Prairie. They are not necessarily in any priority order. They are equally important.

1. The Town should respect the natural environment in any future development. Development on slopes in excess of 30 percent, the South Prairie Creek shoreline, other wetlands, and critical areas should be discouraged. Development on or near other natural resource lands should be regulated so as not to endanger the development of the continued use of the natural resource lands.
2. The Town should allow annexations only when the property to be annexed pays for its impact on existing Town services, including public safety, utilities, streets, and school services. The Town should only consider annexation of contiguous land where critical resources are protected and urban services can be extended.
3. The Town should restrict the Urban Growth Boundaries for the Year 2015 to those areas where urban services can logically be extended. The Town's ability to absorb housing and population growth is limited due to the capacity of the wastewater treatment plant.
4. The Town should begin a multi-year program of improving existing streets. Any areas annexed should be required to provide streets to Town standards.
5. The Town should pursue some limited bus service for its residents.

6. South Prairie should begin a program to place sidewalks on all streets in Town. Any areas annexed should be required to provide sidewalks to the Town standards.
7. South Prairie should adopt a plan to allow for a variety of residential lot sizes, and commercial and light industrial zones.
8. South Prairie should maintain and improve the quality of municipal utilities and services as the Town expands. Regular maintenance programs for those services should be established. New utilities, such as natural gas should be provided.
9. South Prairie should continue to provide municipal services in the most cost-effective manner for its residents. The Town should continually evaluate the effectiveness and efficiencies of sharing services with other towns and special service districts.
10. The Town should work with the White River School District to develop recreation facilities and programs for the community.
11. The existing parks should be developed. The existing ratio of open space to residents should be maintained as the Town grows.
12. The Town should promote the development of a wider variety of shops for residents and tourist.
13. South Prairie should promote light industry in the community.
14. South Prairie should retain the rural small town quality of life. This quality of life places a premium on privacy and individual choice and a minimum of government regulation.
15. South Prairie should promote the development of a central business district, a Town Center, as shown in Figure 10.3, to serve the Town and surrounding area. The Town Center should promote the small rural atmosphere of the Town and its cultural heritage.

## **AMENDMENTS TO THE COMPREHENSIVE PLAN**

The Town of South Prairie is required to update its Comprehensive Plan, Development Regulations and Critical Areas Code by June 30, 2015. The Washington State Legislature amended RCW 36.70A.(130) in 2002 by establishing an update schedule and further requiring that the Comprehensive Plan and Development Regulations be updated at an eight-year interval thereafter.

## **EXISTING PLAN**

The Town of South Prairie began to prepare its Comprehensive Plan in 1993, shortly after the State Legislature adopted the Growth Management Act, RCW 36.70A with an adoption date of 1996. In 2004 the Town Council took on the task of updating the 1996 Comprehensive Plan. The Town Council, after extensive public review, presented a draft Comprehensive Plan for public review and comment. The Town Council, then, held public hearings on the draft Plan and on 4 September 2007, adopted the South Prairie Comprehensive Plan. The Comprehensive Plan work was followed by updating the Town's Unified Development Ordinance and a Critical Areas Code.

In 2011, the State Legislature mandated that Comprehensive Plans must be updated. South Prairie's Comprehensive Plan must be updated by June 30, 2015. There is a good reason for updating the Comprehensive Plan. Many of the laws and regulations associated with the Growth Management Act have changed and some new ones were added.

## **PLAN UPDATE PROCESS**

In general, the Growth Management Act requires a deliberate update process that includes three basic steps: 1) review of relevant plans and regulations; 2) analysis of need for revisions; and 3) adoption of appropriate resolutions and/or amendments. The Town of South Prairie began its Comprehensive Plan update process in 2013 and completed it in 2015.

**Role of the Town Council:** The Town Council took charge of updating the Comprehensive Plan. Various drafts were presented to the Town Council for review and evaluation. The Town Council held a number of public hearings on the proposed amendments to the Comprehensive Plan for the Town of South Prairie.

**Public Participation:** The Growth Management Act stresses the importance of public participation or public involvement. It does not specify just how it is to be carried out, but calls for cities, towns and counties to “go the extra mile” in involving citizens in the planning process. The Town Council of South Prairie chose to conduct two public hearings. After each public hearing, the Town Planner made revisions to the draft Comprehensive Plan and submitted a revised draft to the Town Council for their review.

**State Review:** All locally adopted comprehensive plans and development regulations are sent to the Washington State Department of Commerce for a sixty day review. The Department of Commerce reviews the submitted plans to assure their compliance with the Growth Management Act.

**Appeals Process:** The Town Council adopted Comprehensive Plan and Development Regulations can be appealed to the Central Puget Sound Growth Management Hearings Board. The Hearings Board can invalidate the Plan, reject the appeal, or issue directives to the Town to modify the Plan, to bring it into compliance with the Growth Management Act. The Hearings Board’s decision is legally binding on the local government. The Hearings Board’s decision can be appealed to a Superior Court.

**Plan Update:** The Growth Management Act requires cities, towns and counties to update their Comprehensive Plans no more than once every year. There are exceptions to the one per year amendment rule. Amendments that are necessitated by judicial order (courts or the Growth Management Hearings Board) can and should be amended anytime. Further, amendments to the Capital Facilities Plan element should also be amended anytime and not to be considered part of the one per year amendment.

Any proposed amendments to the Comprehensive Plan should be filed in writing with the Town Clerk no later than August 31 of each year. After the proposed amendments have been filed, the Town Planner prepares and presents a report to the Town Council. The Town Council determines which of the proposed amendments have merit and instructs the Town Planner to prepare an analysis of the selected amendments and the specific amended language. In October and November, the Town Council will conduct one or more public hearings on the selected amendments and thereafter proceed to adopt the amended Comprehensive Plan.

## COMPREHENSIVE PLAN

The principal focus of the Growth Management Act (GMA) is the comprehensive plan, which the applicable counties and municipalities must adopt. The Act specifies mandatory and optional plan elements as follows:

### Mandatory Elements

- land use
- housing
- transportation
- utilities
- parks
- rural (County only)
- capital facilities
- siting essential public facilities
- historic preservation

### Optional Elements

- conservation
- solar energy
- recreation
- economic development
- any other relating to the physical development of the jurisdiction

The GMA directs the Town to identify the concerns and goals of the community, to prioritize these goals, and to plan for how these goals will be achieved. The law gives the Town the authority and discretion to make the key decisions relating to its future growth; the outcome of the planning effort is in the Town's hands, consistent with state requirements. To accomplish this mandate, the Town is creating a comprehensive plan that establishes a clear intent and policy base, which can be used to develop and interpret Town's regulations, and which is consistent with the purpose and intent of the GMA.

The comprehensive plan seeks to balance the GMA's fourteen planning goals. The plan proposes a "village" environment, residential and economic development (including job opportunities for local residents and long-term tax base for the Town; while retaining those significant features of the natural environment which constitute environmentally sensitive areas and contribute to the Town's quality of life and identity. The plan also uses innovative techniques --- including cluster and cottage housing, master planned developments and the transfer of development rights, as encouraged by the GMA (RCW) 36.70A.090 -- to creatively address local concerns and issues.



The Comprehensive Plan will guide the zoning ordinance, the critical areas protection ordinance, the environmental protection ordinance, the subdivision ordinance, the capital improvements program, and other legal and administrative actions that shape the physical community. Those legal instruments are required to implement this plan, and therefore, must be consistent with the adopted Comprehensive Plan.

## **CONSISTENCY**

One of the most important tenets of the GMA is the ***consistency***, meaning consistency between:

- Internal consistency between plan elements and consistency of all other plan elements with the future land use map
- Consistency of development regulations with the comprehensive plan
- Consistency of capital budget decisions with the comprehensive plan including Consistency of the transportation element with the six-year plans required by RCW 35.77.010 for cities and towns, RCW 36.81.121 for counties, and RCW 35.58.2795 for public transportation system
- Consistency of comprehensive plans of each municipality and county with comprehensive plans of neighboring municipalities and counties with common borders or faced related regional issues and countywide planning policies
- Consistency with the Puget Sound Regional Council's (PSRC) Multicounty Planning Policies (MPPs) as required by RCW 36.70A.210(7)
- Consistency of municipal/county plans with GMA planning goals identified in RCW 36.70A.020
- Consistency of state agency actions in relation to the location, financing and expansion of transportation systems and other public facilities with county and municipal comprehensive planning

This "consistency doctrine" has its beginnings in the State Planning Enabling Act of 1935 (there they say "in accordance with" instead of "consistent with"), and has been continually strengthened by state statutes and court decisions.

## **PIERCE COUNTY COUNTY-WIDE PLANNING POLICIES**

In 1991, the State Legislature amended the GMA to require that counties adopt countywide planning policies in cooperation with their municipalities. The purpose of these policies is to establish a coordinated, county-wide framework within which to develop comprehensive plans. The County-Wide Planning Policies must *guide* the subsequent adoption of comprehensive plans without overly constraining with excessive detail. The County-Wide Planning Policies shall, at a minimum:

1. implementation of Urban Growth Areas (UGAs) RCW 36.70A.110
2. promote contiguous and orderly development and provision of urban services
3. provide for public capital facilities of a county-wide or state nature
4. provide for county-wide transportation facilities
5. consider the need for affordable housing
6. provide for joint county and city, town planning within urban growth areas
7. provide for economic development and employment
8. analyze fiscal impact
9. periodically update buildable land data base

To develop county-wide planning policies, Pierce County and its municipalities entered into an Interlocal Agreement. The Agreement provided for a Steering Committee to draft the County-Wide Planning Policies. The County-Wide Planning Policies were initially adopted by local governments, in Pierce County, on 30 June 1992. Thereafter, the County-Wide Planning Policies have been amended on 9 April 1996, 17 December 1996, 18 November 2004 and on 6 September 2005, 17 November 2008, 26 June 2012, 27 August 2012 and 27 July 2014.

This Comprehensive Plan follows the adopted and revised County-Wide Planning Policies for Pierce County. Copies of the County-Wide Planning Policies can be found on

the Pierce County website, at South Prairie Town Hall, the Pierce County Department of Planning and Land Services, and the Pierce County Library and include policies related to:

- Affordable Housing
- Agricultural Lands
- Amendments and Transition
- Buildable Lands
- Community and Urban Design
- Economic Development and Employment
- Education
- Fiscal Impact
- Health and Well-being
- Historic, Archeological and Cultural Preservation
- Natural Resources, Open Space, Protection of Environmentally-Sensitive Lands, and the Environment
- Rural Areas
- Siting of Essential Public Capital Facilities and a Countywide or Statewide Significance
- Transportation Facilities and Strategies
- Urban Growth Areas

## **MULTICOUNTY PLANNING POLICIES**

The Pierce County Countywide Planning Policies (CPPs) must be consistent with the Puget Sound Regional Council's (PSRC) Multicounty Planning Policies (MPPs). The most recent set of these is set forth in PSRC's VISION 2040, which specifically requires that the Pierce County Countywide Planning Policies be updated, where necessary, by December 31, 2010, to address the MPPs in VISION 2040.

VISION 2040 is the long-range growth management, environmental, economic, and transportation strategy for the central Puget Sound region adopted in April 2008 by

the PSRC General Assembly. VISION 2040 promotes an environmentally friendly growth pattern that will contain the expansion of urban growth areas, conserve farm and forest lands, support compact communities where people may both live and work, and envisions that a significant share of new employment and housing will occur in vibrant urban centers. VISION 2040 promotes the theme of "people, prosperity, planet" as a sustainability framework.

The Regional Growth Strategy set forth in VISION 2040 provides specific guidance for the distribution of future population and employment growth through the year 2040 into types of places defined as "regional geographies." The Regional Growth Strategy reflects a substantial shift in future growth patterns for many jurisdictions and implementation will be challenging. Jurisdictions in some regional geography's will likely be planning for targets that are above or below the policy direction set by the Regional Growth Strategy because they are on a front- or back-loaded growth trajectory toward 2040. In other regional geographies, recent growth has been at such significant odds with the policy direction set by the Regional Growth Strategy (such as recent growth in unincorporated urban Pierce County from 2000 to 2007 has already accounted for more than half of the 40-year growth allocation), that the 2040 goal will likely not be met. In such cases, jurisdictions are asked to set growth targets as close to VISION 2040 as reasonably possible in an effort to "bend the trend" of future growth to more closely conform to the Regional Growth Strategy.

**Multicounty Planning Policies (MPPs):** VISION 2040 includes a set of multicounty planning policies that provide an integrated framework for addressing land use, economic development, transportation, public facilities, and environmental issues. Multicounty planning policies are adopted by two or more counties and establish a common regionwide framework that ensures consistency among county and city comprehensive plans adopted pursuant to RCW 36.70A.070, and countywide planning policies adopted pursuant to RCW 36.70A.210.

## **GROWTH MANAGEMENT ACT GOALS**

In response to legislative findings, that uncoordinated growth, together with a lack of common goals toward land conservation, pose a threat to the public health, safety, and general welfare, and especially to the environment and sustainable economic development; the State Legislature in 1990 enacted the Growth Management Act (GMA). To guide the development of comprehensive plans and land use regulations for

those municipalities and counties which are required to plan under the act, the GMA establishes the following goals. Local plans must be consistent with countywide planning policies, where applicable, multicounty planning policies, and must be guided by the goals of the GMA.

**GOAL 1:**      **Urban Growth:** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

**GOAL 2:**      **Sprawl:** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

**GOAL 3:**      **Transportation:** Encourage efficient, multi-modal transportation systems that are based on regional priorities and coordinated with county and municipalities comprehensive plans.

**GOAL 4:**      **Housing:** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

**GOAL 5:**      **Economic Development:** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

**GOAL 6:**      **Property Rights:** Property rights shall not be taken for public use without just compensation having been made. The property rights of land owners shall be protected from arbitrary and discriminatory actions.

**GOAL 7:**      **Permits:** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

**GOAL 8:**      **Natural Resource Industries:** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

- GOAL 9:**      **Open Space and Recreation:** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks
- GOAL 10:**      **Environment:** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
- GOAL 11:**      **Citizen Participation:** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
- GOAL 12:**      **Public Facilities and Services:** Ensure that public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- GOAL 13:**      **Historic Preservation:** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
- GOAL 14:**      **Shoreline Management:** For shorelines of the state, the goals and policies of the shoreline management act as set forth in the Revised Code of Washington (RCW) 90.58.020 are added as one of the goals of the GMA as set forth in RCW 36.70A.020 without creating an order of priority among the fourteen goals. The goals and policies of a shoreline master program for a county, city or town approved under chapter 90.58 RCW shall be considered an element of the county, city or town's comprehensive plan. All other portions of the shoreline master program for a county, city or town adopted under chapter 90.58 RCW, including use regulations, shall be considered a part of the county, city or town's development regulations.

## **LAND USE ELEMENT**

### **INTRODUCTION**

Land use is the central issue and the heart of this document. Plans for housing, utilities, transportation facilities, parks and open spaces, are all driven by land use decisions. The size and shape of the urban growth area is driven by the amount of land available for development within the current municipal corporate boundary.

### **HISTORY**

The prairie that would become known as South Prairie, Washington was first inhabited by native Indians. An Indian village, Do'tiuq, was located on the shores of the South Prairie Creek. In 1855 Paul Emery settled on his Donation Land Claim in the valley along a river he called "Salmon River" (later renamed as South Prairie Creek) in an area he named South Prairie. Soon after he settled in the valley the Indian War of 1855-1856 forced him to seek protection in Fort Nisqually. A bloody battle was fought here during the war. The Army built Fort McAllister, named after Lt. McAllister, who was killed during the battle along the banks of South Prairie Creek.

Paul Emery abandoned his claim in 1861. In 1859 John Flett, a Canadian farmer, moved from Forest Grove, Oregon to establish a cattle ranch in South Prairie. He found a lush prairie well suited for grazing cattle, surrounded by fir-tree covered hills. Along with John and Ellen Flett and their seven children, his son-in-law and family, John and Elizabeth (Flett) Gale, and their daughter took up residence in South Prairie. John Joseph Flett born to John and Ellen Flett in 1862 was the first non-native child born in South Prairie.

The farming community remained small until the discovery of coal by two Flett brothers and a Gale in 1874. This discovery led to the extension of the railroad through South Prairie to Wilkeson and Carbonado. The railroad expanded the economic vitality of the community by providing transportation for people, goods and services to the urban centers of Tacoma and to the thriving communities of Wilkeson and Carbonado.

Until 1889 the area was known as Melrose. At that time the post office and community was renamed South Prairie. The area prospered, reaching a population of 500 in 1889. The Town of South Prairie was stabilized at a population of approximately 325 around

1900. The Town contained two churches; a waterworks system, a hotel and several stores.

In the 1920's the demand for coal began to decline, along with the population of Wilkeson and the other coal producing areas surrounding that community. The economic decline was felt in South Prairie. The extension of State Highway 162 and the better transportation available after the turn of the century brought better access to the residents and further decline of South Prairie. The Town of South Prairie was incorporated as a 4<sup>th</sup> Class Town in Washington in 1909.

## **SOUTH PRAIRIE TODAY**

Today, South Prairie is a small residential community. Its residents are proud and independent-minded citizens fighting to retain South Prairie's right to make decisions for the town. The majority of the people in the workforce commute to jobs in Tacoma, Port of Tacoma area, Puyallup or up the Auburn-Kent Valley. Population growth in South Prairie has been slow due to shortage of wastewater treatment capacity at the wastewater treatment plant. This problem is being solved, enabling many more houses to be built in South Prairie.

The U.S. Census reports that population of South Prairie has grown from 202 persons in 1980 to 382 persons in 2000 to 435 persons in 2010. The Washington State Office of Financial Management estimates South Prairie's population to be 435 in 2014.

## **GEOGRAPHIC SETTING**

South Prairie is located in east-central Pierce County, west of the City of Buckley and southeast of the City of Bonney Lake. The Towns of Wilkeson and Carbonado lie south of South Prairie. South Prairie Creek is an abundant fish-bearing stream and runs through the Town; adding to the charm and scenery of the community. The southern part of South Prairie is hilly, an ideal location for a residential home site with a view of the valley, and the high point for a municipal water tank. Farming on the outskirts of South Prairie has been more or less abandoned. The green fields are being bought up by non-profit land conservation organizations and kept as greenbelts. A major pedestrian and bicycle trail runs through the Town, connecting the more urban areas of Tacoma and Puyallup with the scenic Mount Rainier. State Highway 162 runs through the Town on an east-west direction, connecting the City of Buckley to the east and the City of Orting to the west.



## **CLIMATE**

The climate in South Prairie is similar to other Puget Sound locations at the base of the Cascade Range. The elevation and proximity of Mt. Rainier, results in more rainfall (approximately 32-34 inches annually) than Seattle and other areas further from the Cascade Range. The summers tend to be cool and the winters tend to be wet and cooler, with daytime temperatures averaging 50 degrees and nighttime temperatures reaching into the 30 degree range.

## **GOVERNMENT**

The Town of South Prairie is governed by a mayor-council form of government. Five council members are elected at large every four years. The terms are staggered so that no more than three council members run for office at one time. The Mayor, who is the chief administrator of the Town, is elected. The Town employs a clerk-treasurer who is the business manager. The Town retains the services of a part-time attorney. Public works tasks are handled by a contracted Town Engineer and public works operator. The Town's planning tasks are handled by a contracted Town Planner. The Town contracts with the Pierce County Sheriff's Department for police services; and they contract with East Pierce Fire and Rescue for emergency medical services and fire services. The school children Kindergarten through 12<sup>th</sup> grade are bussed to schools in the White River School District.

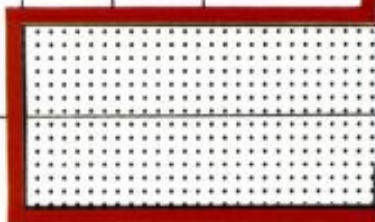
## **EXISTING LAND USE**

**Municipal Boundary:** South Prairie's municipal boundary is shown in Figure 10-1. Land within the municipal boundary amounts to 273.44 acres of which 152.92 acres are developed or occupied, leaving 120.52 acres that are undeveloped. Occupied residential land amounts to 95.18 acres. Agricultural lands amount to 34.00 acres. Government lands amounts to 21.09 acres, consisting of the Wastewater Treatment Plant, Community Center/Fire Station, White River School District park land, Town Hall, Post Office and the Pierce County Foothills Trail. Road and street rights-of-way amount to 26.10 acres. The existing land use acreage is shown in Table 10-1.

**Urban Growth Area:** The Pierce County Council approved Urban Growth Area for the Town of South Prairie consists of the municipal boundary plus a rectangular piece of land north of South Prairie Road East and Pioneer Way (aka: SR 162), amounting to 20.38 acres, as shown in Figure 10-1. Land in the rectangular piece is in residential use and is occupied by two single family residences, amounting to 2.43 acres. The remaining 17.95 acres are vacant. Of the 17.95 acres, 9.74 acres are in wetlands, leaving 8.21 acres for development.

