APPENDIX D

Land Use

Parametrix ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

TECHNICAL MEMORANDUM

Date:	October 2, 2006
To:	Jesse Hamashima
From:	Susan Graham
Subject:	Rhodes Lake Road DEIS Land Use and Population Characteristics
Project Number:	214-1588-036 (3R/33)
Project Name:	Rhodes Lake Road DEIS

BACKGROUND

The purpose of this Technical Memorandum is to document the research and data gathering conducted in conjunction with the preparation of the Rhodes Lake Road Corridor Study and DEIS. This material was condensed and summarized into Chapter 3, Built Environment, of the DEIS.

LAND USE

The study area includes several incorporated cities (Puyallup, Bonney Lake, Orting, and Sumner), their urban growth areas (UGAs), and unincorporated Pierce County. The agencies are responsible for planning under the Growth Management Act (GMA) and work together to ensure consistency and regional coordination. The Pierce County Land Use and Zoning map is enclosed.

The current land use in the area is marked most predominantly by these characteristics:

- Farmland
- Residential
- Commercial/Retail/Industrial

There are several large tracts of farmland along SR 162, currently under agricultural use. These include the Scholz Farm operations, Spooner Farms, Pair of Genes, and several tree farms. Many of these farms include direct-market farming operations, which include retail sales of specialty products that are also manufactured on-site.

Residential areas in the study range from low-density developments (with one home per 5 acres) to multi-family town homes and apartments.

Commercial, Retail, and Industrial areas range from strip mall developments along SR 161 (Puyallup) and SR 410 (Bonney Lake), to the South Hill Mall, to the downtown commercial core of Orting. Industrial uses in the area are primarily in conjunction with farming operations.

Future land use in the area is depicted in the long-range land use plans for the area. The greatest change is in the area within the Plateau, designated as an Employment Based Master Planned Community. Plans for this area include accommodating 6,436 residential units, and 9,604 jobs. This UGA was approved and adopted in the County Comprehensive Plan in 1994.

The transportation network used for the analysis in this EIS was based upon the adopted land use plans. Analysis indicates that an east-west travel connection is needed in order to support the land use designations.

No changes to the land use plan are proposed as part of the Corridor Study.

POPULATION CHARACTERISTICS

The study area is primarily included within the boundaries of Census Tract 704.01. Data from the 2000 U.S. Census Bureau was also collected for the cities of Puyallup and Orting. Maps and data tables from American FactFinder are enclosed with this memorandum, as is the Census Transportation Planning Package (CTPP) for Pierce County. Data included in the DEIS is summarized from these sources.

The data was reviewed for disproportionate impacts to protected classes under the Environmental Justice Executive Order 12898. According to the Census data, there are no disproportionate impacts to households or persons of minority, income, Indian decent, or disability status.

In general, the populations within this tract are primarily white, with median household incomes well above the poverty line.

Of the employed workers, the primary occupations are in the management, professional, service, and sales fields. The primary industries are manufacturing, retail, and education, with a smaller percent engaged in construction-related industries. Less than 2 percent of those employed are engaged in agricultural, forestry, fishing, hunting, or mining activities.

Most of those who commute drove alone, with mean travel times to work ranging from 27 minutes (Puyallup) to 36 minutes (Orting).

Enclosures: Pierce County Land Use Designations
Census Data 2000
- Tract 704.01
- Profile of Selected Characteristics, Orting
- Profile of Selected Characteristics, Puyallup
- Census Transportation Planning Package, Pierce County

Technical Memorandum, “Farmlands,” 9/27/06, Parametrix
Technical Memorandum, “Regional Transportation and Land Use Policy”, 2/28/06, Parametrix
Destination 2030, Regionally Significant Highways, PSRC