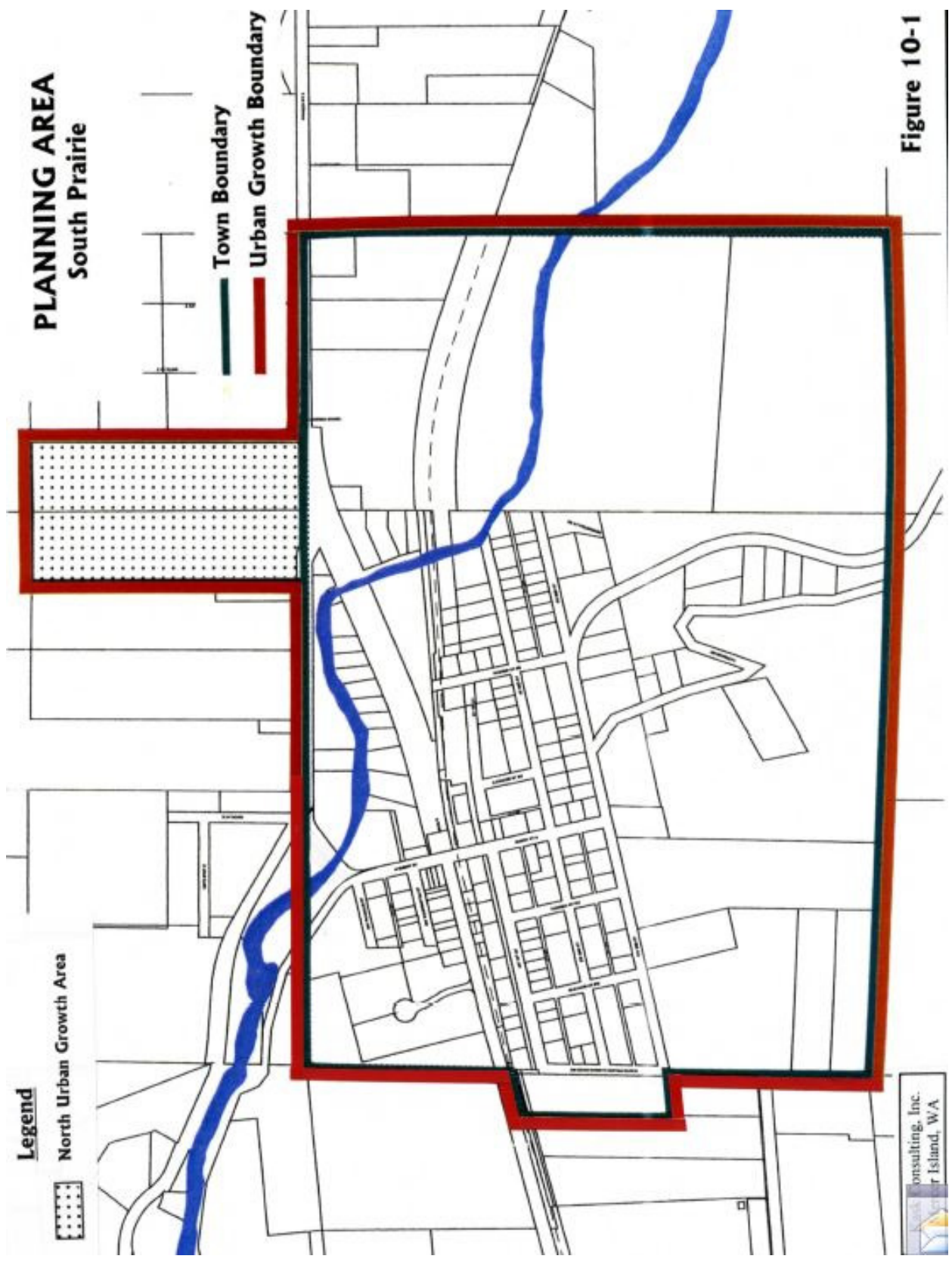
**Figure 10-1: Planning Area**

**PLANNING AREA**  
South Prairie



**Legend**  
North Urban Growth Area

Town Boundary  
Urban Growth Boundary



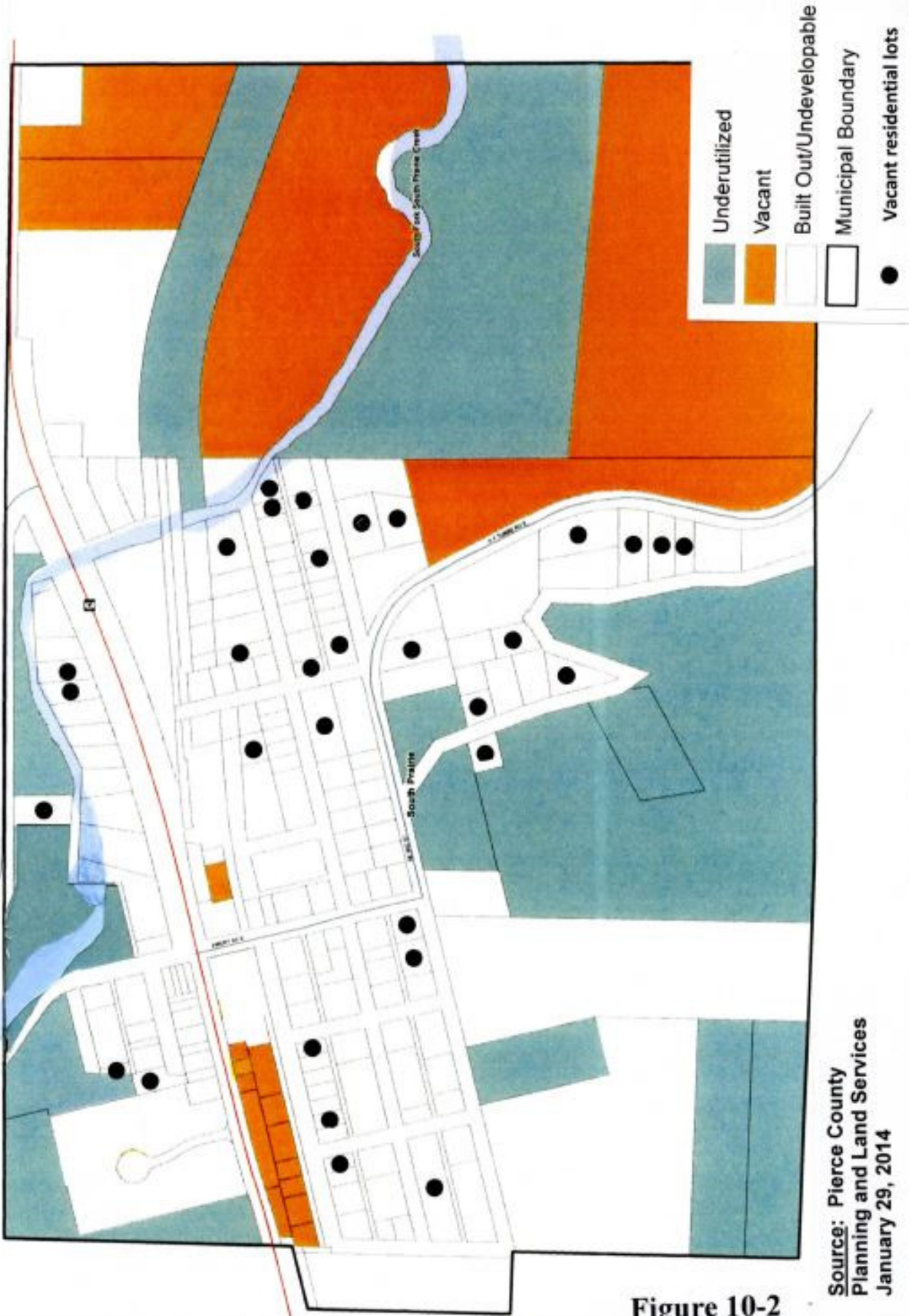
**Figure 10-1**

**Table 10-1: Existing Land Use within Municipal Boundary**

<b><u>Land Classification</u></b>	<b><u>Acres</u></b>	<b><u>Percent</u></b>
Residential	61.18	22.37
Commercial	5.17	1.89
Industrial	0.46	0.17
Agriculture	34.00	12.43
Government	21.09	7.71
Other	0.07	0.03
Road & Utility Rights-of-Way	26.10	9.55
South Prairie Creek	4.85	1.77
Vacant, Undeveloped	120.52	44.08
<b><u>Total</u></b>	<b>273.44</b>	<b>100.00</b>

**Vacant Land:** As shown in the above table, there are 120.52 acres of vacant land in South Prairie. Not all of this land is buildable due to presence of wetlands and other constraints. The amount of vacant land is shown in Table 10-2. Buildable land supply, as reported by Pierce County Planning and Land Services, is shown in Figure 10-2.

**VACANT AND UNDERUTILIZED LAND  
South Prairie**



Source: Pierce County  
Planning and Land Services  
January 29, 2014

**Figure 10-2**

**Table 10-2: Vacant Land**

<u>Land Area</u>	<u>Acres</u>
<b><u>Town Limits</u></b>	
Residential	59.25
Commercial	7.54
Agricultural	4.50
Critical Areas	49.23
<b><u>Total</u></b>	<b>120.52</b>
<b><u>North Urban Growth Area</u></b>	
Residential	8.21
Critical Areas	9.74
<b><u>Total</u></b>	<b>17.95</b>

## **CURRENT ZONING**

The predominant zoning classification in South Prairie is Residential. Of the total 216.36 acres is Residential land, 63.73 acres require a Conditional Use Permit. Commercially Zoned land amounts to 15.67 acres and Industrial land is 0.46 acres. Agricultural Business Zoning amounts to 10.00 acres, Road Rights-of-Way is 26.10 acres and the South Prairie Creek occupies 4.85 acres, as shown in Table 10-3.

## **CRITICAL AREAS**

Critical areas play an important role in the fabric of urban development. Wetlands, Shorelands and Steep Slope areas provide urban green space corridors that separate residential neighborhoods from other neighborhoods, commercial areas and industrial lands. Development in flood areas and on top of Aquifer Recharge Areas, require putting in place special requirements and development regulations. Critical areas such as

Wetlands are not open and available for development. Other critical areas, such as steep slopes and shorelands are developable under certain conditions. A more detailed description of each critical area is presented in the critical areas section.

**Table 10-3: Currently Zoned Land within Municipal Boundary**

<u>Land Classification</u>	<u>Acres</u>	<u>Percent</u>
R- Residential	152.63	55.81
R-CUP – Residential, Conditional Use	63.73	23.31
C - Commercial	15.67	5.73
I - Industrial	0.46	0.17
AB - Agricultural Business	10.00	3.66
Road & Utility Rights-of-Way	26.10	9.55
South Prairie Creek	4.85	1.77
<b><u>Total</u></b>	<b>273.44</b>	<b>100.00</b>

## **POPULATION AND EMPLOYMENT**

**Population Forecast:** Population of South Prairie is forecasted to amount to 750 persons in the year 2030. This forecast is based on the population forecast prepared by Pierce County and adopted by County Ordinance No. 2011-36s and incorporated into the Pierce Countywide Planning Policies. The Washington State Office of Financial Management estimated that South Prairie's 2014 population was 435 persons. Population numbers for South Prairie are shown in Table 10-4.

**Table 10-4: Historic and Projected Population – South Prairie**

Year	<u>Persons</u>		<u>Housing Units</u>	
	<u>South Prairie</u>	<u>Pierce County Forecast</u>	<u>South Prairie</u>	<u>Pierce County Forecast</u>
2000	382 USC			
2010	434 USC		174 USC	
2014	435 OFM		175	
2015	435		175	
2020	540		215	
2030	540	750	215	281
2035	540		215	

**USC – US Census      OFM – Office of Financial Management (state)**

**Employment Forecast:** Total employment in the Town of South Prairie amounts to 99 jobs in the year 2000. This number is based on a Town conducted survey of known businesses in Town. Pierce County in 2011 (Ordinance No. 2011-36s) estimates the employment in South Prairie to be 84. Pierce County further estimates that South Prairie’s employment will increase to 307 employees by 2030, an increase of 223 employees. The employee per person ratio in 2000 was 0.259; applying this ratio to the population for 2035 amounts to 140 employees.

**Housing Unit Forecast:** The US Census reports that there were 174 housing units in South Prairie in 2010. Of the 174 housing units, 166 were occupied, leaving a vacancy rate of 4.5 percent. Pierce County in 2011 (Ordinance No. 2011-36s) estimated that the housing unit count in South Prairie was 161 units. Pierce County further estimates that the housing unit count in South Prairie will reach 281 units, an increase of 120 housing units. The basis for the housing forecast is the 2010 US Census and tracking the number



of building permits for new residential construction, minus demolitions. The number of housing units for 2015 is estimated to amount to 175 units. The housing vacancy rate is about 4.6 percent, resulting in 167 occupied housing units. The past sewer hookups moratorium has constrained the housing construction in South Prairie. Now that the sewer hookups moratorium has been lifted, it opens up the opportunity to build an additional maximum of 40 housing units. Following these events, the forecast for the number of housing units in 2020 is 215 of which 207 are occupied housing units. Since there is no evidence or prospect that the Department of Ecology will open up additional housing units for construction after the currently permitted 40 housing units have been consumed, the 2030 and 2035 forecast of housing units will remain at the 215 housing units.

## **GROWTH ACCOMMODATION**

**Buildable Land Supply and Demand:** A buildable land survey taken by Pierce County in the year 2000 and again in 2014 shows that in the Town limits of South Prairie there is adequate residential land capacity to absorb the projected 2030 housing unit needs of 113 units (Draft Buildable Lands Report June 30, 2014, page 265). South Prairie can easily handle the 40 housing unit growth by 2035.

**Table 10-5: Buildable Lands Supply**

<u>Land Type</u>	<u>Acres</u>	<u>Housing</u>	<u>Population</u>
Town Limits			
Vacant Residential, Gross	59.25		
Vacant Residential, Buildable	33.33	133	354
Vacant Commercial, Gross	7.54		
Vacant Commercial, Buildable	5.66		
North Urban Growth Area			
Vacant Residential, Gross	8.21		
Vacant Residential, Buildable	4.62	18	48

Pierce County in its Draft Buildable Lands Report, June 30, 2014 makes the following statement: "South Prairie's employment capacity has been insufficient for all Reports. The 2014 results in Figure 26 show that the Town has a need for 212 jobs and only has capacity for 102 jobs, which are a difference of 110 jobs and a deficiency of 52 percent of the total need. The result suggests that South Prairie has not been successful in increasing employment capacity and may need to adopt reasonable measures to support future growth." As a result, the Town has taken measures to increase its capacity to absorb additional jobs by:

1. Creating a Town Center Zone along SR 162 and encouraging commercial and services uses to locate in that area.
2. Increasing commercial land zoning in the Town Center Zone.

The Pierce County's Buildable Lands Report of 2014 states that South Prairie's capacity to accommodate commercial development growth is 102 employees. South Prairie can easily handle the 56 employee growth by 2035.

**Population and Building Intensities:** The previous calculations effecting population and housing were based on the assumption that the development density is 4 housing units per net buildable land. Applying the average household size of 2.66, an acre of land would accommodate 10.5 persons. On the employment side, the assumption is that an acre of developable commercial land accommodates 20 employees.

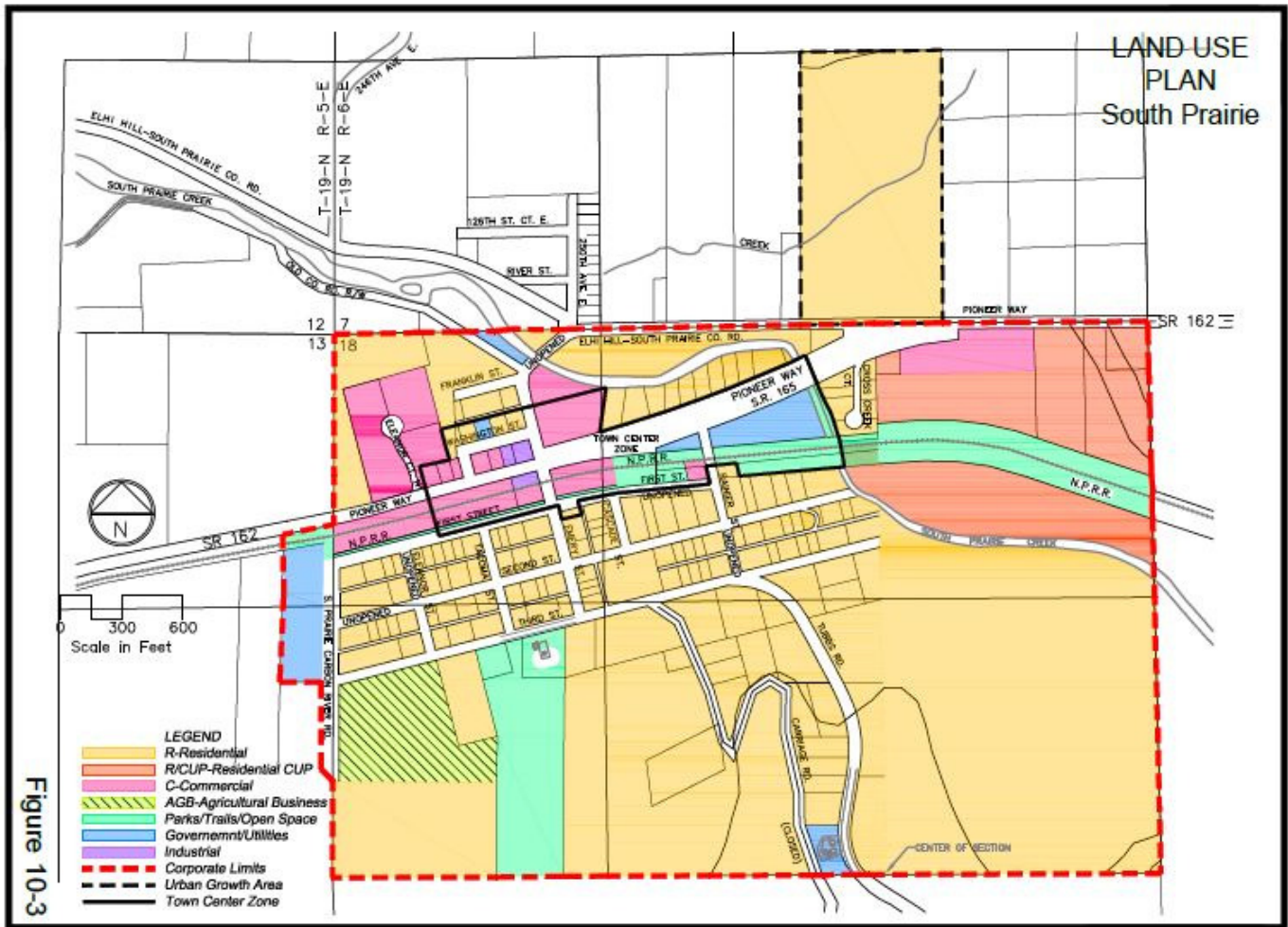


Figure 10-3

## LAND USE GOALS AND POLICIES

**Goal LU1:** The Town should allow only a limited amount of growth which will complement the character and services currently available in South Prairie.

### Policies:

LU1.1: The Town should enact urban growth boundaries for the year 2035 that restrict Town growth to those areas where urban services can logically be extended. The new South Prairie Urban Growth Boundaries should allow only a marginal increase in population and should maintain the rural character of the South Prairie region.

LU1.2: The Town Council should allow annexation to South Prairie only when the property to be annexed pays for its impact on the existing Town services, including public safety, utilities, streets, and school services.

LU1.3: The Town should only consider annexation of contiguous land where the natural resource lands and critical areas are protected and urban services can logically be extended.

**Goal LU2:** The Town should respect the natural environment in any future development.

**Policies:**

LU2.1: The Town Council should enact ordinances to identify and protect the public from geologic hazards.

LU2.2: The Town Council should enact regulations and ordinances to protect natural resource lands and critical areas, including the streams and rivers, wetlands, slopes, groundwater recharge areas, watersheds, forest lands and other critical resource areas from the detrimental effects of development.

LU2.3: The Town should incorporate the Priority Habitats and Species (PHS) Program of the Washington State Department of Fish and Wildlife in order to protect natural habitat from unacceptable intrusion.

**Goal LU3:** The Town should promote orderly development of the Urban Area

**Policies:**

LU3.1: The Future Land Use Map adopted in this Plan shall establish the future distribution, extent, and location of generalized land uses.

LU3.2: The categories on the Proposed Land Use Map are defined as follows:

**Residential:** This land use category is intended for residential development at an average density of four or more dwelling units per acre. It includes single family residential, mobile homes, two unit duplexes and multifamily developments. Future Residential areas are identified on the accompanying "Proposed Land Use" Map by the letter "R".

**Commercial:** This land use category is intended for office uses, retail stores, service establishments, wholesale businesses offering commodities and services required by the residents and visitors to the Town and single and multi-family dwelling units. These uses accommodate both vehicular and pedestrian oriented establishments. A variety of business types are allowed, including offices, retail, restaurants, hotels, bed and breakfast inns, and similar business activities. To ensure the visual appeal of the land uses, the development regulations will include standards for signage, streets, building placement, pedestrian amenities, and landscaping. Future Commercial areas are identified on the accompanying "Proposed Land Use" Map by the letter "C".

**Industrial:** This land use category is intended to provide appropriate located areas for various light industrial establishments and research developments that enhance the Town's economic base and provide jobs for residents of the area. To ensure the visual appeal of the land uses, the development regulations will include standards for signage, streets, building placement, pedestrian amenities, and landscaping, as well as absence of pollutants such as noise, odors, dust, and smoke. Future Industrial areas are identified on the accompanying "Proposed Land Use" Map by the letter "I."

**Public Facility:** This land use category is intended for churches, schools, water and wastewater facilities, city buildings, parks, utility substations, and similar public and quasi-public uses. These public uses are identified on the accompanying "Proposed Land Use" Map as public facilities.

**Recreational Vehicle Park:** This land use category is specific to the recreational vehicle park commonly referred to as the South Creek RV Park and Campground and contains uses of recreational vehicle park and campground, with the related, accessory uses, of 1) laundromat and office, 2) gymnasium, 3) recreational hall, 4) clubhouse, 5) restrooms, 6) horse paddock, 7) sheds, and 8) picnic areas. This property is located at the east end of Town, bordered by a residential subdivision and South Prairie Creek to the west, Pioneer Way (SR-162) to the north, the Town limits to the east, and South Prairie Creek to the

south. It is identified on the accompanying "Proposed Land Use" Map as the eastern most "R/CUP."

**Town Center District:** Town Center District along SR-162 from Eleanor Court to the South Prairie Creek is created. The Town Center District should be the South Prairie's commercial, government and cultural center. Commercial, retailing and personal services uses are greatly encouraged to locate in the Town Center District. In accordance with the Pierce Countywide Planning Policies 27 July 2014, page 105, the Town Center is designated to be "Center of Local Importance (CoLI)".

**Commercial/Farm Use:** This land category is intended for agricultural and agriculturally compatible uses, such as commercial farms, raising commercial livestock, raising commercial horses and/or boarding, and commercial agricultural product stores. It is intended for large parcels containing more than one of the uses, but primarily for those agriculturally oriented uses that require substantial open space. The minimum lot size is ten acres. This Commercial/Farm Use is identified on the accompanying "Proposed Land Use" Map as "AGB Agricultural Business".

LU3.3: Coordinate new development with the provision of an adequate level of services and facilities, such as schools, water, transportation, parks, provision of police and fire services, as established in the capital facilities element.

LU3.4: Establish a procedure to assess the growth impacts of development proposals.

LU3.5: Protect existing and proposed residential areas from conflicting nonresidential uses.

LU3.6: Seek to establish and maintain an image appropriate for the community to assist in most effectively attracting the types of economic activities which best meet the needs and desires of the community.

LU3.7: Aggressively seek to abate all potentially blighting influences.

**Goal LU4:** The Town government should actively influence the future character of the Town by managing land use change and by developing Town facilities and services in a manner that directs and controls land use patterns and intensities.

**Policies:**

- LU4.1: Coordinate future land uses with the Transportation Element of this Plan.
- LU4.2: Provide residential areas that offer a variety of housing densities, types, sizes, costs and locations to meet future demand.
- LU4.3: Ensure that new development does not outpace the Town's ability to provide and maintain adequate public facilities and services by allowing new development to occur only when and where adequate facilities exist or can be provided. The Town will not issue any development permits which result in a reduction of the Level of Service below the LOS standard adopted for the public facilities identified in the Capital Facilities Element.
- LU4.4: The Town will coordinate concurrency review. Developers shall provide information relating to impacts that the proposed development will have on public facilities and services. The Town shall evaluate the impact analysis and determine whether the development will be served by adequate public facilities.
- LU4.5: Require adequate buffering whenever new commercial uses abut residential neighborhoods.
- LU4.6: Influence the development of unincorporated land near the Town in a manner that minimizes the adverse impacts upon the Town and its residents.
- LU4.7: Adopt the moderate population projections in the Comprehensive Plan as the guide for the amount of growth the Town will accommodate through the year 2022.
- LU4.8: The urban growth area shall be subject to joint planning with the Town of South Prairie and Pierce County. Coordinated land use designations and development proposal review will be established to ensure that the character of these areas remains consistent with the goals of this Comprehensive Plan.

LU4.9: The Town should coordinate with those agencies providing social services in the Town. The agents managing each of these facilities and services need to work with the Town to incorporate their future plans.

**Goal LU5:** The Town should maintain and support the existing and future recreational and cultural activities in South Prairie.

**Policies:**

LU5.1: The Town Council should coordinate the provision and funding of recreation activities with the White River School District. The two bodies should also investigate provision of recreation/social activities for citizens of all ages.

LU5.2: South Prairie should develop the existing park and provide for future parks and open spaces as new areas are annexed and developed.

LU5.3: Areas desiring to annex to South Prairie should be required to provide adequate parks and to provide an adequate tax base to fund the maintenance.

LU5.4: The Town Council should continue to provide police service cooperatively with surrounding communities. The Town should continue to search for cost effective methods to provide public safety services.

**Goal LU6:** The Town should coordinate growth and development with adjacent jurisdictions to promote and protect inter-jurisdictional interest.

**Policies:**

LU6.1: The Town will coordinate inter-jurisdictional review of land use activities in the urban growth area.

LU6.2: The Town shall adopt the County-Wide Planning Policies.

**Goal LU7:** The Town should promote a healthy living in terms of nutrition, wellness in social and community activities and physical fitness in walking and bicycling.



**Policies:**

LU7.1: The Town should assist Pierce County Parks and Recreation Department in completing the Foothills Trail through the Town

LU7.2: The Town should construct sidewalks providing pedestrian connectivity to the Town Center.

**LAND USE PLAN**

The Land Use Plan, as shown graphically in Figure 10-3, has been designed to meet the goals and policies as detailed above. The Land Use Plan has also been prepared to meet the Growth Management Act goals and the County-Wide Planning Policies, plus the Puget Sound Regional Council Vision 2040 Plan policies. This Land Use Plan is supported by the municipal utility and transportation services and its fulfillment does not render any of the utilities or transportation facilities incapable of providing services. This Land Use Plan is internally consistent with the utilities, transportation, housing, economic development and parks and recreational element. This Land Use Plan recognizes and incorporates into it the Shoreline management requirements and the critical areas management.

The Land Use Plan provides for orderly development of single family residential, multifamily residential, commercial, and public uses. The Land Use Plan introduces, for the first time in South Prairie, the concept of multi-family zoning, as shown on the Plan to exist in the west urban growth area. The Land Use Plan has adequate development capacity to accommodate the 20-year population and housing projections. The Plan creates a Town Center District which extends on both sides of SR-162 from Eleanor Court to the South Prairie Creek. The Town Center District is designated "Center of Local Importance (CoLI), in accordance with Pierce County Countywide Planning Policies, dated June 30 2014.

## Historic and Cultural Resources

Thoughtful management and preservation of historical and cultural resources benefits the local community and the region. Besides maintaining a connection to the past, they contribute to a community's character, diversity and aesthetic value, particularly in times of change. Cultural resources also contribute to the local and regional economy by providing interesting places for visiting tourists. The GMA includes the following goal for historic preservation:

*"Identify and encourage the preservation of lands, sites, structures that have historical or archeological significance." RCW 36.70A.020 (13)*

The Town of South Prairie has a long standing relationship with the Puyallup and the Muckleshoot Indian Nations, particularly when it comes to dealing with issues related to the fisheries management and water quality in the South Prairie Creek.

The Historic, Cultural, Scientific, and Educational Element of the Shoreline Master Program; addresses the protection and restoration of historic and cultural resource sites. The following are related goals and objectives:

**Goal 1:** Protect and restore areas having significant historic, cultural, scientific, or educational value."

**Goal 2:** Protect shoreline features to prevent the destruction of, or damage to, any site having archaeological, historic, cultural, or scientific value though coordination and consultation with the appropriate local, state, tribal, and federal authorities."

**Objective 1:** Protect sites in collaboration with appropriate tribal, state, federal, and local governments. Encourage cooperation among public and private parties in the identification, protection, and management of cultural resources."

**Objective 2:** When and/or where appropriate, make access to such sites available to parties of interest. Design and manage access to such sites in a manner that gives maximum protection to the resource."

**Objective 3:** Provide opportunities for education related archaeological, historical, and cultural features when and/or where appropriate and incorporate into public and private management efforts, programs and development."

The Washington State Department of Archaeology & Historic Preservation has identified a number of historic properties in the Town of South Prairie and has logged them in their Historic Property Inventory. Further, one of the sites is on the State Registry as a historic site. The location of historic sites is shown on Figure 9-1.

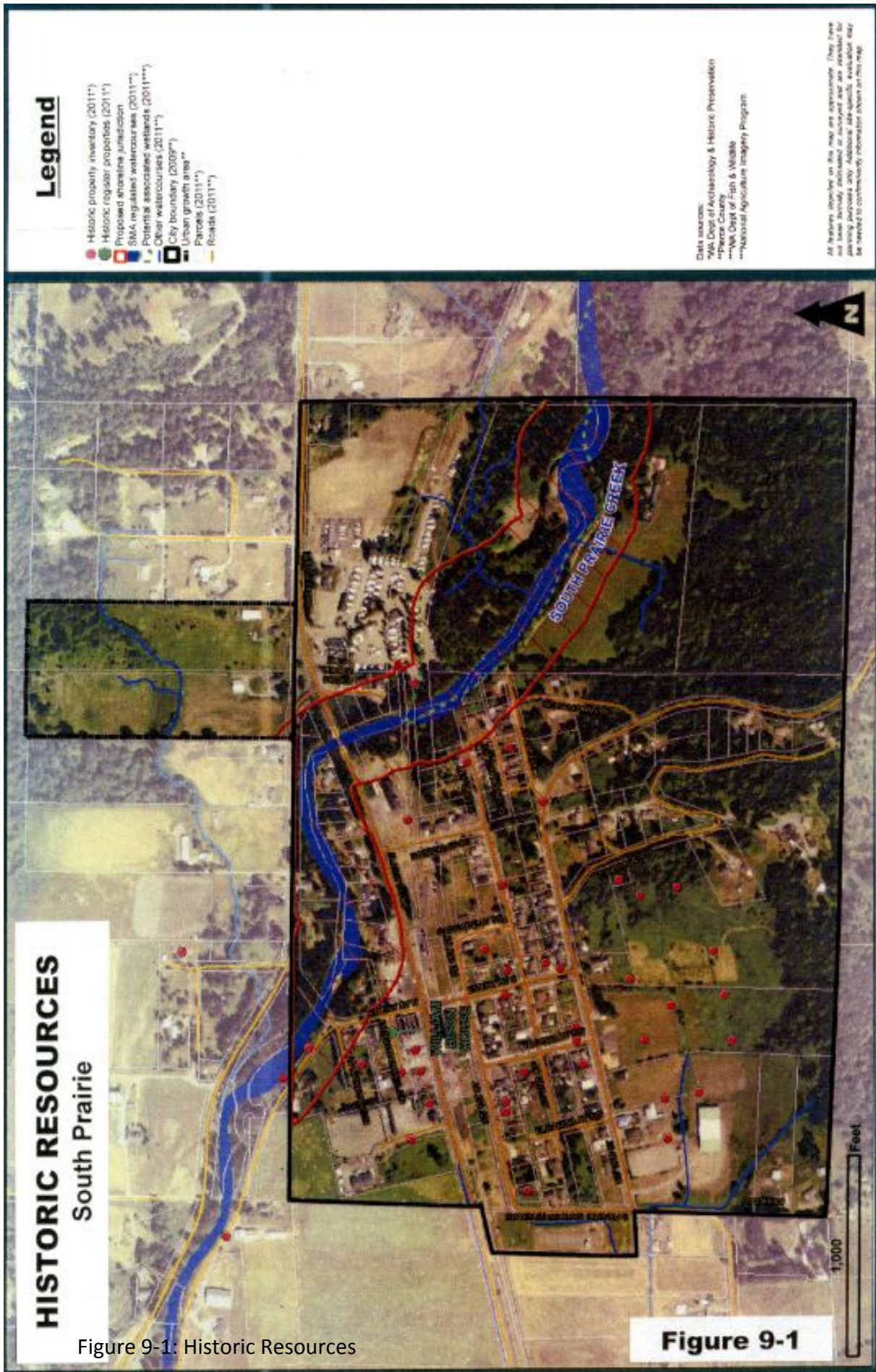


Figure 9-1: Historic Resources

## Shoreline Master Program Goals

For detailed information, please refer to the South Prairie Shoreline Master Program (SMP)

### Shorelines Defined

Under RCW 90.58.030, "shorelines" is defined as "all water areas of the state, including wetlands and their associated wetlands, together with the lands underlying them; except (i) shorelines of statewide significance; (ii) shorelines on segments of streams upstream of a point where the mean annual flow is twenty cubic feet per second or less and the wetlands associated with such upstream segments...." In order to be classified as a shoreline of statewide significance, a river must have a mean annual flow of a minimum of one thousand (1,000) cubic feet per second (cfs). The shoreline in the Town of South Prairie is the shoreline around which fits the shorelines definition. In South Prairie, there are no shorelines of statewide significance.

### Shorelines Jurisdiction

The shoreline jurisdiction in South Prairie includes the "shorelands" of the South Prairie Creek within the corporate boundaries of the Town. As defined under the Shoreline Management Act, *shoreland areas* or *shorelands* are:

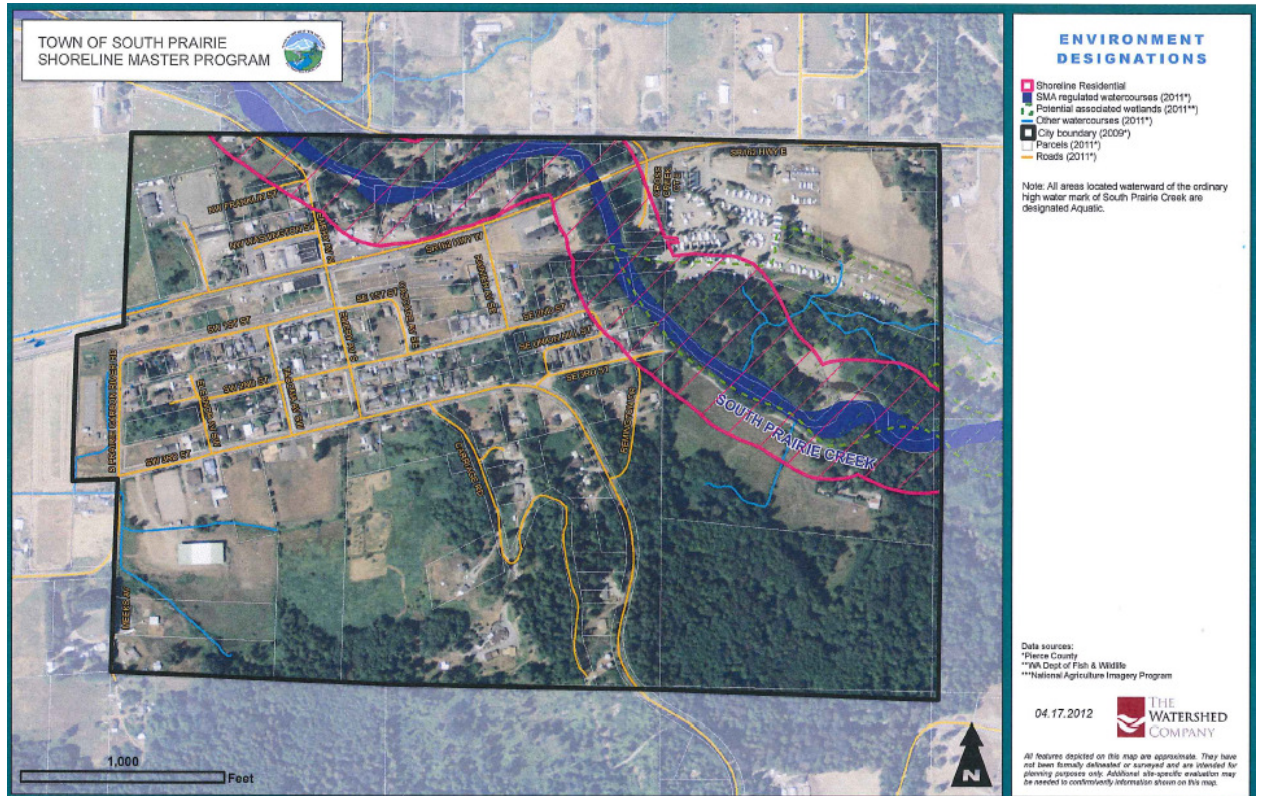
*"... those lands that extend landward for two hundred (200) feet in all directions as measured on a horizontal plane from the ordinary high water mark; floodways and contiguous floodplain areas landward two hundred (200) feet from such floodways; and all wetlands and river deltas associated with the streams, lakes, and tidal waters which are of a size large enough to be subject to the provisions of (the Shoreline Management Act); the same to be designated as to location by the Washington Department of Ecology. Any county or Town may determine that provision of a one-hundred-year-flood plain to be included in its master program as long as such portion includes, as a minimum, the floodway and the adjacent land extending landward two hundred (200) feet therefrom."*

As defined in this Comprehensive Plan, the South Prairie shorelands extend two hundred (200) feet from the ordinary high water mark (OHWM) and floodways and contiguous floodplain areas, two hundred (200) feet from such floodways; and all wetlands and river deltas associated with jurisdictional streams, lakes and tidal waters.



## SOUTH PRAIRIE SHORELINES

In South Prairie, the shoreline is along the shores of South Prairie Creek. The shoreline under the jurisdiction of the Town of South Prairie is shoreline that lies within the corporate boundary of the Town.



The Growth Management Act requires cities and counties to “include the best available science” when drafting development regulations – RCW 36.70A.172. The Growth Management Act does not require communities to go out and conduct new scientific studies, but to include the best science that is available. To locate locally appropriate science, the Town of South Prairie will rely on Washington State Commerce Department’s “Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas”.

**Economic Development Goal:** To promote healthy, orderly economic growth by encouraging economic activities that will be an asset to the local economy and which result in the least possible adverse effect on the quality of the shoreline and surrounding environment.

**Policies:**

1. Protect current economic activity (e.g., shipping, marinas, aquaculture, agriculture, etc.) which minimize their effect upon the ecological functions and values of shoreline areas and provide for environmentally sensitive new development.
2. Give preference to water oriented industrial and commercial development and non-water oriented uses that are accessory to a water-oriented use.
3. Encourage shoreline recreational uses as an economic asset that will enhance public enjoyment of the shoreline.
4. Locate new economic development activities in areas already partially developed with similar uses that are consistent with this Shoreline Master Program and the South Prairie Comprehensive Plan.
5. Encourage proponents of water-related and water-enjoyment commercial and industrial projects within shorelands to demonstrate that upland areas are less feasible for the desired economic activity.

**Public Access Goal:** To protect and enhance shoreline visual and physical access consistent with the Act and the Public Trust Doctrine.

**Policies:**

1. Expand the amount and diversity of shoreline public access opportunities consistent with the character, functions and values of the shoreline, private rights and public safety.
2. Consider public access in the review and approval of all development projects, except single-family residences.
3. Acquire (i.e., through purchase, donation or other agreement) and develop property to provide public access to the water's edge at regular intervals along the shoreline and at the ends of all public rights-of-way abutting the shoreline.

4. Ensure that publicly owned shoreline areas afford public access to the water's edge, where feasible and compatible with the functions and values of the shoreline ecology.
5. Design and screen shoreline public access points to minimize objectionable impacts on adjoining properties.
6. Ensure that building and structural profiles (i.e., on shorelands and overwater in aquatic areas) are as low as possible to minimize visual impacts on the shoreline
7. Minimize shoreline public access to areas easily damaged by human presence.

**Recreation Goal:** To encourage diverse water-oriented recreational opportunities in shoreline areas that can reasonably tolerate such uses during peak use periods without destroying the integrity and character of the shoreline.

**Policies:**

1. Coordinate with the Washington State Parks & Recreation Commission and the Pierce County Parks and Recreation Department to increase opportunities for water-oriented recreation.
2. Prohibit recreational facilities and activities that adversely affect the integrity and character of the shoreline, or which threaten fragile shoreline ecosystems.
3. Consider recreational needs in shoreline public access and conservation planning.
4. Consider both active and passive recreational needs in the development of recreational areas.



5. Support efforts of both the federal and state governments to acquire and develop additional shoreline properties for public recreational uses.

**Circulation Goal:** Develop efficient and economical transportation systems which assure the safe movement of people, while minimizing disturbances to the shoreline environment as well as conflicts among different users of the shorelines.

**Policies:**

1. Site non-water-dependent transportation and parking facilities as far upland from the land-water interface as possible to reduce interference with both the shoreline ecology as well as other more appropriate shoreline uses.
2. Route transportation corridors to harmonize with the topography and other natural characteristics of the shoreline.
3. Acquire and develop physical and visual public access along shoreline public roads (i.e., turnouts, viewpoints and rest areas) where appropriate given topography, views and natural features.
4. Where feasible, relocate existing shoreline transportation facilities that are disruptive to public shoreline access, and convert such rights-of-way to new public access routes.

**Shoreline Use Goal:** To establish and implement policies and regulations for land uses that are consistent with the requirements of the Shoreline Management Act and the Growth Management Act, and which promote shoreline use patterns that are compatible with the ecological functions and values of the shoreline environment.

**Policies:**

1. Reserve shoreline areas for water-oriented uses, and discourage non-water-oriented uses, except for the following: uses accessory to water-oriented uses; single-family residences; and uses that are part of mixed-use developments supporting water-dependent uses.

2. Discourage uses that permanently and adversely alter the shoreline, or conflict with or pre-empt water-dependent uses.
3. Manage preferred shoreline uses (i.e., water-oriented uses and single family residential use) to maintain or enhance the ecological functions and values of shoreline areas and the character of the zones in which they are located.
4. Manage Town of South Prairie's shorelines according to the order of use preferences established in the Act:
  - a) Preserve the natural character of the shoreline;
  - b) Promote uses that result in long-term over short-term benefit;
  - c) Protect the resources and ecology of the shoreline;
  - d) Increase public access to publicly-owned areas of the shoreline; and
  - e) Increase recreational opportunities for the public along the shoreline.
5. Encourage the restoration of shoreline areas that have been degraded or diminished in ecological value and function as a result of past activities or catastrophic events.
6. Ensure that all new development in shoreline areas is consistent with the Land Use Element of the Comprehensive Plan and the Washington State Growth Management Act.

**CONSERVATION GOAL:** To preserve scenic and non-renewable natural resources and to encourage the preservation of renewable natural resources for the benefit of present and future generations.

**Policies:**

1. Develop and implement shoreline management practices that ensure a sustained yield of renewable shoreline resources, while

preserving, enhancing and restoring unique and nonrenewable shoreline resources (i.e., wetlands and critical wildlife habitat).

2. Regulate natural resource uses to minimize or eliminate adverse impacts to natural systems and the quality of the shoreline environment.
3. Where practicable, require reclamation and restoration of areas that are biologically and aesthetically degraded while maintaining appropriate use of the shoreline.
4. Preserve the scenic aesthetic vistas of shoreline areas to the greatest extent possible.
5. Establish and implement regulations that:
  - a) Preserve critical marine and terrestrial wildlife habitats;
  - b) Effectively control erosion and stormwater runoff; and
  - c) Maintain shoreline scenic and visual qualities.
6. Prohibit interference with the natural dynamic processes of shoreline formation and change except for compelling reasons of public necessity or benefit.
7. Maintain the character of the environment and protect fish and wildlife habitat and water quality by requiring vegetated buffer zones along shoreline areas.
8. Effectively regulate commercial timber harvesting to preserve the environmental and scenic qualities of the shoreline environment.
  - a) Require selective commercial timber harvesting within shorelands;

- b) Prohibit all commercial timber harvesting within required shoreline vegetated buffer areas;
- c) Prohibit clear-cutting within shorelands unless specifically permitted under an approved conversion option harvest plan or Class IV General Forest Practices Permit.

**HISTORIC, CULTURAL, SCIENTIFIC AND EDUCATIONAL GOAL:** To identify, protect, preserve and restore significant archaeological, historic and cultural sites located in shorelands for educational and scientific purposes, as well as the enjoyment of the general public.

**Policies:**

1. Protect archaeological, historic and cultural sites and buildings identified on any national, state or local historic register from encroachment by incompatible uses.
2. Where feasible, acquire archaeological, historical and cultural sites, through purchase or gift so as to ensure their protection and preservation for present and future generations.
3. Encourage educational projects and programs that foster a greater appreciation of the importance of shoreline management, maritime activities, environmental conservation and maritime history and heritage.

## **Critical Areas**

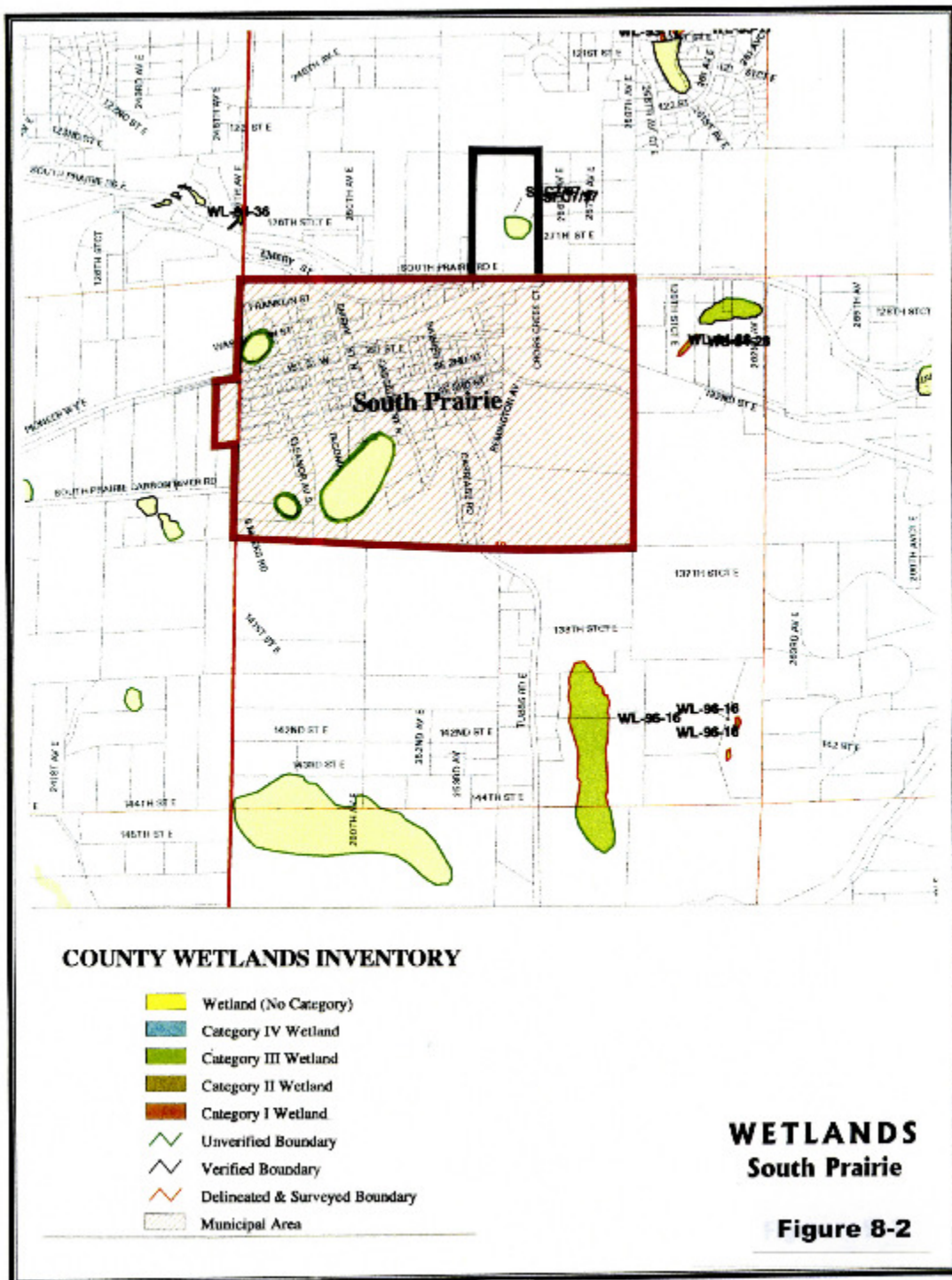
Wetlands, critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas and fish and wildlife habitat conservation areas are defined as critical areas by the State of Washington. Chapter 9 attempts to identify and map the known critical areas within and around the Town boundaries of South Prairie. This chapter also contains goals and policies on how development should be regulated adjacent to and within the critical areas.