Land Use Designations

- Employment Center (EC)
- Public Institutional (PI)
- Urban Military Land (UML)
- Major Urban Center (MUC)
- Activity Center (AC)
- Community Center (CC)
- Urban Village (UV)
- Neighboorhood Center (NC)
- Mixed Use District (MUD)
- High Density Residential District (HRD)
- High Density Single Family (HSF)
- Moderate Density Single Family (MSF)
- Master Planned Community (MPC)
- Emp. Based Planned Community
- Rural Military Land (RML)
- Ess. Pub. Fac./Rural Airport North (EPF/RAN)
- Ess. Pub. Fac./Rural Airport South (EPF/RAS)
- Rural Activity Center (RAC)
- Gateway Community (GC)
- Rural Neighborhood Center (RNC)
- Rural 10 (R10)
- Rural Separator (RSep)
- Reserve 5 (Rsv5)
- Rural Sensitive Resource (RSR)
- Rural 20 (R20)
- Rural 40 (R40)
- Designated Forest Land (FL)
- Agricultural Resource Land (ARL)
- Agricultural Overlay
- Airport/Airport AOI Overlay
- Ess. Pub. Fac./State Corrections Overlay
- Mineral Resource Overlay
- Rural Airport Overlay
- Urban Sensitive Resource Overlay
- Major Institution Overlay

This map is a general illustration of the County's future land use pattern and provides guidance for the development of future zoning classifications that implement the Comprehensive Plan.

Refer to the official zoning atlas when determining zoning for a specific parcel.

Adopted December 6, 2005 - Ord. #2006-94s2
Effective March 1, 2006

Gig Harbor Community Plan Area
Gig Harbor
Ruston
Tacoma
Fircrest
University Place
Milton
Pacific
Auburn
Edgewood
Fife
Sumner
Bonney Lake
Puyallup
Mid-County Communities Plan Area
Steilacoom
Lakewood
Tanglewood-Spanaway-Midland Communities Plan Area
Dupont
South Prairie
Buckley
Enumclaw
South Hill Community Plan Area
Orting
Wilkeson
Carbonado
Parkland-Spanaway-Midland Communities Plan Area
Frederickson Community Plan Area
Eatonville
Upper Nisqually Valley Community Plan Area
McNeil Island

Map File: h:\mxd\land_use_desig_full_county.mxd

Pierce County, Washington

- State or Fedral Route
- Municipal Boundary
- Federal Boundary
- Comprehensive Urban Growth Area Boundary
- Urban Growth Area Boundary
- Municipal Area

Miles
0 1 2 4 6 8

N
W E
S

Department of Planning and Land Services
REVISION DATE: 3/1/2006 PLOT DATE: 9/18/2006 2:24:27 PM

Pierce County
Geographic Information Services

Map Disclaimer: The map features are approximate and are intended only to provide an indication of said feature. Additional areas that have not been mapped may be present. This is not a survey. The County assumes no liability for variations ascertained by actual survey. ALL DATA IS EXPRESSLY PROVIDED 'AS IS' AND 'WITH ALL FAULTS'. The County makes no warranty of fitness for a particular purpose.