## **RELATIONSHIP TO REGULATIONS**

How land is to be developed within and around critical areas is specified in the development regulations. The critical areas development regulations must be consistent with the Comprehensive Plan and be designed to implement the goals and policies set forth in this chapter. Critical areas development regulations must be reviewed every seven years and updated to reflect changes in State laws and regulations. Further, the critical areas development regulations must be based on scientific standards and must contain language that makes use of the best available science.

## **WETLANDS**

Wetlands are classified as to the function and values. All known wetlands are mapped and held out of development. Each wetland is surrounded by a buffer. Buffer widths vary from wide width around high value wetlands to narrow buffers around low value wetlands. Certain types of development are allowed in the buffer zones. For details, see Town of South Prairie Critical Areas Code.



**Wetlands Goal:** *Provide for the long-term protection and “no net loss” of values and functions of wetlands.*

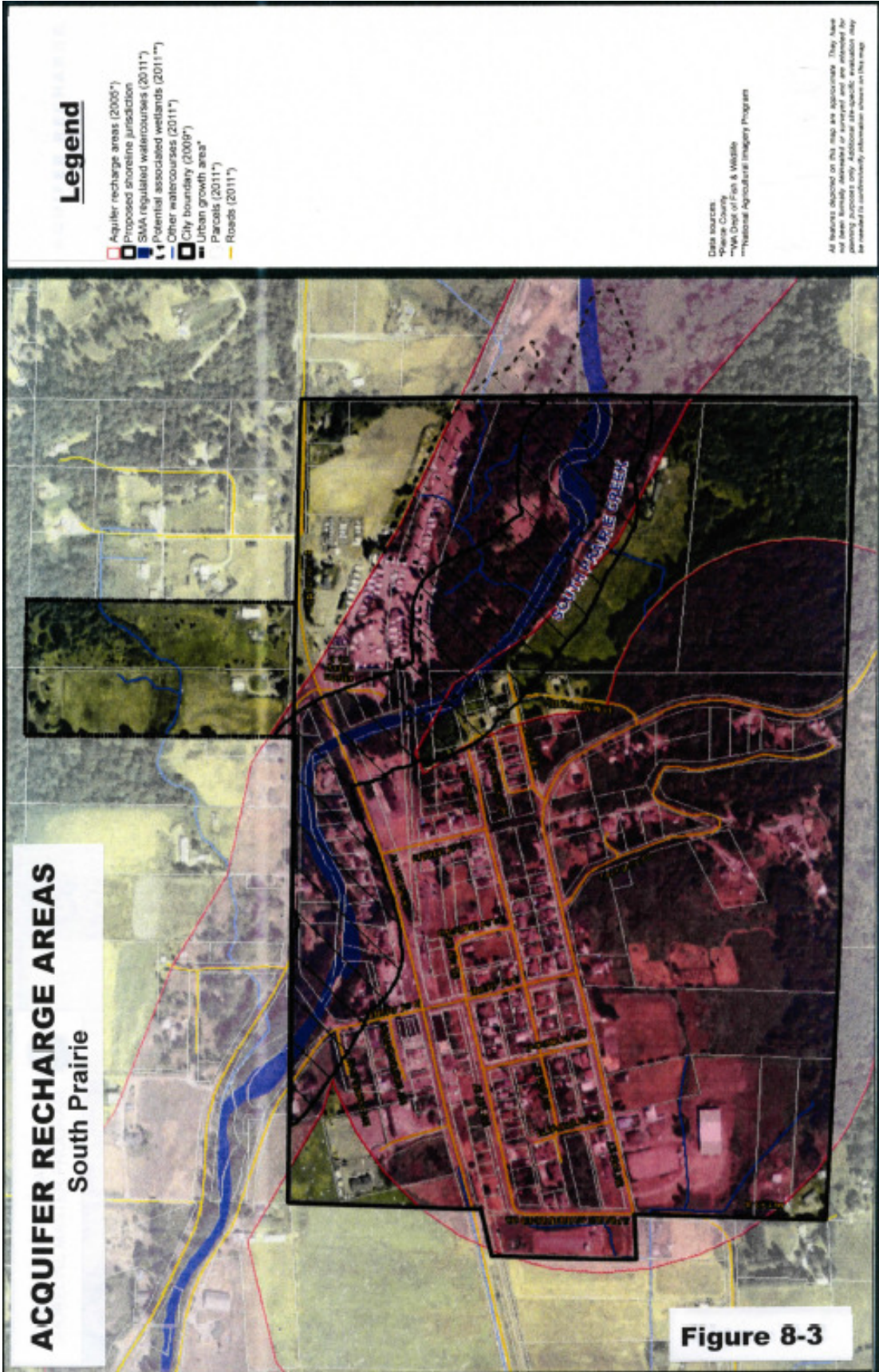
**Policies:**

1. Identify and map all wetland areas, including both private and public lands where regulated wetlands exist in the Town of South Prairie.
2. Protect the natural ability of wetlands to function as producers of plant matter, provide habitat for fish and wildlife, provide recreational opportunities and provide historical and cultural values.
3. Provide educational opportunities that increase public understanding of the values and functions of wetlands and measures which Town residents can take to maintain wetlands on their properties.
4. When impacts on wetlands cannot be avoided, development of wetlands may occur where impacted wetlands are replaced at a ratio exceeding the impacted wetlands and taking into consideration the values and functions of impacted wetlands.
5. Review and when necessary amend the Town of South Prairie Wetland Management Regulations to provide wetland protection in accordance with the Comprehensive Plan.

**CRITICAL AQUIFER RECHARGE AREAS**

Critical aquifer recharge areas are areas where the surface water or storm water trickles down and reaches the aquifer. Water wells are often drilled to connect to aquifers. Pumping water out of the aquifer depletes the water supply that needs to be replenished. Aquifer recharge areas fulfill this function. Therefore, aquifer recharge areas need to be protected to keep contaminants from reaching the aquifer. For detail see the Town of South Prairie Critical Areas Code.







**Critical Aquifer Recharge Area (CARA) Goal:** *Prioritize and protect aquifer recharge areas to ensure that water quality and quantity are maintained or improved.*

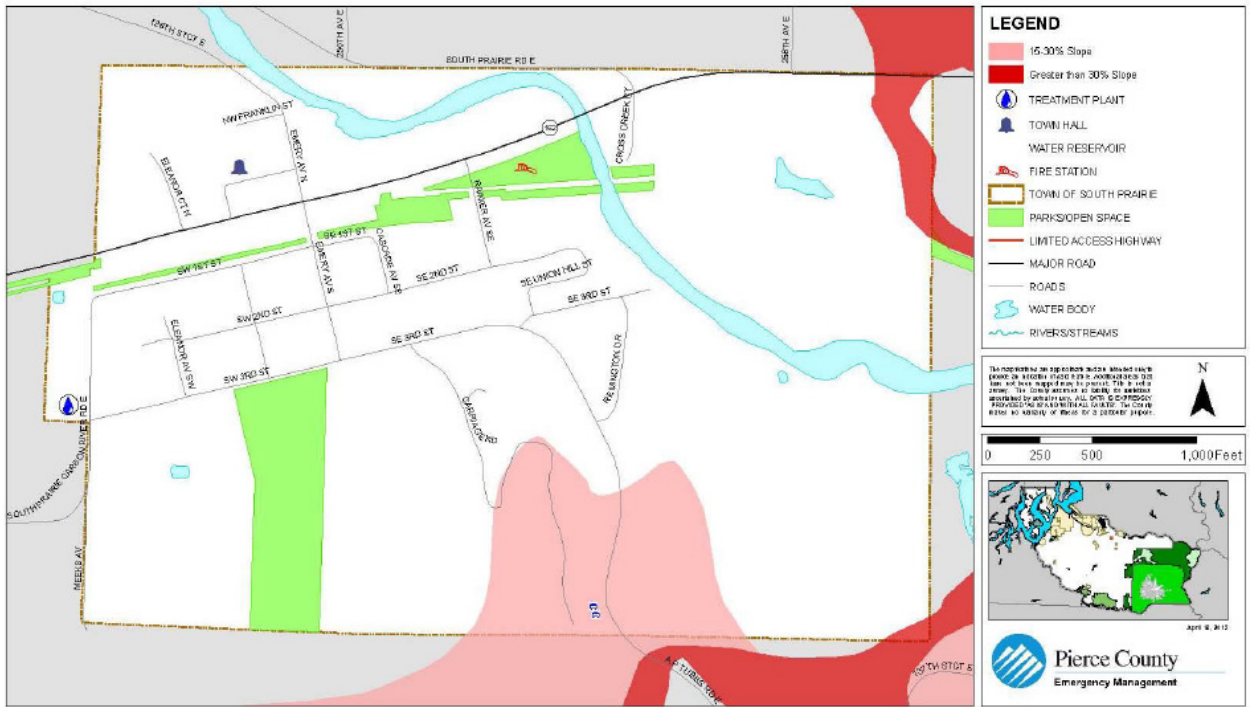
**Policies:**

1. Identify and map aquifer recharge areas.
2. Take active measures to ensure adequate recharge of aquifers utilized by the Town of South Prairie residents for domestic water supplies, and to protect the quality of water in those aquifers.
3. Develop performance standards and regulate land uses for activities which can adversely impact water quality or quantity in aquifers, consistent with state and federal laws and regulations.
4. Require that new development meets the performance standards and that existing facilities be retrofitted, where feasible, to meet the standards.
5. Pursue both natural and engineered solutions to maintain aquifer recharge quality. Natural solutions (e.g., maintaining undisturbed vegetation) are preferred
6. Provide for aquifer recharge through the use of stormwater management technologies which best protect water quality. Aquifer Recharge Areas

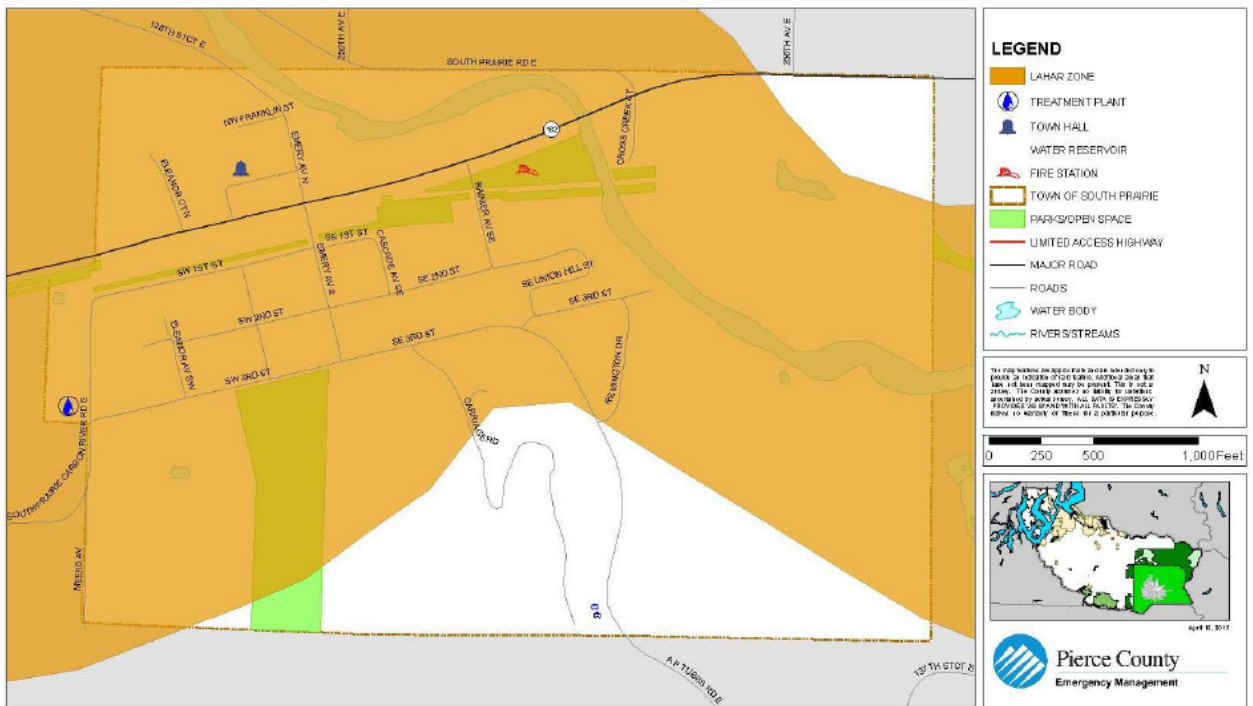
**GEOLOGICALLY HAZARDOUS AREAS**

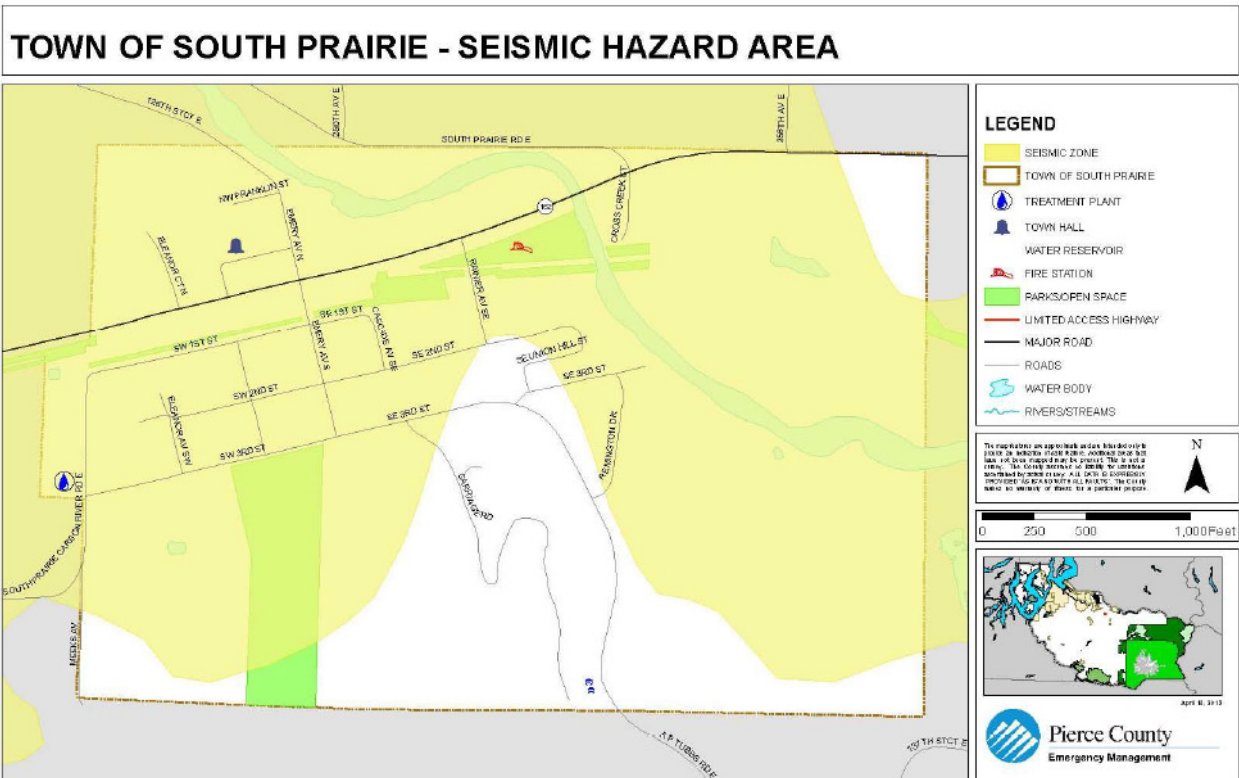
Steep slopes are subject to erosion caused by stormwater runoff and landslides. Slopes over 15 percent and over 30 percent need to be identified and mapped. Development in steep slope areas need to be preceded by geological or geotechnical investigations and reports to assure that the proposed development is adequately anchored to the hillside and the likelihood of landslide or erosion is minimized. For detail, see the Town of South Prairie Critical Ares Code.

# TOWN OF SOUTH PRAIRIE - LANDSLIDE HAZARD AREA



# TOWN OF SOUTH PRAIRIE - LAHAR HAZARD AREA





**Geologically Hazardous Area Goal:** *Avoid the endangerment of lives, property, and resources in geologically hazardous areas.*

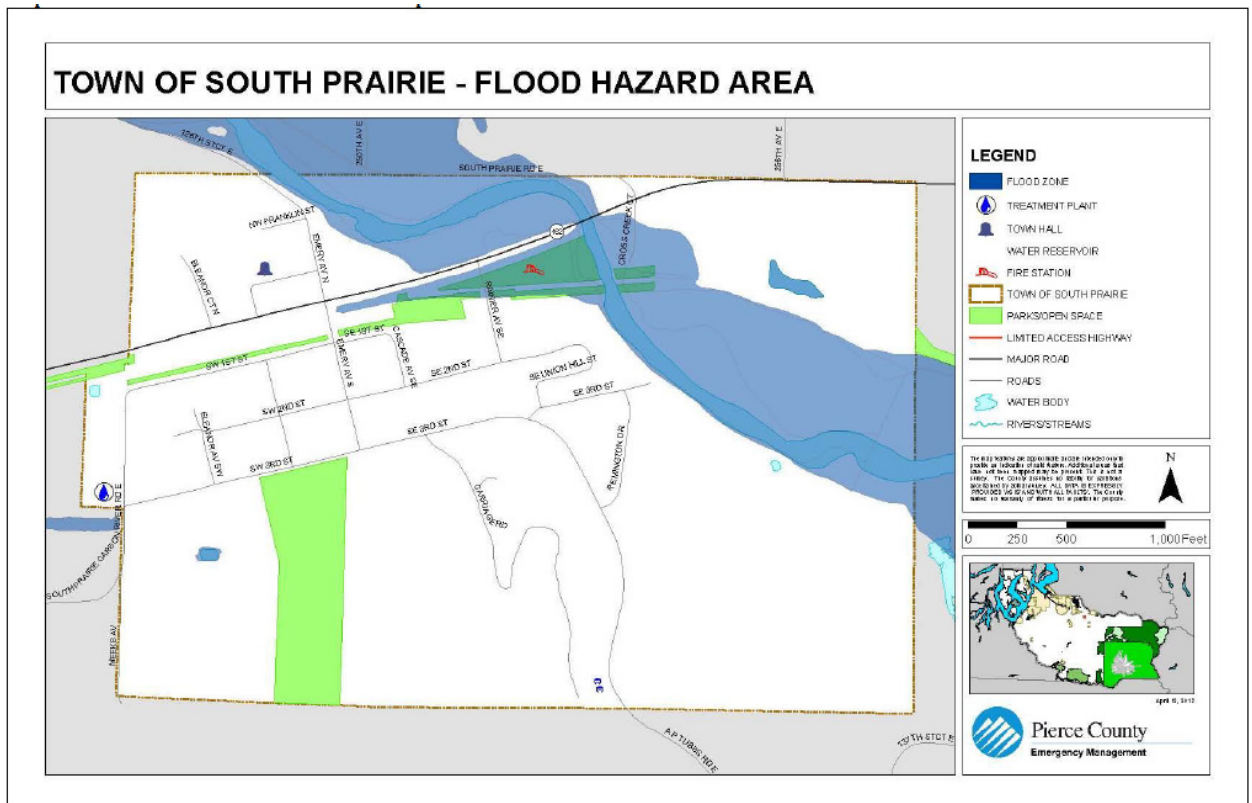
**Policies:**

1. Identify and map all geologically hazardous areas.
2. Establish land use practices in geologically hazardous areas so that development does not cause or exacerbate natural processes which endanger lives, property, and resources of the citizens of the Town of South Prairie.
3. Ensure that property owners in geologically hazardous areas are educated and notified about the presence of hazardous areas and the threat which they pose.

4. Geologically hazardous area should be utilized as open space whenever possible.
5. Where the effects of geologic hazards can be mitigated, require appropriate standards for site development and for the design of structures in areas of geologic hazards.
6. Require geotechnical studies and mitigation for development activities in erosion, landslide, and seismic hazard areas, with the amount of information required based on the severity of the hazard or hazards at the development site.

## FREQUENTLY FLOODED AREAS

Development in the frequently flooded areas is allowed but the lowest habitable floor area of a residential structure must be constructed above the 100 year flood level. The Federal Emergency Management Agency maintains flood area maps. For detail, see the Town of South Prairie Critical Areas Code.



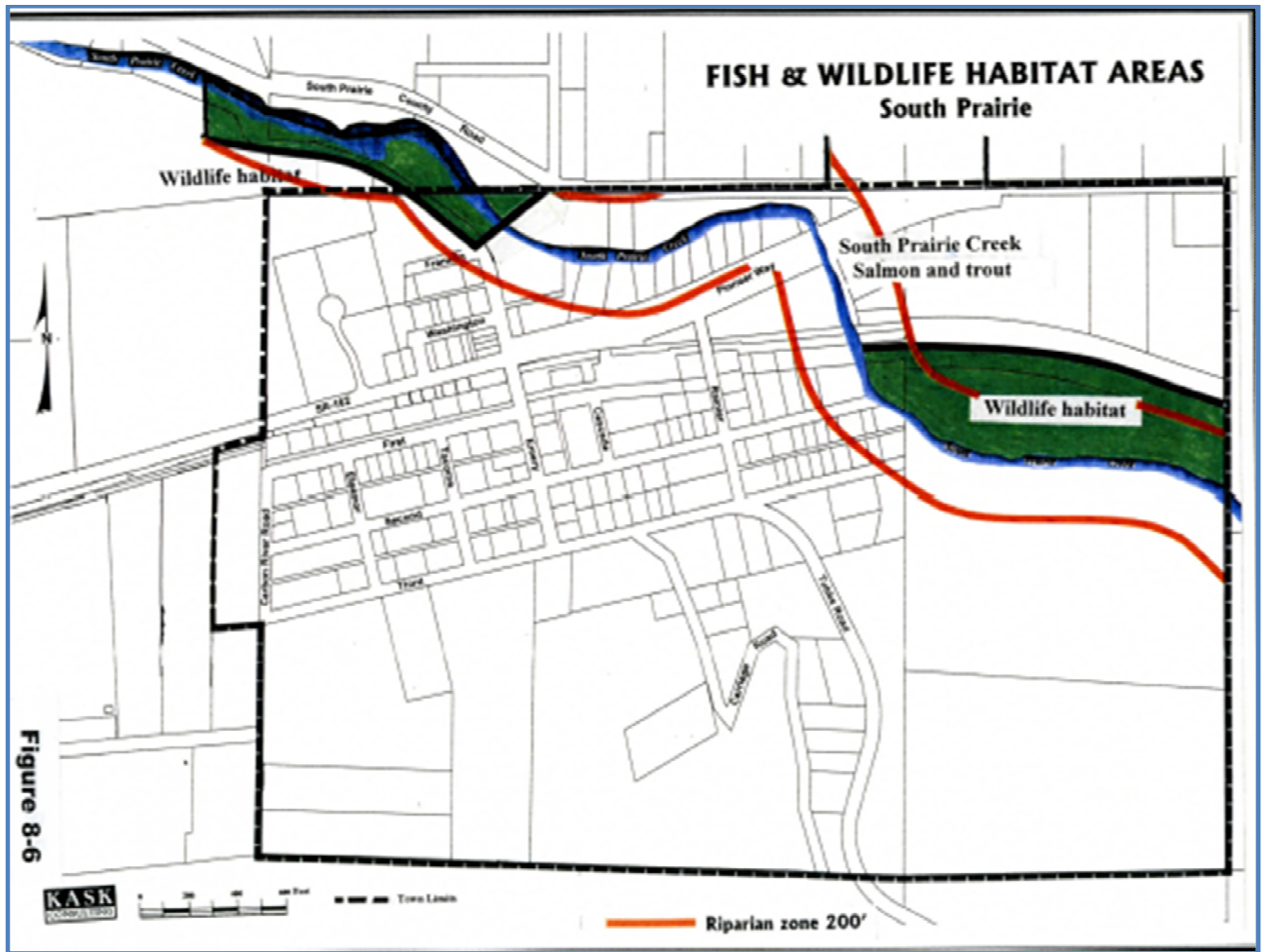
**Frequently Flooded Areas Goal:** *Establish land use practices in frequently flooded areas so that development does not cause or exacerbate natural processes which endanger the lives, property, and resources of the citizens of the Town of South Prairie*

**Policies:**

1. Encourage low intensity land use activities, including recreational land uses in floodplain areas.
2. Direct critical facility development away from areas subject to frequent flooding where the effects of hazards cannot be mitigated.
3. Where the effects of hazards can be mitigated, require appropriate standards for site development and for the design of structures in areas subject to flood hazard.
4. Maintain the Town of South Prairie's eligibility in participating in the National Flood Insurance Program.

**FISH AND WILDLIFE HABITAT CONSERVATION AREAS**

Fish habitat areas in the Town of South Prairie are limited to South Prairie Creek. Wildlife habitat areas in the South Prairie vicinity are along the South Prairie Creek beds. Wildlife habitat areas need to be protected to allow wildlife to live in harmony with urban development and allow migrating wild life access to water. For detail, see the Town of South Prairie Critical Areas Code.



**Fish and Wildlife Habitat Conservation Areas Goal:** *Provide for the maintenance and protection of habitat areas for fish and wildlife.*

**Policies:**

1. Identify and map all areas, including both private and public lands, where critical fish and wildlife habitat areas exist in and around the Town of South Prairie.
2. Require that buffers of undisturbed vegetation be retained for all new development activities along water bodies that have been identified to carry endangered or threatened species of fish.
3. For South Prairie Creek, establish buffer widths based on individual characteristics of the water body. Examples of these characteristics include

Washington State Department of Natural Resources stream typing classification, impact on other water bodies, and scientific information.

4. Evaluate existing regulations and policies to determine whether they adequately protect critical fish and wildlife habitat areas. Where necessary, amend existing regulations and policies or develop new strategies to protect critical habitat areas while maintaining consistency with all goals of the Comprehensive Plan.
5. Require that new development proposals on or near critical habitat areas be assessed to determine impacts on fish and wildlife. If impacts are likely, require the preparation of habitat management plans which mitigate these impacts.
6. Encourage subdivision dedication of critical fish and wildlife habitat areas as open space.
7. Evaluate the Town of South Prairie development regulations to determine their effectiveness in providing for critical fish and wildlife habitat areas and corridors.



## HOUSING ELEMENT

The housing goal of the Growth Management Act states the following: “Encourage the availability of affordable housing to all economic segments of the population of the Town, promote residential densities and housing types, and encourage preservation of existing housing stock.” This housing chapter or housing element is designed to achieve this goal.

Population growth for South Prairie is shown in Table 6-1.

**Table 6-1: South Prairie Population: US Census and OFM**

<u>Year</u>	<u>Population</u>
1970	206
1980	202
1990	245
2000	382
2010	434
2014	435

From 1970 to 2014, population in South Prairie increased by 229 persons or 211.6 percent. The 2010 U.S. Census reports that there were 158 households in South Prairie. Of the 158 households, 115 were families. The average family size in South Prairie in 2010 amounted to 3.17 persons and the average household size amounted to 2.66 persons. In the year 2010, there were 112 persons under the age of 18. The number of persons by age grouping is shown in Table 6-2.

Of the 434 persons in the 2010 U.S. Census reports, 322 persons were in the age group of 18 and over or 74.2 percent. Population under the age of 18 amounted to 112 or 25.8 percent. Young adults, in the age group of 18 to 20 years amount to 14 or 0.3



percent. Persons over the age of 65, the retirement group, amounted to 48 or 11.1 percent.

**Table 6-2: Persons by Age Grouping, Year 2010**

<u>Age Group</u>	<u>South Prairie</u>	<u>Percent</u>
Under 5	24	5.5
5-14 Years	54	12.4
15-19 Years	44	10.1
20-34 Years	61	14.0
35-44 Years	56	12.9
45-59 Years	129	29.7
60-64 Years	18	4.1
65-74 Years	34	7.8
75-84 Years	12	2.8
85 and Over	2	0.5
<b>Total</b>	<b>434</b>	<b>99.9</b>

**Table 6-3: Population Forecasts**

<u>Year</u>	<u>Historic</u>	<u>Forecast</u>
1980	202	
1990	245	
2000	382	
2002	440	

2010	434	
2015	435	
2025		540
2035		540

## HOUSING GOALS AND POLICIES

Goals within the Growth Management Act encourage the availability of affordable housing to all economic segments of the population and preservation of existing housing stock. The Growth Management Act goals also promote a variety of residential densities and housing types, discourage urban sprawl, and encourage a fair and efficient permit process for development. The Growth Management Act does not define the item “affordable housing”, but its use in the Act indicates that it should be broadly construed to refer to a wide range of housing types at varying costs, capable of meeting the needs of all economic segments of the community.

**Goal H1:** Promote the detached single family housing form through a variety of approaches to development; and to preserve, protect, and strengthen the vitality and stability of existing neighborhoods.

### **Policies:**

- H1.1: Promote community involvement to achieve neighborhood improvement.
- H1.2: Reduce the appearance and noise problems in residential areas through the separation of incompatible uses.
- H1.3: Enhance the appearance of and maintain public spaces in residential areas.

H1.4: Review the Town's development regulations to ensure that they promote neighborhood quality by protecting residential areas from undesirable activities through aggressive enforcement of adopted Town codes.

H1.5: Ensure that housing is compatible in intensity with surrounding land uses, traffic patterns, historic properties, and environmentally sensitive features, and seek gradual transitions of density rather than abrupt transitions.

H1.6: Promote the necessary upkeep of housing units in order to protect against deterioration in the overall aesthetic quality of neighborhoods.

**Goal H2:** Allow a variety of densities and housing types so that the Town can provide housing opportunities to meet a variety of needs, including affordable housing and housing which meets the special needs of those with problems relating to age or disability.

**Policies:**

H2.1: Encourage and promote a wide range of residential development types and densities in various parts of the Town to meet the needs of a diverse population and provide affordable housing choices for all income levels.

H2.2: Encourage the preservation of existing affordable housing, which will be dispersed throughout the Town.

H2.3: Encourage housing opportunities for people with special housing needs. These homes are best located in residential areas that are near supportive community services, recreational and commercial facilities.

H2.4: Encourage multi-family housing in areas designated for such uses.

- H2.5: Work with and support Pierce County in developing incentives and subsidy programs to preserve and enhance below-market housing.
- H2.6: Explore all available federal, state and local programs and private options for financing affordable and special needs housing.
- H2.7: Encourage and support social and health service organizations that offer support programs for those with special needs, particularly those programs that help people remain in the community.
- H2.8: Encourage development and availability of residential lots in order to maintain a proper relationship between housing and population with respect to supply and demand, thus helping to maintain availability and affordability.
- H2.9: Provide for the elimination of the effects of discrimination in housing based on race, color, religion, sex, age, handicap or national origin, and should provide safeguards against such discrimination in the future.
- H2.10: Promote the mix of residential and commercial uses in the Town Center District.
- H2.11: Coordinate with state and regional health care and housing programs.
- H2.12: Promote diversity in housing cost and size through the following: 1) Residential Cluster Development; 2) Cottage Housing; 3) Manufactured Housing; 4) Recreational Vehicle Parks; 5) Zoning for Multi-family Housing; and 6) Allowing for Single-family Residential Development in Commercial Districts.

## **AFFORDABLE HOUSING PLAN**

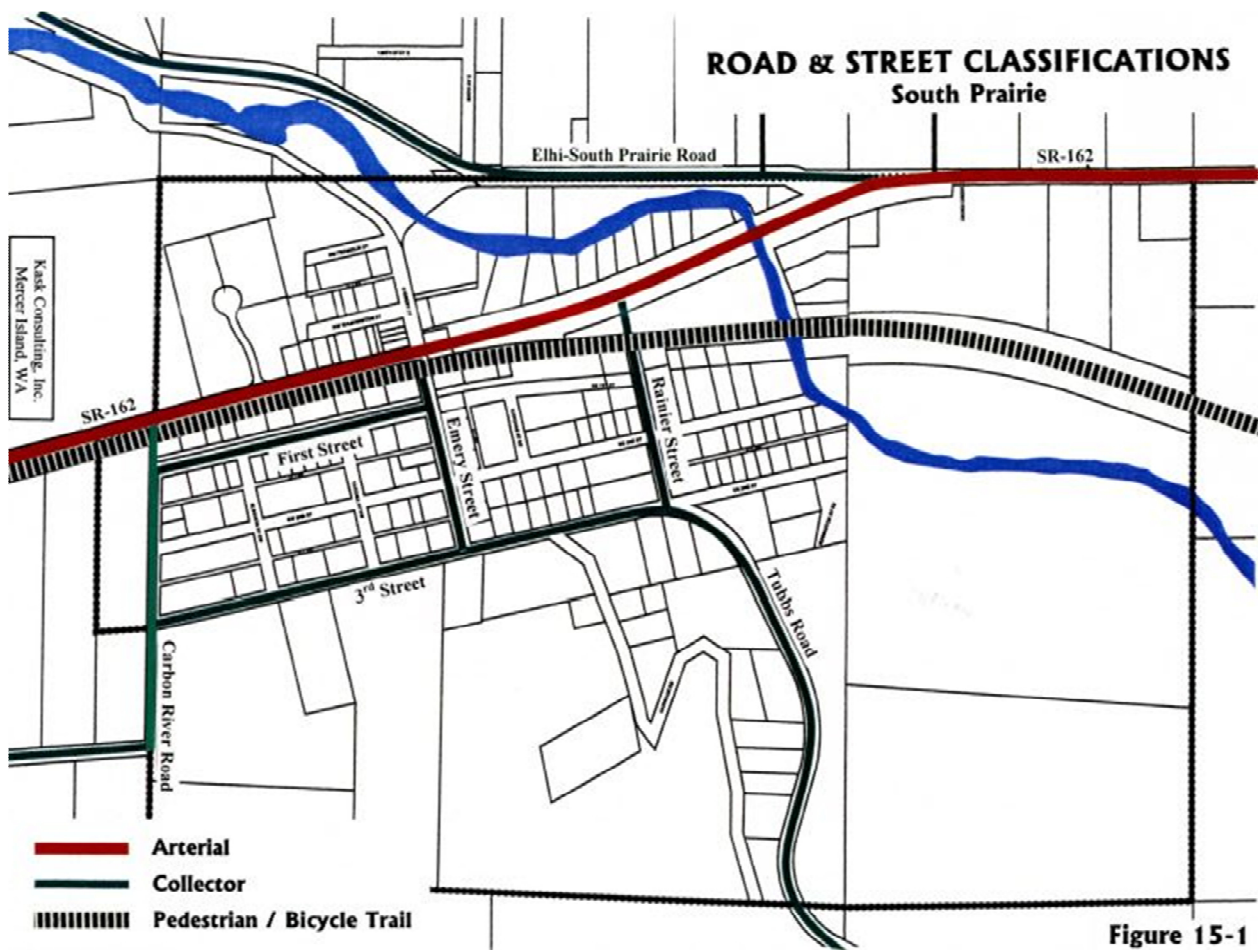
Affordable housing is defined according to the interpretation found in the Growth Management Act – Procedural Criteria, WAC 365-195-07(6). This term “applies to the adequacy of housing stocks to fulfill the housing needs of all economic segments of the population. The underlying assumption is that the marketplace will guarantee adequate housing for those in the upper economic brackets but that some combination of appropriately zoned land, regulatory incentives, financial subsidies, and innovative planning techniques will be necessary to make adequate provisions for the needs of middle and lower income persons.” Unfortunately, the Town of South Prairie does not have the financial resources to construct or subsidize the construction of low to moderate income housing. The Town of South Prairie relies on the Pierce County Housing Authority to respond to this need.

However, the presence of a recreational vehicle park in South Prairie provides affordable housing within Pierce County.

# TRANSPORTATION ELEMENT

## EXISTING CONDITIONS

**Street Classification:** The Washington State Department of Transportation defines three street functional classification categories which are applicable to urban areas such as the Town of South Prairie. In South Prairie streets, roads and highways are classified as arterials, collectors or local access streets. Streets, roads and highway classifications in and around South Prairie are shown in Figure 15-1.



**Arterial streets, roads and highways** provide for traffic movements into, out of, and through the Town. Many of the trips using arterials have neither their origin nor their destination within South Prairie, but are generated by the surrounding areas of Pierce

County. Arterials carry the highest traffic volumes and serve the longest trips. The traffic movement function is emphasized at the expense of convenient access to adjacent land uses. In South Prairie, arterial routes also provide local access to businesses and residences. In South Prairie, the following streets are classified as arterials:

- SR-162 or Pioneer Way from west Town limits to east Town limits

**Collector streets and roads** provide for movement within neighborhoods and funnel neighborhood trips onto the arterial street system. Collectors typically carry moderate traffic volumes, relatively shorter trips than the arterials and little through traffic. In South Prairie, the following streets are classified as collectors:

- Elhi Hill-South Prairie Road northwest from SR-162
- Emery Street from SR-162 to Third Street
- Tubbs Road from Third Street to south
- Third Street from Tubbs Road to South Prairie Carbon River Road
- South Prairie Carbon River Road to First Street
- First Street from South Prairie Carbon River Road to Emery Street
- Rainier Street from Third Street to SR-162

**Local streets** comprise all roadways and streets not otherwise classified as arterials or collectors. Their main function is the direct access to abutting properties, often at the expense of traffic movement - low speeds and delays caused by turning vehicles are common.

**Jurisdiction:** State Route 162, although a State Highway is regulated by the Town, inside the town limits (RCW 47.50). All other streets within the Town boundaries are under the jurisdiction of the Town of South Prairie. Streets within the urban growth area are under the jurisdiction of Pierce County until the areas are annexed into the jurisdiction of the Town.

**Design Standards:** Street design standards for arterial, collector and local access streets are specified in the Pierce County Public Works Development and Construction Standards Manual. Storm drainage design is specified in the Pierce County Stormwater

Management and Site Design Manual, which the Town of South Prairie has adopted as their standards for managing stormwater.

## **2014 TRAFFIC VOLUMES**

Traffic volumes on SR-162 are at or about 7,300 vehicles per day before (west of) South Prairie Rd. E and 4,200 after South Prairie Rd. E. The source of this data is the Washington State Department of Transportation 2014 Annual Traffic Report. Traffic volumes on Elhi Hills-South Prairie Road amount to about 3,000 vehicles per day. All other collectors carry about 1,000 to 2,000 vehicles per day.

## **Traffic Accidents**

According to accident data kept for the Town of South Prairie, accidents are rare within the Town limits. The few accidents that have taken place have not involved any fatalities and have been dispersed rather evenly throughout the Town. Given the data, it seems that no single intersection is particularly accident prone.

## **LEVEL OF SERVICE**

Level of traffic service is generally defined as the roadway or intersection's ability to carry the traffic load. The Highway Capacity Manual (Transportation Research Board) defines the traffic level of service for signalized and un-signalized intersections as described below:

<b>LOS</b>	<b>GENERAL DESCRIPTION</b>
A	Nearly all drivers find freedom of operation and there is seldom more than one vehicle in the queue.
B	Some drivers begin to consider delay and inconvenience and occasionally there is more than one vehicle in the queue.
C	Many times there is more than one vehicle in the queue and most drivers feel restricted, but not objectionably so.



- D Often there is more than one vehicle in the queue and drivers feel quite restricted.
- E Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement and there is almost always more than one vehicle in the queue.
- F Forced flow which represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Existing levels of service have been calculated at select street segments in the Town of South Prairie and is shown below. The level of service on town roads is based on average weekday traffic.

- SR-162 Pioneer Way "C"
- Emery Street "B"
- Elhi Hill-South Prairie Road "B"
- All other collectors "A" or "B"

SR 162 is designated a Highway of Regional Significance (HRS) and as such the level of service standard is set by the Puget Sound Regional Council (PSRC) in consultation with WSDOT. PSRC has established a LOS standard of "C" for SR 162. Pierce County and the cities and towns therein, have adopted Level of Service C as the standard. When Level of Service drops to the level of E or F, corrective action must be taken. Adding a turn lane at the intersection or installing a traffic signal will usually alleviate the problem.

### **Access Control**

Access control is a technique used in designing roads to manage where and in what way automobiles will be able to enter and exit the road. Access control typically means limiting the number of driveways connecting commercial and residential sites directly to the highway. Under access control, entrances and exits to the road via driveways are restricted. SR 162 is designated a Class 4 managed access highway within the Town of South Prairie (RCW Chapter 47.50, WAC 468-51 and WAC 468-52).

## **Truck Routes**

SR 162 through South Prairie is classified T-3 with 2,510,000 average annual tonnage and 800 annual average daily truck volumes. Truck traffic in South Prairie is primarily generated by the logging, quarry, and delivery truck traffic. Trucks thus tend to travel east-west on State Route 162. Traffic along SR-162 is free flowing and this in turn reduces the truck exhaust fumes.

## **Public Transit**

Pierce Transit does not serve the Town of South Prairie with any regular routes. The closest bus stop is in the City of Buckley or along SR-410. There are no employers in Town that employ twenty or more people. Therefore, the initiation of a transportation demand management program is problematical.

## **Pedestrian and Bicycle Facilities**

Pierce County Department of Parks and Recreation has built and is operating the Foothills Trail, a pedestrian and bicycle trail that runs east and west through the Town of South Prairie. The location of the trail is shown in figure 15-1. A trailhead with a small parking lot and restrooms are located along the trail east of Emery Street.

## **Land Use and Transportation**

In 1980, South Prairie had a population of 202. By 1990, the Town's population had increased 21 percent to 245 and by 2000 population had further increased by 56 percent to 382. Population forecasts predict an increase in population to 540 by the years 2020, 2030 and 2035.

South Prairie's comprehensive plan contains the Town's long-range land use plan, which provides direction for development within the Town. It establishes the Town's goals, and provides policies to guide functional plans and provides the policy basis for Town regulations. The purpose of this comprehensive plan is to translate community values and goals into a framework for specific decisions on growth, land use, and public facilities and services. This functional plan provides detailed information for the provision of Town transportation facilities that carry out the policies of the

comprehensive plan. The land use and transportation elements of the comprehensive plan will work together to support and carry out the policies adopted by the Town to guide future development and provision of public services. These plans are implemented through zoning, individual land development decisions, annexations, and the expenditure of Town funds for transportation facilities.

## **FORECASTED 2024 TRAFFIC VOLUMES**

To a great extent, future traffic volumes are driven by population growth in a community. Population in South Prairie is forecasted to increase by about 25 percent from year 2015 to 2025. Therefore, it is safe to estimate that traffic volumes on the arterials and select collectors are going to increase as well. The following traffic volumes are forecasted for the below listed arterial and collector streets:

- |                                |       |                  |     |
|--------------------------------|-------|------------------|-----|
| • SR-162                       | 8,900 | Level of service | “C” |
| • Elhi Hill-South Prairie Road | 6,300 | Level of service | “C” |
| • Emery Avenue                 | 3,800 | Level of service | “B” |

In 2024, level of service “C” can easily be attained on SR-162 by constructing turn lanes at Emery Avenue. Traffic volumes on SR-162 are more influenced by through traffic than they are by locally generated traffic.

## **RECOMMENDED IMPROVEMENTS**

A list of recommended street and road improvements is presented in the Capital Facilities Element, Chapter 16.

## **COORDINATION**

Planning, design and construction of transportation facilities that cross jurisdictional lines need to be coordinated with neighboring governmental entities. Also, transportation projects that influence or impact the neighboring governmental jurisdiction need to be coordinated. In South Prairie, this coordination has been and will

continue with Pierce County Public Works Department and the Washington State Department of Transportation. A good example of this coordination is the Elhi Hill-South Prairie Road improvement that Pierce County carried out several years ago. Also the construction of the Pierce County pedestrian and bicycle trail though the Town was well coordinated.

## **GOALS AND POLICIES**

The transportation goals for the Town of South Prairie are to emphasize the movement of people and goods rather than vehicles in order to obtain the most efficient use of transportation facilities, and to establish a minimum level of adequacy for transportation facilities throughout the Town through the use of consistent and uniform standards. The specific actions taken to implement this goal are discussed in the Capital Facilities Element.

**Goal T1:** The Town of South Prairie will provide safe, convenient and efficient transportation facilities for all residents and visitors to South Prairie.

### **Policies:**

1. To maintain its existing rural and small town character, South Prairie adopts Level of Service standard for C for its Town roadway facilities and services, and a Level of Service of C for the State Highway as established by PSRC.
2. The Town shall not issue development permits or annex areas where projects require transportation improvements that exceed the Town's financial ability to provide in accordance with the adopted level of service standards. However, these necessary improvements in transportation facilities and services may be provided by the developer.
3. The Town shall adopt a long range Transportation Improvement Program (TIP) to maintain and improve all Town streets to adopted design and maintenance standards. The Town will annually fund a portion of this program that is within their ability to finance through Town funds and other sources.
4. All new development shall provide streets to the Town's level of service design standards. The Town shall adopt and enforce the appropriate zoning

and subdivision regulations to assure that new developments are providing adequate streets and pedestrian ways.

**Goal T2:** The Town of South Prairie should provide pedestrian ways for school children and others to walk throughout the Town by creating a Town Center Zone.

**Policies:**

1. All new construction or reconstruction of streets shall include adequate provisions for sidewalks for pedestrians (non-motorized) travel. Arterial streets and significant Town roads shall also include provisions for sidewalks for pedestrian travel.
2. The Town of South Prairie shall proceed to put in place the Town Center zoning by creating a Town Center on both sides of SR-162 from Eleanor Court on the west to the South Prairie Creek Bridge on the east. The Town Center shall be pedestrian friendly with added sidewalks and bike accommodations.
3. The Town and the School District shall jointly identify major pedestrian routes to the School Yard Park. The Town should adopt a program to provide those routes with pedestrian facilities where none exist as soon as possible with the Town's financial capability.

**Goal T3:** Because of the needs of the senior population and other transit dependent residents, the provision of public transit from South Prairie to the major employment/shopping centers in Pierce County is important to the future of the Community.

**Policies:**

1. South Prairie Town Officials should begin discussion with Pierce Transit to provide adequate bus service to South Prairie residents, especially for those that are "transit dependent."
2. South Prairie Town Officials shall adopt a program to encourage voluntary Park-and-Ride for the Town commuting work force. This program shall include the eventual designation of an appropriate area as a Park-and-Ride lot.

**Goal T4:** Protect air quality from adverse impacts.

**Policies:**

1. Alternative modes of travel to the single-occupant vehicle shall be encouraged in order to reduce energy consumption, air pollution, and noise levels.
2. The Town of South Prairie transportation system should conform to the federal and state Clean Air Acts by maintaining its conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council.
3. The Town of South Prairie should work with the Puget Sound Regional Council, the State Department of Transportation, transit agencies and other jurisdiction in the development of transportation control measures and other transportation and air quality programs where warranted.

## **PARKS AND RECREATION ELEMENT**

### **INTRODUCTION**

The Parks and Recreation section of the Comprehensive Plan serves as an expression of the community's objectives, needs and priorities for recreation planning. In all communities, recreation provides an important personal as well as social outlet. Parks and recreation facilities are common areas which all people living within the Town as well as visitors can enjoy. They provide places for exercise, sports, children's playgrounds, relaxation, and community gatherings. Parks and Recreation areas also enhance the aesthetic quality of the Town. They serve as important communities centers and are among the most enjoyed places within the community.

As with other facilities and services which the Town provides, parks and recreation must be planned for to meet the changing demands that occur with growth. When the population increases, there is an increased demand placed upon existing facilities. As such, parks and recreation areas and opportunities must be expanded to meet the growing needs. Adequate land must be set aside for these purposes, and capital funds must be made available to develop the facilities. By incorporating parks and recreation into the Comprehensive Plan, it can be made certain that provisions will be made to prepare for future needs so that the citizens of South Prairie will continue to enjoy a high level of parks and recreation services into the future.

### **INVENTORY OF EXISTING FACILITIES**

**Veteran's Park:** The Town of South Prairie maintains approximately 2.68 acres of park land located in the north eastern portion of the Town, lying just south of SR 162 and west of South Prairie Creek. The park area is currently available for both passive and active recreational activities. The active area is serviced with a gazebo and picnic tables. The site also contains the Town owned fire station with limited off-street parking.

**White River School District Park (aka: Third Street Park):** The White River School District Park consisting of 9.60 acres contains a baseball diamond and some playground equipment. Most of the land area is undeveloped as a park. On this land is located the Town owned water pump station.

**Pierce County Pedestrian / Bicycle Trail (aka: Foothills Trail):** Pierce County Parks and Recreation Department owns and operates a pedestrian and bicycle trail that runs from the west end of Town to the east end. Restrooms are located at the Foothills Trail trailhead that is located at the mid-point of the trail that transcends the Town territory. Eventually, the trail will cross the South Prairie Creek and continue on along the former rail road right-of-way toward the City of Buckley and the Town of Wilkeson. The land in the trail is about 2.47 acres. The trail through the Town of South Prairie is about 1.5 miles long.

**Mt. Rainier National Park:** The Town of South Prairie is in close proximity to Mt Rainier National Park, which provides recreational opportunities on a regional level. The park area provides recreational hiking, camping, fishing, mountaineering, and other outdoor activities in the immediate vicinity of the Town.

## **PARK CLASSIFICATION**

For the purpose of identifying level of service standards, the existing park types within the Town, and those which are not within the Town but provide service to residents of the Town should be categorized. The classification system utilized for the Town of South Prairie is intended to serve as a guide for the identification of the variety of recreational opportunities and for the provision of a well-balanced park system. The important consideration is to provide a variety of park types which satisfy the broad range of community recreational needs.

**Regional Parks:** Regional Parks/Reserves are areas of natural quality for resource-oriented outdoor recreation, such as viewing and studying nature, hiking, fishing, boating, camping, and swimming. These areas may include active play areas, but, typically 80 percent of the site is managed for natural resource preservation. Regional parks and reserves service a multi-community area with a one hour drive time to the park. The minimum per capita acreage standard for this type of park is 5 to 10 acres per 1,000-population with a desired 50-acre minimum size.

**Community Parks:** Community Parks are defined as recreation areas capable of supplying a broad range of active and passive activities. Community parks typically contain both natural settings and developed play areas. Facilities normally provided at



community parks include: swimming pool or beach, field and court games, picnicking, nature study and also serve as nodes for a Townwide pathway system. The minimum per capita acreage standard for a community park is 8 acres per 1,000-population with a desired 8 acre minimum size.

**Neighborhood Parks:** Neighborhood Parks are defined as recreation areas providing primarily active recreation opportunities. Facilities may include: softball and baseball diamonds, playground equipment, tennis courts, basketball goals and other intensive facilities. Passive recreation opportunities may also be provided if a natural setting exists. Due to size limitations, nonconforming uses should be carefully planned to avoid conflicts. The recommended minimum level of service standard for a neighborhood park is 2.0 acres per 1,000-population with a range of 1-10 acres in size.

**School Sites:** School Sites provide intensive recreational activities which also serve to fulfill a recreation need in the Town. They are similar in size and function to neighborhood parks, and help to satisfy the demand for park and recreation facilities.

**Urban Pathways:** Urban Pathways provide an opportunity within an urban setting for walking and bicycling. Where possible, they provide links to other recreational areas, scenic vistas, historic points of interest, and often provide public access to a waterfront. These pathways are typically designed as a portion of a statewide or local trail system. Trail systems service the entire community.

**Open Space Sites:** Open Space Sites are undeveloped sites which serve a variety of uses. These lands may include, but are not limited to wetlands; wetland buffers; public access sites; and wildlife habitat areas. These sites rarely provide recreational attributes and are managed to conserve the resource on the site. There are no recommended acreage requirements for the provision of open space lands in the Town.

### **Level of Service Standards**

A universally accepted standard methodology is the per capita acreage standard. The per capita acreage standard, expressed as the number of acres of a specific park category or the number of facilities of a specific type per 1,000-population, is intended

to determine whether the overall number of park sites and facilities is sufficient to satisfy the recreation demands. The recommended per capita acreage requirements for the various park classifications within the Town are shown in Table 12-1. These standards have been reviewed and compared to standards established by the National Recreation and Park Association (NRPA), the Statewide Comprehensive Outdoor Recreation Plan (SCORP), and other communities with similar demographic profiles and physical attributes to determine applicability.

**Table 12-1: Level of Service Standards – Park and Recreation Facilities**

Park Type	Level of Service Standard
Regional Park	5-10 acres / 1,000 population
Community Park	8 acres / 1,000 population
Neighborhood Park	2 acres / 1,000 population
Walking/Hiking Trails	1.5 mile / 5,000 population

**ASSESSMENT OF NEEDS**

The assessment of needs for park and recreation facilities within the Town of South Prairie is based upon the level of service standards established above, and the Town population. A needs assessment has been done for both the 2014 population and the forecasted 2035 population. This allows for current deficiencies to be highlighted, as well as future planning needs.

The 2014 population of South Prairie as reported by the Washington State Office of Financial Management is 435 persons. According to populations forecasts presented in the Land Use Element of the South Prairie Comprehensive Plan, this population is expected to increase to 540 people in 2035. The 2014 and 2035 park and recreation demand and needs for the Town of South Prairie are presented in Table 12-2.

**Table 12-2: Park and Recreation Demand and Needs**

<b>Park Type</b>	<b>Level of Service Standard</b>	<b>Existing Acreage</b>	<b><u>2014</u> Demand</b>	<b><u>2035</u> Need</b>
Regional Park	5-10 acres / 1,000	-	-	-
Community Park	8 acres / 1,000	9.4	3.5 acres	7.6
Neighborhood Park	2 acres / 1,000	2.0	0.9 acre	2.0
Walking/Hiking Trails	1.5 mile / 5,000	1.5 miles	1.5 miles	1.5 miles

The demand and needs assessment indicates that there is adequate land area for both community and neighborhood parks within the Town of South Prairie. However, the White River School District Park needs to be fully developed. For regional parks, the Town of South Prairie is too small in size to provide a regional park. Furthermore, the close proximity to Mt. Rainier National Park provides adequate regional park area to service the demand of the Town.

**PARK AND RECREATION PLAN**

Instead of acquiring land for additional parks, the Town should look to further develop the existing neighborhood park and the community park. At the White River School District Park, the Town in cooperation with the School District should develop the land area for active park use. The location of the Veteran’s Park, the White River School District Park and the Pierce County Pedestrian and Bicycle Trail are shown in Figure 12-1.

**GOALS AND POLICIES**

**Goal 1:** Maintain and develop a system of active parks and recreation facilities that is attractive, safe, functional, and available to all segments of the population.

**Policies:**

1. Identify and set aside permanent open space through acquisition or other means.
2. Buy, lease or otherwise obtain additional private and school lands and facilities for parks, and recreation throughout the Town, and specifically in those areas of the Town facing intense population growth and/or commercial development.

3. Actively seek land and funds from a variety of sources to help implement a park acquisition and development program.
4. Coordinate park planning and use of facilities with other Town projects, and non-profit, private or public groups to assure maximum use of recreational facilities. Coordination efforts should include the following:
  - a. Encourage a variety of uses in all existing public schools and facilities to efficiently meet the recreational needs of the community.
  - b. Cooperate and coordinate with other jurisdictions in the planning and development of regional parks and recreational facilities.
  - c. Coordinate park planning, acquisition and development with other Town projects and programs that implement the Comprehensive Plan.
  - d. Develop and implement a plan for a coordinated park, beautification, and recreational facility.
5. Design a plan for development of current undeveloped park land, and monitor and evaluate existing park facilities to assure they meet safety and sanitary standards.
6. Develop park maintenance plan and ensure park maintenance provisions for any park lands or facilities donated to the Town.
7. Design park and recreation facilities in a manner sufficiently feasible to allow modification as population composition and recreation values change.
8. Obtain for preservation natural areas which are ecologically sensitive to urbanization or represent a valuable natural and aesthetic asset to the community.

**Figure 12-1: Existing Parks and Trails**



## **CAPITAL FACILITIES ELEMENT**

The Town of South Prairie Capital Facilities Plan is a multi-year prioritized schedule of capital facilities. It includes those projects necessary for the Town of South Prairie to deliver urban area services to its constituent public. The 2015-2035 projects in the Town of South Prairie Capital Facilities Plan include: sewer, water, parks and recreation, and transportation and are designed to implement the goals and policies and plans of the Comprehensive Plan. The purpose or benefits of the Town of South Prairie Capital Facilities Plan can be summarized as follows:

- Focuses on repair or replacement of facilities and equipment;
- Focuses attention on community goals, needs, and capabilities;
- Promotes efficiencies by reducing scheduling problems;
- Achieves optimum use of the taxpayers' dollars;
- Guides future community growth and development;
- Serves wider community interests;
- Encourages more efficient government;
- Maintains a sound and stable financing program;
- Provides citizens information about overall community needs and resources;
- Enhances opportunities for participation in federal or state grant-in-aid programs; and
- Helps decision makers to save time and avoid surprises.

The Town of South Prairie Capital Facilities Plan takes stock of capital facilities, identifies needed projects within the planning period, prioritizes the projects, and programs the priority projects for implementation in one "six-year" programs.

### **Definitions**

**Capital Facilities:** Capital facilities are structures, improvement, equipment, or other major assets, including land that has a useful life of at least five years. Governmental capital facilities are provided for public purposes and services including, but not limited to, the following: fire and rescue, government offices, information systems, law enforcement, libraries, open space, parks, public health, recreation facilities, roads and streets, publicly owned land, sanitary sewers, sidewalks, bikeways, disability access ramps, solid waste collection and disposal,

stormwater facilities, street lighting systems, traffic signals, water wells, water storage facilities, water distribution systems, and others.

**Capital Expense:** Capital expense is defined as expenditure committed to building, purchasing or a non-recurring rehabilitation of a capital facility, as defined above. Capital expenses are expenditures in excess of \$20,000.

**Capital Outlay:** Capital outlays are expenditures committed to purchasing such things as computers, office furniture, minor equipment repairs and replacement, etc. Capital outlays generally fall below a \$20,000 expenditure amount.

## **Wastewater**

Wastewater management in the South Prairie area consists of collection, conveyance, treatment and disposal. The South Prairie wastewater services are extended to users within the Town's corporate boundary or Town limits. The location of wastewater collection, treatment and discharge facilities are shown in Figure 14-1. Detailed information on sizes of pipe and wastewater treatment capacity of the treatment plant is available in the Town of South Prairie Wastewater Management Plan.

**Collection System:** The Town of South Prairie's existing collection system consists of a system of septic tank effluent filtering systems, known as STEP tanks, and small diameter sewers. There are approximately 30 septic tank effluent filter STEP tanks that discharge by gravity to the collection system. There are a total of approximately 139 individual connections to the collection system. The collection system is moderately affected by infiltration and inflow; maximum daily flows in the winter months are typically about 50 percent higher than flows during the summer months.

South Prairie has 139 connections to the wastewater collection and treatment system. Of the total, 126 connections are residential connections and 13 are commercial connections. Commercial connections, in turn, are converted to equivalent residential connections. South Prairie has 197 equivalent residential units (ERUs) connected to the wastewater collection and treatment system. Of the 197 ERUs, 48 ERUs come from the RV Park and 23 ERUs from other businesses. The connected residential population is 440 persons, resulting in an ERU size of 2.53 persons per ERU.

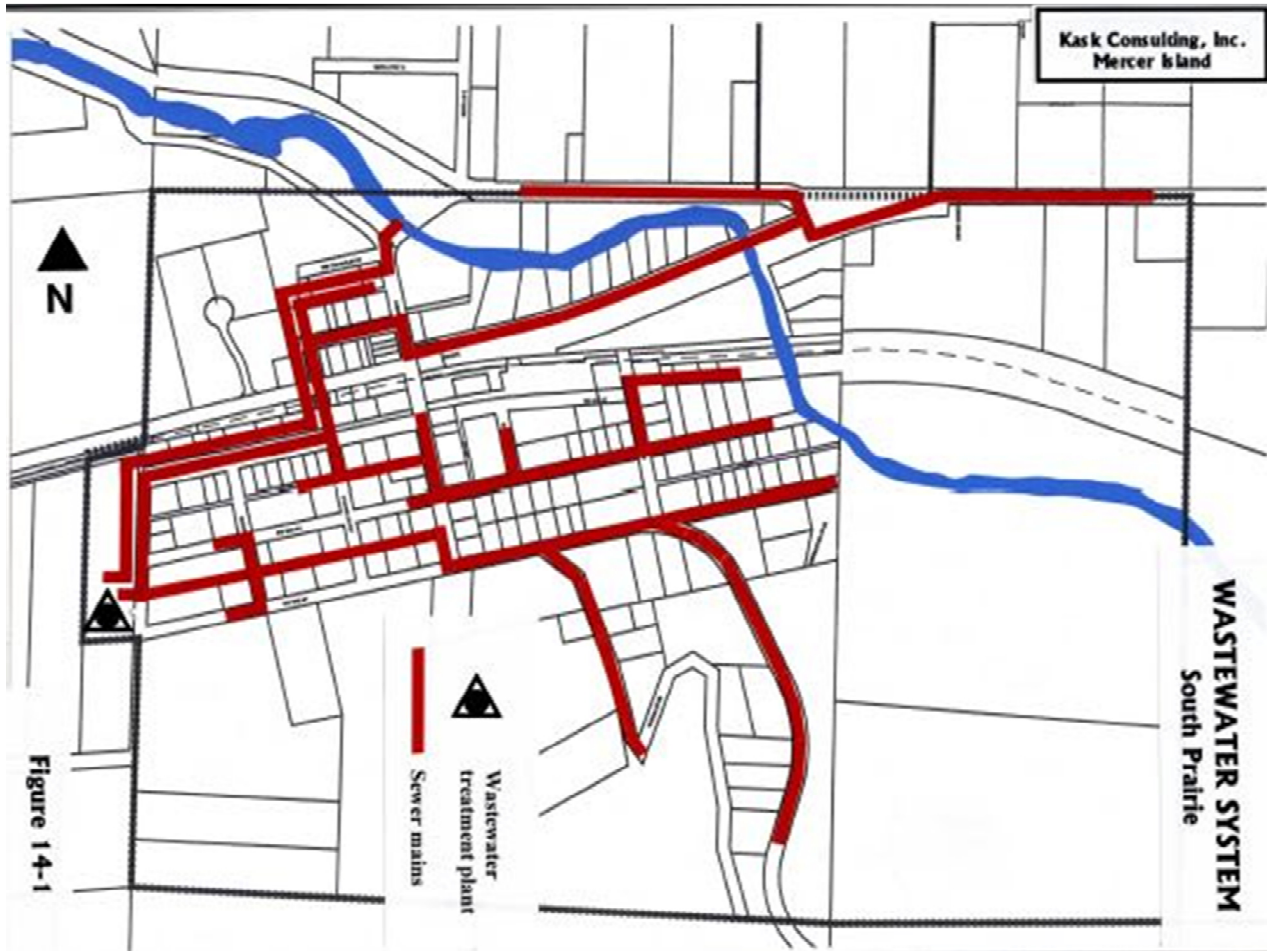


Figure 14-1: Existing Sewer System



**Table 14-1: Sewer Connections – Equivalent Residential Units (ERUs)**

Type	ERUs	Persons / ERU
Residential	126	2.53
Commercial	71*	-
<b>Total</b>	197	-

\* Contains 48 ERUs at the RV Park

**Wastewater Treatment:** The sewage treatment plant is located at the far west end of the Town and south of SR 162. The treatment process utilizes a recirculating gravel filter to treat septic tank effluent and septic tank effluent filtered effluent. Effluent from the wastewater treatment plant is disinfected by an ultraviolet disinfection system and then discharged into South Prairie Creek.

The wastewater discharge permit specifies effluent limits for biochemical oxygen demand and total suspended solids of 20 milligrams per liter (maximum monthly average) and 30 milligrams per liter (maximum weekly average). In 1994, the wastewater treatment plant was unable to meet the total suspended solids limit, and the Department of Ecology imposed a moratorium on new connections to the sewer system.

The wastewater treatment plant was designed for maximum monthly loading of 38 pounds biochemical oxygen demand per day and 9.5 pounds total suspended solids per day. While the actual influent loads to the wastewater treatment plant typically exceeded these design loadings, the wastewater treatment plant continues to meet its discharge permit limit. The Department of Ecology has tightened the water quality standards in the South Prairie Creek, making discharging effluent from the wastewater treatment plant more difficult and potentially more costly by requiring the Town to upgrade the plant to discharge more scrubbed or cleaner effluent.

**Future Demand:** Population in South Prairie has grown over the years, despite being under a sewer service moratorium. The growth has been met by having issued building permits with septic system permits for residential development. The Department of Ecology also has issued exemptions to the moratorium if one were to construct a residence that would replace an existing abandonment or terminated connection.

**Future Improvements:** To construct a parallel or a major new wastewater treatment plant, with double the capacity of the current plant, poses a major problem to the Town of South Prairie. The Town of South Prairie wastewater treatment plant is at or near capacity in treating the Town generated wastewater and was under a moratorium imposed by the Washington State Department of Ecology. No capital construction associated with wastewater facilities will be undertaken until adequate funding sources are obtained. The Town and its engineers will continue to analyze the sewer treatment plant enlargement options and search for funding opportunities.

The one project to be included in the Capital Facilities Plan for 2015-2035 is the installation of sewer alarms and power outlets for generators to pump STEP tanks during power outages to reduce the risk of sewer spills, \$75,000, programmed for 2021-2035 period.



## Drinking Water

The existing water service area for the Town of South Prairie for all practical purposes is within the Town limits. There are sixteen water connections to properties that are outside the existing Town limits. Some properties within the Town limits have individual wells. The existing water system is shown in Figure 14-2.

**Water Sources:** The Town of South Prairie obtains its water from two wells; the Schoolyard Well, located on the White River School District Park and recreation site south of Town; and the Tubbs Road Well, located on top of a hill south of Town. The Town retains water rights, though no physical access rights to the springs on the south valley slope and further water rights to the old well on the north side of Third Street.

**Water Rights:** The Town of South Prairie has four certificates of water right listed with the Washington State Department of Ecology. Three of the certificates are for groundwater sources and one certificate for surface water. A summary of the Water rights is listed below in Table 14-2.

**Table 14-2: Town of South Prairie Water Rights**

<u>Source</u>	<u>Certificate Number</u>	<u>Priority Date</u>	<u>Max Annual (acre feet)</u>	<u>Instantaneous (gpm)</u>
Well (Town)	13-6013A	6/12/67	90	100
Well (Town)	G 2-24542	5/5/77	250	350
Surface (L. Grant)	13407	2/21/64	90	67.3
Well (J.C. Clark)	1527	7/18/50	60	100
<b><u>Total Water Rights</u></b>			<b>250</b>	<b>450</b>

**School Yard Well** diameter is 12 inches and it is 132 feet deep. It currently operates at 55 gallons per minute. The well pump is a submersible pump. Controls, filters and other equipment are housed in a 12 by 12 foot concrete masonry Well House enclosed by a 50 by 50-foot fenced yard. Disinfection is by sodium hypochlorite injection. Water is also filtered for iron and manganese. This well is currently offline because the regulations for arsenic were changed and this well no longer meets these requirements.

**Tubbs Road Well:** The Tubbs Road Well is 12 inches in diameter and 420 feet deep. The submersible well pump is set at 325 feet below the top of the casing. Controls and other equipment are housed in an 11 by 15-foot room in the concrete masonry pump house, which is enclosed in a 100 by 120-foot fenced yard. Pump controls are connected by telemetry. Disinfection is by sodium hypochlorite injection. A gas chlorine system is housed in a separate 8 by 8-foot room. Water is filtered for iron and magnesium.

**Water Storage:** Water is being stored in two tanks. Both tanks are located within the fenced yard at the Tubbs Road Well site. Tank No. 1, built in 1967, is a 27-foot diameter 24-foot high steel tank with concrete foundation. Tank No. 2, built in 1978. The two tanks together provide 200,000 gallons of storage. Tank No. 1 was removed and a new tank was constructed in its place.

**Distribution System:** The distribution system consists of 23,680 linear feet of piping. The distribution system has the capacity to deliver water in one pressure zone. The water pressure in the system ranges from 40 to 85 pounds per square inch. The 40 pounds per square inch pressure applies only to four customers. The pressure there is augmented by a pressure pump. An inventory of water distribution piping is shown in Table 14-3.

**Table 14-3: Existing Water Mains (In Linear Feet)**

<u>Diameter</u>	<u>Asbestos Cement (AC)</u>	<u>Polyvinyl Chloride, Polyethylene</u>	<u>Cast Iron, Ductile Iron, Steel</u>	<u>Total</u>
1 inch	0	640	0	640
2 inch	0	4,340	0	4,340
3 inch	0	0	530	530
4 inch	370	0	0	370
6 inch	5,450	1,960	0	7,410
8 inch	5,530	4,510	350	10,390
<b><u>Total</u></b>	<b>11,350</b>	<b>11,450</b>	<b>880</b>	<b>23,680</b>

**Water Usage:** In 2004, the Town used 12,223,176 gallons of water. There were 137 residential connections and 19 non-residential connections in the water system, a total of 156 connections. The 156 connections amount to 180 equivalent residential units (ERUs). The per-capita use of water per day in 2004 amounted to 82.4 gallons or 224.4 gallons per connection. The total 2004 water production at the wells amounted to 47.33 acre feet while the metered consumption amounted to 40.04 acre feet, resulting in a loss of 15 percent.

**Forecasted Demand and Supply:** As the population of South Prairie increases, the demand for water will increase as well. A peak day demand for water in 2006 amounted to 113,115 gallons. The peak day demand for 2020 is estimated to amount to 244,229 gallons and 305,333 gallons for 2025. A comparison of water source availability, demand and surplus is shown in Table 14-4.

**Table 14-4: Water Source Availability, Demand and Surplus**

<u>Year</u>	<u>Source Capacity</u> <u>gpd</u>	<u>Source Capacity</u> <u>ac-ft/year</u>	<u>Peak Demand</u> <u>gpd</u>	<u>Surplus (Deficiency)</u> <u>gpd</u>	<u>Surplus (Deficiency)</u> <u>ERUs</u>
2006	515,520	250	113,115	402,405	640
2010	515,520	250	119,417	396,103	630
2015	515,520	250	165,079	350,441	558
2020	515,520	250	244,229	271,291	432
2025	515,520	250	305,333	210,287	335
2035	515,520	250	305,333	210,287	335

**Key:** gpd - gallons per day, ac-ft/year – acre feet per year, ERU – equivalent residential unit

The Town of South Prairie has the adequate water source capacity to supply water to meet the forecasted demand well beyond the year 2025. This conclusion is based on the assumption that the pumps at the wells, the filtration systems, the storage capacity and the delivery network is continually renewed and updated to handle this load. There are many limiting factors that tend to reduce this surplus capacity, such as lack of storage capacity, aging pumps, capacity of the filtration system, etc. Also, reducing water loss and implementing a conservation program will add to the water surplus. The Town in 2006 has surplus of 640 ERUs. This surplus is estimated to decrease to 335 ERUs in 2025.

**Projects:** The following distribution system improvements are required to loop the system and thus provide better fire flows, water pressure, and prevent low chlorine residuals in the pipes. The Town also has existing pipes that are in need of replacement due to age, disrepair, and vulnerability to the overall system.

**Table 14-5: Water Capital Improvements, 2015-2035 X \$1,000**

<u>Project</u>	<u>Total Cost</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021-2035</u>
<b>Distribution System</b>								
1. 2 <sup>nd</sup> , 3 <sup>rd</sup> , CRR Loop	119			119				
2. Pioneer Way Loop	153					153		
3. New Transmission Main	267							267
4. Main Replacement	271	35	36	38	39	40	41	42
<b><u>Sub Total</u></b>	<b>810</b>	<b>35</b>	<b>36</b>	<b>157</b>	<b>39</b>	<b>193</b>	<b>41</b>	<b>309</b>
<b>Source &amp; Storage</b>								
1. Well 1 Arsenic Treatment	299							
2. Intertie	384							384
3. Well 1 & 2 Improvements	27	27						
6. Replace Pump, Well 1	13							13
7. Replace Pump, Well 2	42							42
<b><u>Sub Total</u></b>	<b>765</b>	<b>27</b>			<b>299</b>			<b>439</b>
<b><u>Total</u></b>	<b>1,575</b>	<b>62</b>	<b>36</b>	<b>157</b>	<b>338</b>	<b>193</b>	<b>41</b>	<b>748</b>

Distribution System Improvements

1. Second Street, Third Street, and South Prairie Carbon River Road East loop



2. Pioneer Way loop
3. New transmission main
4. Water main replacement and upgrade, next fourteen years.

#### Source and Storage Improvements

1. Well No. 1 – arsenic treatment
2. Construct intertie with neighboring water purveyor
3. Well house No. 1 and No. 2 improvements
4. Replace submersible well pump at well No. 1
5. Replace submersible well pump at well No. 2

**Financing:** The predominant water revenue is generated locally from water user charges. It is anticipated that financing of the above listed projects will come out of the water user funds. Water projects are also being funded from the Washington State Public Works Trust Fund at a low or zero interest rate. Project costs and financing are shown in Table 16-2.

### **Stormwater**

The Town streets currently drain through graded ditches and swales to South Prairie Creek, except along SR 162 and Third Street, where inlets and storm sewers collect and convey runoff to the Creek. The system utilizes the old sewer lines which became available when the new system was put on line in 1993. Pipe sizes are therefore small for storm sewer, with the majority of pipe being six to eight inches in diameter.

Recommended improvements are new storm sewer mains along residential streets. In addition, it is recommended that the Town prepare a Comprehensive Storm Sewer Drainage Plan which will specifically inventory and prioritize improvements. Some of the improvements should be coordinated with street improvements. The Town has adopted the Pierce County Stormwater Management and Site Development Manual and is requiring developments to adhere to these standards and practices.

**Figure 14-3: Stormwater Collection System**

# STORMWATER COLLECTION SYSTEM South Prairie

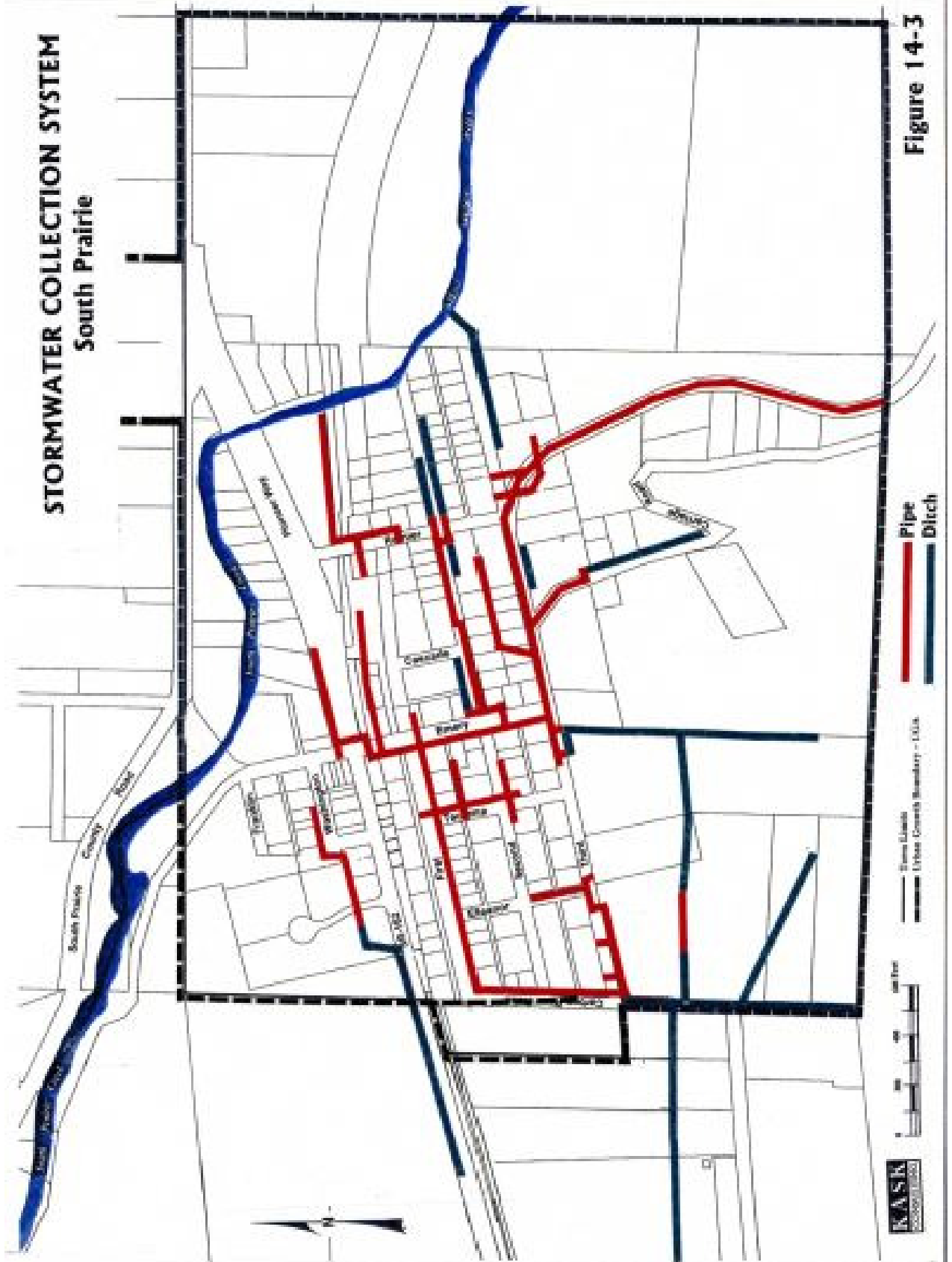


Figure 14-3

Pipe  
Ditch

Urban Growth Boundary - UGA

Scale: 0 to 100 feet

CA S B

## **Goals and Policies**

**Goal CF 1:** The Town of South Prairie shall undertake actions necessary to adequately provide and maintain public facilities and services to meet the primary service needs of South Prairie residents in a manner which protects investments in existing facilities, maximizes the use of existing facilities, and promotes orderly compact growth.

### **Project Prioritization Policies:**

1. Projects mandated by law, as well as by state and federal regulations, will receive priority consideration.
2. Projects necessary to correct existing deficiencies will receive priority consideration.
3. Projects previously initiated will be completed in subsequent phases and will receive priority consideration.
4. Projects providing for the renovation of existing facilities resulting in preservation of the community's prior investment or reducing maintenance and operating costs will receive priority consideration.
5. Projects whose construction or acquisition result in new or substantially increased operating costs will be considered after an evaluation of needs and operating costs have been identified.

### **Financing Policies:**

1. South Prairie considers the "pay-as-you-go" method of financing as the preferred method of financing capital improvements.
2. South Prairie advocates debt financing only if the "pay-as-you-go" method of financing places an overly undue burden on existing taxpayers and utilities ratepayers.

3. Where grants or private funds are available to finance capital projects, efforts will be made to secure those funds.
4. Reassess the land use element if probable funding falls short of meeting existing and projected needs.

**Planning Policies:**

1. Through long-range planning, anticipate utility and other public service needs of possible future annexation areas and, when feasible, develop utility capacities to meet these needs.
2. Foster orderly, desirable growth in appropriate locations at a rate consistent with citizen desires and the provision of adequate services and facilities.
3. Growth and development throughout the urban area should be regulated, stimulated, and otherwise guided toward the development of compact concentrated areas such as the Town Center District, to discourage sprawl, facilitate economical and efficient provision of utilities, public facilities and services, and to expand transportation options including sidewalks, to the public.
4. Increase the tax base by encouraging and supporting the rehabilitation and improvement of dilapidated and deteriorated areas.
5. Coordinate with Pierce County to provide a set of standardized codes and regulations relating to capital facilities and community improvements.

**Goal CF 2:** The Town of South Prairie will continue to provide adequate water and sanitary sewer service for all its residents.

**Policies:**

1. New development shall be allowed only when and where water and wastewater collection and disposal services are adequate, and only when and where such development can be adequately served by essential public utilities without reducing levels of service elsewhere.

2. Serve new development within the urban growth area with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place **(MPP-PS-9)**
3. Single family residences on one-half acre sites where wastewater collection system is not projected to be available for the next year, and where the land meets the percolation requirement for on-site treatment as proscribed by the Tacoma-Pierce County Health Department, shall be allowed to temporarily establish an on-site septic system. The single family residences shall connect to the South Prairie system when it is available to their property.
4. The Town of South Prairie should adopt and enforce water and sewer design standards for all construction.
5. The Town should review the existing water and sewer systems and adopt a multi-year plan to correct any existing deficiencies.

#### **Capital Facilities Plan Policies:**

1. Projects included in the Capital Facilities Plans of Pierce County and special purpose districts will be consistent with the Town of South Prairie Comprehensive Plan.
2. That federal and state government capital investments in and around the Town of South Prairie should be consistent with and complementary to the Town of South Prairie Comprehensive Plan.

#### **Level of Service Standards**

Level of service (LOS) standards are measures of the amount (and/or quality) of the public facility which must be provided to meet that community's basic needs and expectations. Level of service measures are typically expressed as ratios of facility capacity to demand by existing and projected future users.

**Table 16-1: Comparison of Level of Service Standards**

<u>Type of Service</u>	<u>Town of South Prairie</u>	<u>Other Urban Areas</u>
Parks		
Neighborhood	2.0 Acres / 1,000 Population	1.6 Acres / 1,000 Population
Community	8.0 Acres / 1,000 Population	2.6 Acres / 1,000 Population
Wastewater	300 Gallons / Household / Day	250 Gallons / Household / Day
Water	300 Gallons / Household / Day	300 Gallons / Household / Day
Streets	LOS "C" – Highway Capacity Manual	LOS "C"-Highway Capacity Manual
Storm Drainage	100 Year Flood 2.0 Inches in 60 Minutes	50 Year Flood 2.0 Inches in 90 Minutes
Fire	5 Minute Response Time	5 Minute Response Time
Emergency Medical Services	5 Minute Response Time	4-6 Minute Response Time
Police	3 Officer / 1,000 Population	1 Officer / 1,000 Population

## **Annexations**

Most municipalities experience growth by infill and annexing adjoining land. It is expected that some of the forecasted growth around South Prairie will eventually be annexed to the Town. When annexations take place, it is very important that the utility systems and roads in the annexed area are compatible with the utility systems and road standards already existing within the Town. To assure this compatibility, the Town should work with Pierce County to assure compatibility of standards.

Before an annexation proposal is initiated or undertaken, the Town should conduct a detailed fiscal impact assessment to determine the potential revenues and the estimated capital and operating costs the Town would assume after annexation. The annexation proposal does not

necessarily need to show a surplus of revenue on the balance sheet to be considered a desirable annexation. There are other criteria for annexation other than fiscal criteria.

## Revenue Sources

**Current Revenue Financing:** For many years, municipalities, counties and special purpose districts have financed certain capital projects out of current revenue. A municipality, a county or a special purpose district sets up a reserve account and annually sets aside a certain sum of money until the total sum needed to pay for a specific capital project has been accumulated. The current revenue financing is also often called “pay-as-you-go” financing. The current revenue method of financing capital projects has a number of advantages. Some of the advantages are listed below:

- **Fiscal Responsibility:** Necessitates a more conservative approach toward the authorization of new facilities, discouraging over-commitment of resources.
- **Flexibility:** Does not commit future revenues, thereby allowing greater flexibility to meet changes in future needs.
- **Reduced Interest:** Frees these interest payments for other uses.
- **Borrowing Capacity:** Conserves borrowing capacity, both in terms of legal limits and fiscal prudence, for periods of greater need. Present fiscal flexibility is traded for greater future flexibility.
- **Counter Cyclical Balance:** Using high revenues in good years for capital avoids expanding services to a level that can't be afforded in poor years.
- **Simple Administration:** No bond issues to pass, no complex arbitrage regulations, no debt service to administer.

**General Fund:** South Prairie's general fund can best be described as the fund that pays for the Town's general services. The fund derives its revenue from a number of sources including property taxes, franchise fees, licenses and permits, fines and forfeitures, charges for services, and other sources.

The Town's general fund is the most flexible in terms of expenditures. The Mayor and the Town Council have the discretion of spending the Town's general fund moneys on any governmental function without having to restrict the expenditure to a specific function. On the other hand, sewer funds for example, generated from sewer charges are limited to maintenance and capital construction of sewer facilities. Therefore, the Town's general fund is under tremendous pressure to fund not only the many needed and mandated services, but also an array of needed capital improvements.

**Enterprise Funds:** Enterprise funds are derived from operation of a governmental enterprise such as water and sewer services, etc. Enterprise funds are restricted to be expended on the furtherance of the specific enterprise. Enterprise fund revenue rates are periodically reviewed and adjusted to make sure that the revenue generates the amount of funds needed to operate, maintain and upgrade the specific enterprise.

**Intergovernmental Revenue:** Intergovernmental revenue comes primarily from State of Washington. Federal funds are usually passed through a state agency, such as the Washington State Department of Transportation for federal aid highway funds.

**Grants:** Grants can be both government and private sector. The Town has been a recipient of a number of state grants for utility and street improvements. Grant fund sources are very unpredictable because most grant monies are awarded on a competitive basis, based on the merits of a particular proposal.

**Debt Financing:** Debt financing means borrowing money to pay for capital improvements today and paying the borrowed money back over a period of time with interest. Any governmental debt incurred that is backed by the full credit and faith of the Town requires the vote of the people. The debt incurred is backed by the revenue stream of the Town or by enterprise revenues, such as sewers, water, etc... Revenue backed bonds are incurred by the action of the Town Council. Cash is raised by the sale of municipal bonds which, in general, are exempt from federal income taxes.

Debt financing requires the pay back of not only the principal, but also interest. The interest rate on municipal bonds is relatively low but, even at a low interest rate; 15 to 20 year loan repayments generate a substantial interest cost. Therefore, governments have been inclined to



stay away from debt financing whenever possible. However, debt financing does have its advantages which are described briefly below:

- *Acquisition as needed:* Allows more of the facilities to be acquired as they are needed rather than after funds are accumulated.
- *Reduced current payments:* Reduces costs for current residents since more people (and wealth) will share future debt service payments in an expanding economy.
- *Inter-generational equity:* Requires future users to share in paying for their use of facilities. (Pay-as-you-go requires current users to pay the cost of facilities used by future users)
- *Repayment in cheaper dollars:* Payments are at a fixed rate while inflation will increase in the future.
- *Opportunity costs:* Conserves current revenues to be used for facilities allowing their use for other “opportunities”. (These opportunity costs may be either within or without the governmental unit; tax funds can be used for other purposes, or less tax money may be required, leaving more money available for consumption or investment in the community).
- *Growth equity:* New residents will assist in paying debt service on facilities they will use.
- *Separate funding:* Special taxes can be authorized by voters to retire debt.
- *More capital can be afforded:* In high growth areas, substantially more facilities can be financed this way (may not be true in low growth areas).

**General Obligation Bonds:** General obligation bonds are backed by the value of the property within the Town (full faith and credit). There are two types of general obligation bonds: voter-approved and capital notes. Voter-approved bonds increase the property tax rate, with the increased revenue dedicated to paying principal and interest on the bonds. Capital note bonds are authorized by the vote of the Town Council without the need for voter approval. Principal and interest payments for capital note bonds come from general government revenues. This method of bond approval does not utilize a dedicated funding source for paying the bondholders.

**Revenue Bonds:** Revenue bonds differ from the general obligation bonds in that the payment of principal and interest is guaranteed by the revenue stream of the specific utility or facility. A revenue bond carries with it certain accounting requirements and the establishment of a reserve account where a certain amount related to the size of the revenue bond obligation must be maintained.

**Double Barrel Bonds:** “Double barrel bonds” are general obligation bonds that have been approved by the voters and are secured by the backing of the entire Town’s full faith and credit. However, the principal and interest payments are made out of revenues earned by the utility or facility.

**Local Improvement District Financing (Lid):** Local improvement districts are formed to finance capital projects that directly benefit the property owners or developers of the district. Formation of local improvement districts requires the approval of the Town Council. Bonds are sold, improvements are made and property is assessed to pay off the debt. Local improvement districts come with different labels. Some of the more commonly used labels are listed below:

- LID - Local improvement district
- RID - Road improvement district
- ULID - Utility local improvement district

**Public Works Trust Fund:** The Public Works Trust Fund (PWTF) is a revolving fund administered by the Washington State Department of Commerce to provide low interest loans to communities for public infrastructure projects. The funds are limited and therefore must be selectively distributed based upon the merit of the projects being considered. The Department of Community Trade and Economic Development has established a series of criteria to rate and prioritize projects for which funding is requested in order to determine which ones receive loan funds.

## **SOURCES OF TRANSPORTATION FUNDING**

Motor Vehicle Fuel Tax: As authorized by RCW 82.36, cities and towns are able to collect 11.53 percent of the motor vehicle fuel tax receipts generated within the town. The tax is administered by the Department of Licensing and paid by gasoline distributors. Revenues must be spent for “highway purposes” including the construction, maintenance, and operation of town streets.

Urban Arterial Trust Account: State Transportation Improvement Board (TIB) revenue is available for projects to alleviate and prevent traffic congestion. Roads should be structurally deficient, congested by traffic, and have geometric deficiency, or have accident problems. Entitlement funds are available on an 80 percent Federal / 20 percent local matching requirement.

Transportation Benefit Districts: Special districts are usually established when a community’s need may be too large for existing governmental resources or the boundaries of the area needing service are different than a city, town or county. The total levy for most governments within a particular tax code area cannot exceed \$5.90 per \$1,000 of assessed valuation.

RCW 35.21.225 authorizes cities and towns to establish transportation districts with independent taxing authority for the purpose of acquiring, constructing, improving, providing, and funding any city or town street, county road, or state highway improvement within the district. The special districts tax base, rather than the cities or towns is used to finance capital facilities. There are four basic types of revenue sources that can be collected through transportation benefit districts.

Property Tax Excess Levy: Transportation benefit districts are authorized to levy property tax in excess of the one percent limitation upon the property within the district for a one-year period whenever authorized by the voters of the district (RCW 84.52)

General Obligation Bonds: General obligation bonds are backed by the value of the property within the district (full faith and credit). There are two types of general obligation bonds: voter approved and councilmanic.

Voter approved bonds will increase the property tax rate, with the increased revenues dedicated to paying principal and interest on the bonds. Transportation benefit districts are authorized excess levies to repay voter-approved bonds. There is no dollar limit for this levy; however the total amount of debt is limited as described below.

Councilmanic bonds: on the other hand, are authorized by the district's legislative body without the need for voter approval. Principal and interest payments for councilmanic bonds come from the general property tax levy without a corresponding increase in taxes.

Local Improvement Districts: A transportation benefit district may also form a local improvement district to provide any transportation improvement it has the authority to provide, impose special assessments on all property specially benefited by the transportation improvements, and issue special assessment bonds or revenue bonds to fund the costs of the transportation improvements.

Development Fees: A transportation benefit district may impose a fee or charge on the construction or reconstruction of residential buildings, commercial buildings, industrial buildings, or on any other building or building space, or on the development, subdivision, classification, or reclassification of land. The fee or charge must be used exclusively for transportation improvements constructed by the transportation benefit district.

Rural Town Centers and Corridors Program: In early 2015, the Puget Sound Regional Council is expected to announce, once again, the availability of grant funds under the Rural Town Centers and Corridors Program. The Town of South Prairie is an eligible applicant. The grant application amount is estimated to amount to \$338,000 of construction funds; which includes right-of-way acquisition, SEPA/NEPA assessment, preliminary design, final design, Construction Bid Documents, construction, and construction inspection. Concurrently the Town intendeds to file a companion grant application for \$52,000 from the Washington State Transportation Improvements Board to match the \$338,000 federal funding for a total Rural Town Centers and Corridors Program, amounting to \$390,000. If the Town will be successful in its pursuit, the funds would become eligible for expenditure in early 2016.

Transportation improvements funded with district revenues must be consistent with state, regional and local transportation plans, necessitated by existing or reasonably foreseeable congestion levels attributable to economic growth, and partially funded by local government or private developer contributions, or a combination of such contributions. For councilmanic bonds, the district may issue general obligation indebtedness, equal to three-eighths of one percent of the value of taxable property within the district. For voter approved bonds, the district may additionally issue general obligation bonds for capital purposes only, together with any outstanding general obligation indebtedness, not to exceed an amount equal to one and one-fourth percent of the value of the total property within the district, when authorized by the voters of the district.

## COORDINATION

The Growth Management Act mandated comprehensive plans have two major implementation tools. One is development regulations, which includes zoning, land development, and critical areas protection and the other is the capital facilities plan. The Capital Facilities Plan assures the coordination of capital facilities construction and financing. The Town of South Prairie Comprehensive Plan assures that the Town's policies regarding land development are carried out. A Comprehensive Plan that is kept current provides the overall framework within which the Capital Facilities Plan should operate. The Town of South Prairie Comprehensive Plan not only sets the Town's physical development policy but also its social and economic policy.

Further, the Washington State Growth Management Act requires that capital facilities plans of special purpose districts conform to the municipality's comprehensive plans and that its capital improvements and investments decisions conform to and implements the comprehensive plan.

## PROJECT PRIORITIZATION

Not all worthy projects can be included in the next year's capital facilities program nor can they, in many instances, be carried out over the entire six to twenty year Capital Facilities Plan period. What projects can be included and what projects need to be left out is not an easy process. The decision process is complex and often troublesome, particularly when it comes to funding capital projects out of the Town's general fund. Therefore, to facilitate capital project prioritization and project selection requires some pre-planning and organization.

**Project Identification:** Before project prioritization can take place, the projects need to be identified. A list of capital projects needs to be drawn out and categorized by function such as sewer, water, streets, stormwater, etc. Each category has its own unique financing scheme and financing source. A guide for identifying capital improvement projects is listed below:

*1. Project Title and Reference Number:* Each project should be titled and be assigned a reference number. This will allow accurate reference to the project during the review stage and, in later years, subsequent capital facilities plans or project implementation.

*2. Purpose of Project Request:* Indicate whether the project is new, a modification, or a deletion.

*3. Division or Department Priority:* Enter the project's priority as viewed by a Town department.

4. Location: Designate the location or boundary limits of the proposed project. If a site is required but has not been selected, this should be indicated; if a site is tentative, provide as much accuracy as possible.

5. Relation to Other Projects and the Comprehensive Plan: Describe expected relationship of this project to existing or planned facilities and services, both public and private, and summarize the probable impact of the project on the general environmental conditions of the community and region. Explain how the project relates to the comprehensive plan, street plan, etc.

6. Description: Give a narrative description of the project and include any pertinent information. Indicate whether the project is to replace existing facilities, equipment, and land or is an addition involving an increase in service delivery. A description of land acquisition projects should include dimensions, overall characteristics, and unusual conditions. Include reference to any studies or other relevant information regarding each project.

7. Justification and Alternatives Considered: Explain the need for the project and what it is expected to accomplish. Describe its relationship to county and state policies and plans as well as to the requesting department's multi-year plans and program. Explain the project's relationship to overall capital facilities priorities and the basis for the proposed time period. Include any other pertinent information and reference to surveys or studies regarding the justification of this project not already included in Item 6. Discuss possible alternatives such as repair, leasing, delays, etc.

8. Cost by Year: Indicate the appropriate year for the budget (first year) and each program year (second through twenty). Then indicate the proposed project expenditure for each year in the budget and program and any expeditors beyond the sixth year. If adjustments are made for inflation, indicate the rate used.

9. Proposed Method of Financing: List any recommendations for sources of financing. Independent or joint financing may, of course, be possible for many projects. Such sources may include federal, state, and regional authorities; adjacent jurisdictions; civic organizations; and private business. If the project's recommended source of financing involves special conditions or requirements, this should be indicated. If it is recommended that the project be financed by a bond with an external subsidy for debt service, describe this arrangement.

10. Total Estimated Capital Cost: Indicate the estimated capital costs for: (a) planning, design, and engineering; (b) land purchase (including right-of-way); (c) construction; (d) miscellaneous (for example, traffic signs and signals connected with the project;

furniture, and equipment required to make a new building usable, estimated contingency costs); (e) other (any other one-time costs not already specified).

11. Net Effect on Local Revenue: Indicate the effect of the project on the Town's income in each category shown during the first year of the project's life. Increases or decreases might be due to removal of property from tax rolls, a change in assessed valuation, a change in fees or rents collected, or other effects. Substantial variations in the level of the estimated effects during or after this period should also be noted and explained. As an alternative, a summary estimate of total net effects on Town's income may be presented.

12. Enter Estimated Recurring Costs: Indicate the annual estimated costs for operation and maintenance of the proposed facility. For example, salaries of additional workers cost of heat and lights, and cost of road maintenance. Base estimates on current costs, without consideration of inflation factors.

13. Current Status: Indicate the proposed project time-table for design and construction. If any work has been started on the project, indicate the percentage completed.

**Project Prioritization:** Because the fiscal resources of the Town will not accommodate all capital needs, some means of measuring the relative importance of individual project proposals must be found. Criteria or measurement standards by which to evaluate, compare, and establish priorities among project proposals need to be developed early in the capital planning process. These criteria, which reflect the needs, goals, and character of the community, will encourage orderly and objective development of the plan by allowing officials to measure how well each proposal promotes established policies. The use of criteria helps assure that the broadest community interests are advanced by the capital facilities plan. Criteria provide a framework for examining the potential costs and benefits of proposed projects and deciding which combination of projects the Town should implement and when.

All too often, communities select capital projects for relatively subjective reasons, failing to take their actual needs into full account. To the extent possible, criteria are objective, specific, and measurable. The Town should incorporate maintenance requirements, based on established engineering principles, in the review criteria, and should know the life expectancy of their public facilities. In addition, criteria should measure how well a proposed project satisfies legal requirements, emergency needs, health and safety concerns, financial objectives

and limits, service improvement and extension goals, environmental considerations, economic development requirements, and a number of other factors. Collectively, the criterion enables decision makers to establish priorities among competing proposals, and to distinguish among variations of similar projects with respect to their expected benefits and costs.

**Capital Facilities and Land Use:** The Growth Management Act requires that urban services be provided for urban development. The Act further stipulates that development within cities, towns and unincorporated urban growth areas be at urban levels of density (typically greater than four housing units per acre). In order to meet the requirements of the Growth Management Act, municipalities and counties must therefore, be able to provide urban services to development throughout their corporate or urban growth area boundaries. Provision of urban services should also be planned for urban growth areas surrounding municipalities, since these areas are designated for urban development and may be annexed.

In order to assure that urban services are provided to all areas of urban level development, coordination between the capital facilities plan and the land use plan becomes a necessity. The capital facilities plan must look at the land use plan and identify those areas planned for development where urban services are not available. In cases where certain urban services are not available, the capital facilities plan must establish a specific program of projects that extend services into those areas.

In certain cases it may be found that urban services cannot be extended into areas planned for urban development. There could be a lack of funding to complete particular projects. Or, projects necessary to expand capacity or service area may require a number of years before they can be completed. Where it is found that urban services cannot be provided in a timely manner, it becomes necessary to go back and reassess the land use plan. Changes may need to be made in the type of land use planned for particular areas. The size of urban growth areas may also need to be adjusted.

With each update of the capital facilities plan, concurrency with the land use plan should be reexamined. Likewise, whenever changes are proposed to the land use plan, the capital facilities plan must be reviewed for the ability to serve the proposed change in land use.

**Need for A Concurrency Management System:** Level of service standards are established to provide a measuring stick by which the adequacy of municipal services can be gauged. It is important that level of service standards be met in order to assure high quality services. As growth occurs, however, maintaining level of service standards becomes a difficult job.



Additional growth requires additional capacity to maintain the same quality of services. The Town, in managing unincorporated urban growth areas, must continuously expand upon its service capacity to keep pace with growth. Proper management and planning become vital in this process.

If the Level of Service Standards is to be maintained as growth occurs, it is necessary for adequate services to be in place to serve new development at the time that they are needed by the new development. This is what is known as concurrency. In order to achieve concurrency, it is necessary to create a balance between growth in service demand and growth in service capacity. If a balance is not achieved, demand for municipal services may outgrow the Town's capacity to provide those services. As a result, levels of service will drop.

How can the Town achieve concurrency? The most effective way is to establish a concurrency management system. The concurrency management system provides a method for measuring whether capital facilities are adequate to serve new development at the time the development is proposed. By instituting a system such as this, the Town can avoid situations where the demand created by new development exceeds existing capacity. Most importantly, the concurrency management system directly integrates land use planning with capital facilities planning, by making sure that adequate capital facilities are available before new development can be approved.

With a concurrency management system, concurrency is determined by comparing the capacity of capital facilities required by each development to the unused capacity that is actually available. To do this, a concurrency test is performed. If the unused available capacity is equal to, or greater than, the capacity required, the applicant passes the concurrency test. If the unused available capacity is less than the capacity required, the applicant fails the concurrency test. A concurrency test must be performed before development plans can be approved by the Planning or Public Works Department.

**Model Concurrency Ordinance:** An ordinance can be used to establish a concurrency management system within the Town. The concurrency management system it establishes provides the necessary regulatory mechanism for evaluating requests for development to ensure that adequate facilities can be provided within a reasonable time of the development impact. Under the ordinance, a concurrency test is required to assure that new development will not decrease current service levels below locally established minimum standards. The

concurrency test is performed prior to permit approval. Upon passing the concurrency test, a certificate of capacity shall be issued, which will apply only to the specific land uses, densities, intensities, and development project described in the application and development permit.

The concurrency management system requires concurrency tests to be performed for new development in relation to roads, transit, potable water, electric utilities, sanitary sewer, solid waste, storm water management, law enforcement, fire, emergency medical services, schools, parks, and libraries. The ordinance sets the framework for concurrency test procedures, establishes which types of development permits require a concurrency test and which do not, and provides a process for appeals and review.

### **Capital Facilities Plan**

For the Town of South Prairie, the Capital Facilities Plan extends from 2015-2035 and coincides with the time period of the Comprehensive Plan.

### **ROADS AND STREETS**

Road and street improvement projects within the Town are limited by financial constraints. There are many projects that the Town would like to undertake, however, the funding is not sufficient to allow for all projects to be completed. As a result, the Town must decide which projects are most important and undertake those first.

The six year program of projects for street improvements is shown in Table 16-2. These projects are necessary to maintain and upgrade the existing system. The State of Washington Department of Transportation is responsible for improvements on SR-162 or Pioneer Way.

The six-year Capital Improvement Plan for roadway and street improvements amounts to \$516,000 and can be financed by combining a number of local, State, and Federal sources.

**Table 16-2: Roads, Streets, Off-Street Parking, Sidewalks, and Town Center Improvements  
2015-2020: X \$1,000**

<u>Project</u>	<u>Total Cost</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021 - 2035</u>
1. Rural Town Center and Corridors Program	390							
a. SP-Carbon River Road Improvements	170							
(1) Acquisition of ROW and Environmental Review, for SW First Street to SR-162	50		50					
(2) Construction of Roadway and Sidewalks for SW First Street to SR 162	70			70				
(3) Reconstruction of Roadway and Construction of Sidewalk for SW Third Street to SW First Street	50		20	30				
b. Rural Town Center Improvements	220							
(1) Construction of Sidewalk on the North Side of SR 162 from Emery Avenue to SP Creek Bridge	30		10	20				
(2) Construction of a Town Center Open-Air Multi-Purpose Building / Visitor Center, Restrooms, Off-Street Parking / Landscaping	190		90	100				
2. Chip Seal Various Streets	126	20	20	20	22	22	22	0
<b><u>Total</u></b>	<b>516</b>	<b>20</b>	<b>190</b>	<b>240</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>

## **PARKS AND RECREATION**

**Projects:** The Capital Facilities Plan for 2015-2035 contains improvements at the Veterans Park and at the Third Street Park. The improvements at the Veteran’s Park include providing playground equipment. The improvements at the Third Street Park include: a) install

playground improvements; b) install two sets of bleachers; and c) make other improvements such as installation of fencing, construction of a baseball field and provision of picnic tables.

The cost of each task, its estimated cost and timing of installation is shown in Table 16-3.

**Cost and Financing:** The total estimated cost of the four park and recreation improvements is estimated at \$67,000. The Town intends to partially finance the cost of the improvement with grant funds from the Washington State Parks and Recreation Commission.

**Table 16-3: Parks and Recreation Capital Improvements, 2015-2035 X \$1,000**

<u>Project</u>	<u>Total Cost</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	<u>2018</u>	<u>2019</u>	<u>2020</u>	<u>2021-2035</u>
<b>Veterans Park</b>	25							
a. Provide Playground Equipment	25	25						
<b>Third Street Park</b>	42							
a. Install Playground Equipment	25		25					
b. Install Two Sets of Bleachers	4				4			
c. Other Improvements	13			13				
<b><u>Total</u></b>	<b>67</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>4</b>			

## SUMMARY

A summary of the Town of South Prairie capital facilities is presented below, in Table 16-4. The summary assumes that a significant amount of money comes from outside sources such as grants and loans. Additionally, the summary also assumes that a number of projects may be bond financed. Bond financing, in some instances, may extend beyond the twenty-year planning period.

The above presented Town of South Prairie Capital Facilities Plan demonstrates within reasonable bounds that concurrency will be met in parks and recreation, transportation, and water, for the period 2015-2035. For wastewater treatment, concurrency can be met for the next five or six years assuming normal residential growth rates.

**Table 16-4: Summary of Capital Improvement Projects and Timing**

<u>Project</u>	<u>Total Cost</u>	<u>2015 - 2020</u>	<u>2021 - 2035</u>
Sewer	\$75,000		\$75,000
Water	1,575,000	827,000	748,000
Roads and streets	516,000	516,000	
Parks and recreation	67,000	67,000	
<b><u>Total</u></b>	<b>\$2,233,000</b>	<b>\$1,410,000</b>	<b>\$823,000</b>

## **UTILITIES ELEMENT**

### **INTRODUCTION**

The Utilities Element includes electricity, solid waste, and telephone. Electricity and telephone services are managed by private corporations. Solid waste services are contracted out to a private hauler. Each of these utility systems is treated separately below.

### **ELECTRICAL SYSTEM**

Currently, Puget Sound Energy serves the South Prairie area. The existing transmission though South Prairie is less than 55kV. There is no substation in south Prairie. The closest main transmission line is a 55 kV line, the Electron Heights – Krain Corner transmission line serving Buckley and Wilkeson. Electrical service is adequate for the current and new residents for the planning period.

## **TELECOMMUNICATIONS**

South Prairie is currently served by Century Link Telephone Communications. The regional office is in Orting and the main office is in Gig Harbor, Washington. Telephone service is adequate for current and new residents for the planning period.

## **SOLID WASTE**

Solid waste collection is provided on contract with a private hauler. The solid waste is transported to the Pierce County Landfill.

## **GOALS AND POLICIES**

**Utilities Goal 1:** The Town of South Prairie should facilitate the development of all utilities at the appropriate level of service to accommodate present and future population of South Prairie.

### **Policies:**

1. The Town does not provide energy, communications or landfill disposal services. These facilities are currently provided by private companies and Pierce County. To facilitate the coordination of these services, the Town should discuss and exchange population forecasts, development plans and technical data with the agencies identified in this Plan.
2. The Town shall promote whenever reasonably feasible co-location of new public and private utility distribution facilities in shared trenches and coordination of construction timing to minimize construction-related disruption to the public and reduce the cost to the public utility delivery.
3. New development shall be allowed only when and where all public utilities are adequate, and only when and where such development can be adequately served by essential public utilities without reducing levels of services elsewhere.

4. The Town should coordinate land use planning with utility providers' planning. The Town should adopt procedures that encourage providers to utilize the Land Use Element and Urban Growth Area in planning future facilities.
5. The Town will assure that the Comprehensive Plan designates areas available for the location of utility facilities.

**Utilities Goal 2:** The Town will encourage design that minimizes the impacts associated with the siting, development, and operation of utility services on adjacent properties and the natural element.

**Policies:**

1. Electric power substation should be sited, designed, and buffered (though extensive screening and/or landscaping) to fit harmoniously with their surroundings. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light and glare impacts. Visual and land use impacts resulting from electrical systems upgrades shall also be mitigate.
2. The impacts from utility lines on the visual and physical environment should be mitigated by requiring the under-grounding of utility lines to minimize clutter and potential damage to the lines and surrounding properties from wind and other natural conditions in new development of five units or more.

## **ECONOMIC DEVELOPMENT**

### **CURRENT ECONOMIC ENVIRONMENT**

**Population and Labor Force:** The economy of a community is measured by the people who live there and the investments they have made therein. South Prairie is a small community, in comparison to many others, and the investments therein are modest at best. The potential to excel and achieve greatness is ever present.

Population of the Town of South Prairie has grown steadily over the years. From 1980 to 2000, population in South Prairie grew from 202 persons to 382 persons, at a rate of 3.5 per year. The population growth rate from 1980 to 2014 is at the rate of 2.9 per cent per year. It should be noted that most of this growth took place before the institution of the sewer hookup moratorium.

**Table 13-1: Population Forecasts**

<u>Year</u>	<u>Historic and Projected</u>
1980	202
1990	245
2000	382
2001	430
2002	440
2003	440
2004	435
2005	440
2010	434
2014	435
2020	540
2030	540
2035	540

Population in South Prairie is forecasted to grow from 435 in 2014 to 540 in the year 2035. The town of South Prairie population forecast for 2020, 2030 and 2035 is 540 persons.

According to year 2000 U.S. Census, of the 382 persons residing in South Prairie, 210 were in the labor force. Labor force participation rate in South Prairie is 55.0 percent. Labor force participation in South Prairie in 2000, as reported by the U.S. Census, is shown in Table 13-2.

**Table 13-2: Labor Force Participation Year 2000**

<u>Industry</u>	<u>Persons</u>
Agricultural, Forestry, Hunting, Mining	-
Construction	34
Manufacturing	25
Wholesale Trade	4



Retail Trade	19
Transportation, Warehousing, Utilities, Transportation	13
Information	6
Finance, Insurance, Real Estate	8
Professional, Scientific, Managerial, Administration	8
Educational, Health, Social Services	24
Arts, Entertainment, Recreation, Accommodations, Food Services	18
Other Services	13
Public Administration	20
<b>Total</b>	<b>184</b>

**Employment:** Total employment in the Town of South Prairie amounted to 99 jobs in the year 2000. The number is based on the Town conducted survey of known businesses in Town. The number of employees in south Prairie is forecasted to amount to 262 jobs in 2022, an increase of 163 jobs. Employment forecast from 2002 to 2022 is shown in Table 13-3.

**Table 13-3: Employment Forecasts**

<u>Year</u>	<u>Historic and Projected</u>
2000	99
2005	131
2010	156
2014	184
2035	140

**Household Income:** Median household income in 1999 was \$50,250, as reported to the U.S. Census. Of the 147 households, 136 or 92.5 percent, had earnings in addition to employment income, raising the mean household income to \$55,610. Of the total, 22 households or 15.0 percent received social security payments and an additional 3 households or 2.0 percent, received supplemental security income. The median family income amounted to \$56,250 and the per capita income to \$19,345. A male, employed full-time and year-round, earned \$47,589 and a female employed full-time, year-round earned \$37,250. The mean retirement income in South Prairie was \$35,200.

**Table 13-4: 1999 Household Income**

<u>Income Range</u>	<u>Number</u>	<u>Percent</u>
Less than \$10,000	10	6.8
\$10,000 to \$14,999	-	-
\$15,000 to \$24,999	9	6.1
\$25,000 to \$34,999	15	10.2
\$35,000 to \$49,999	39	26.6
\$50,000 to \$74,999	40	27.2
\$75,000 to \$99,999	13	8.8
\$100,000 to \$149,999	20	13.6
\$150,000 to \$199,999	-	-
\$200,000 or more	1	0.7
<b><u>Total</u></b>	<b>147</b>	<b>100.0</b>

The household income in 1999 by income category is shown in Figure 13-4. Of the total 147 households, 32 households, or 21.8 percent earned somewhere between \$50,000 and \$74,999.

**Housing Values:** Owner-occupied housing values in the year 2000 are shown in Table 13-5. The median owner occupied housing unit in 2000 amounted to \$132,400.

**Table 13-5: Owner Occupied Housing Values, Year 2000**

<u>Housing Unit Value</u>	<u>Number</u>	<u>Percent</u>
Less than \$50,000	-	-
\$50,000 to \$99,999	5	5.4
\$100,000 to \$149,999	60	65.2

\$150,000 to \$199,999	20	21.8
\$200,000 to \$299,999	7	7.6
\$300,000 to \$499,999	-	-
\$500,000 to \$999,999	-	-
\$1,000,000 or more	-	-
<b><u>Total</u></b>	<b>92</b>	<b>100.0</b>

## **ASSETS AND WEAKNESSES**

**Economic Assets:** South Prairie has many advantages for economic development. The location close to the Pierce County and King County Urban Growth Areas and good transportation routes make the community a good locale for small industry. As the population of South Prairie and the area increases more local commercial and retail opportunities will emerge.

### **Assets:**

1. The location of South Prairie near the Pierce county Urban Growth Area and along a main transportation route allows good access to the urban centers of the Puget Sound Region.
2. The small town quality of life attracts people to the community.
3. The community encourages businesses that serve the residents.
4. The community encourages light industry manufacturers to locate in South Prairie.

### **Weaknesses:**

1. The population of South Prairie is not large enough to support a variety of retail activities.
2. The wastewater treatment system is not adequate for large number of people.
3. The water system is presently not adequate to serve major users.

## **ECONOMIC DEVELOPMENT GOALS AND POLICIES**

**Goal 1:** The Town government should actively influence the future character of the Town to enhance the economic opportunities available in South Prairie.

### **Policies:**

1. The Town should encourage new businesses that cater to local resident's needs. They should work with the Pierce County Economic Development Board to promote these businesses.
2. The Town Council should enact regulations to promote appropriate types and location of retail businesses to serve South Prairie residents.

**Goal 2:** The Town should promote the development of cottage industries.

### **Policies:**

1. The Town Council should adopt regulations governing home-based industries and provide for those industries in most residential and commercial districts.

**Goal 3:** The Town government should promote retail and personal services businesses to locate in the Town Center Zone.

### **Policy:**

The Town government should prepare a Town Center Plan that demonstrates where retail and personal services businesses can locate in the Town Center Zone.

## **SITING ESSENTIAL PUBLIC FACILITIES**

Essential public facilities are usually capital facilities, typically difficult to site, such as airports, state education facilities, state or regional transportation facilities, state and local correctional facilities, solid waste handling facilities, and in-patient facilities including substance abuse facilities, mental health facilities, group homes, and secure community transition facilities (RCW 36.70A.200). Pierce County may also identify additional public facilities that are essential to providing services.

The following outlines a process for determining where essential public facilities could be located and what development standards are appropriate. This process is intended to avoid

duplication in approval process, consider the long-term as well as short-term costs of alternative siting criteria, provide for effective public review, major facility location, and emphasize reasonable compatibility with neighboring land uses.

## **LOCATIONAL CONSIDERATIONS**

The following locational issues should be taken into consideration when essential public facilities are proposed to be sited in the Town of South Prairie:

1. Equitable distribution of public facilities should occur so that no one jurisdiction assumes more than their fair share.
2. Siting issues among Cities, the County, the State, and between the County, State and federal agencies, need to be coordinated to eliminate untimely reviews and delays. In addition, a coordinated plan processing should be put in place.
3. The siting of some essential public facilities is limited by the nature of the facilities' operational requirements and the siting requirements of state and federal agencies which need to be taken into account prior to and during the public review process. Specific siting needs for each type of facility and a need to identify design requirements and standard mitigation techniques should be stated as part of any siting decision.
4. Future expansion of a facility is often determined by the initial siting and design decisions, which need to be acknowledged in the public review process.

## **PUBLIC REVIEW PROCESS**

It is essential that the public will be given an opportunity to review and comment on proposed location, construction and operation of essential public facilities. The following is a list of issues to be addressed in the public review process:

1. Affected public shall be consulted in preparing recommendations and shall be given the opportunity for effective review and comment.
2. Notice and opportunity to review and comment on draft recommendations shall be given to affected public.

3. Proposals for siting essential public facilities shall contain rationale for why that facility is needed.
4. Recommendations for essential public facilities shall contain a rationale for why the facilities listed need to be located in the Town of South Prairie.
5. When identifying essential public facilities with siting difficulties, the characteristics of the facility that make it difficult to site shall be indicated.

### **EVALUATION CRITERIA**

For the public to be able to review and comment on proposed essential public facility location, construction, and operation, a certain amount of quantifiable information needs to be in the hands of the public. The following is a suggested minimum list of information needed. More detailed and specific information is needed depending on the type of essential public facility proposed.

1. Evaluation criteria shall be consistent in the treatment of siting essential public facilities and should recognize the need for compliance with County wide policies and criteria.
2. Evaluation criteria shall consider more than one site.
3. Siting criteria shall be based on the following and consider the impacts on:
  - a. Natural features and critical areas
  - b. Existing land use and development in adjacent and surrounding areas
  - c. Existing Comprehensive Plan designations for surrounding areas
  - d. Present and proposed population density of surrounding areas
  - e. Environmental impacts and opportunities to mitigate environmental impacts
  - f. Effect on critical areas and designated open space areas
  - g. Spin-off (secondary and tertiary) impacts

- h. Effect on the likelihood of associated development being induced or precluded by the siting of the facility.
- i. Cumulative impacts essential public facilities taken as a group.

## **GOALS AND POLICIES**

**Essential Public Facilities Goal:** Assure that essential public facilities sited in the Town of South Prairie take into consideration the provisions in the Comprehensive Plan.

### **Policies:**

1. When siting essential public facilities, the proposal shall take into account the Town of South Prairie Comprehensive Plan, particularly the land use, housing, transportation, utilities, critical areas, shoreline, and parks and open space elements.
2. Ensure that the siting of essential public facilities will include and provide for a public process with quantifiable information.
3. Ensure that the essential public facilities siting process provides adequate data necessary to evaluate the siting of the proposed facility.