Census Tract 704.01, Pierce County, Washington

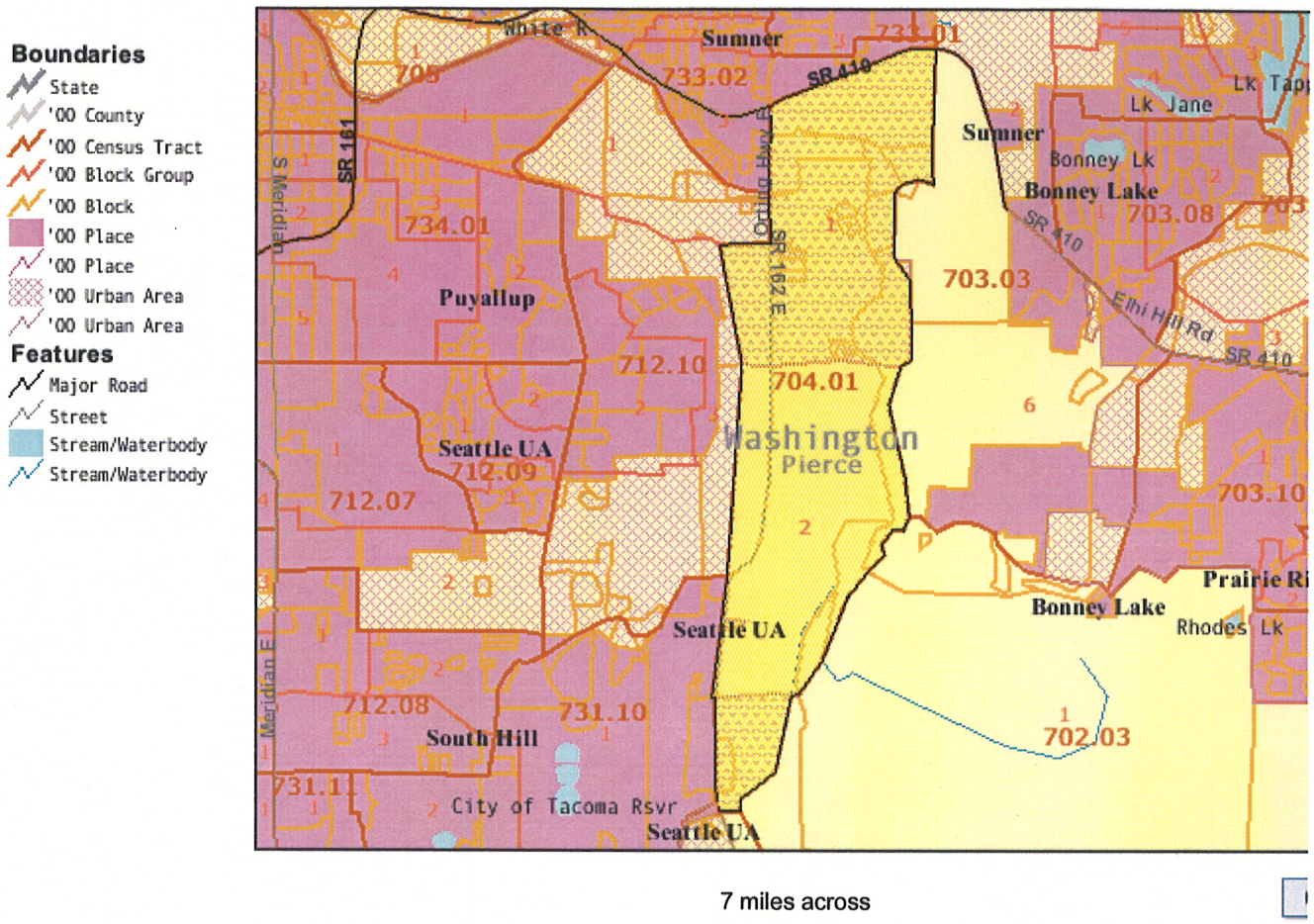


Table DP-1. Profile of General Demographic Characteristics: 2000

Geographic area: Orting city, Washington

[For information on confidentiality protection, nonsampling error, and definitions, see text]

Subject	Number	Percent
Total population	**3,760**	**100.0**
SEX AND AGE		
Male	1,913	50.9
Female	1,847	49.1
Under 5 years	364	9.7
5 to 9 years	373	9.9
10 to 14 years	327	8.7
15 to 19 years	258	6.9
20 to 24 years	184	4.9
25 to 34 years	720	19.1
35 to 44 years	663	17.6
45 to 54 years	328	8.7
55 to 59 years	104	2.8
60 to 64 years	108	2.9
65 to 74 years	176	4.7
75 to 84 years	127	3.4
85 years and over	28	0.7
Median age (years)	30.2	(X)
18 years and over	2,527	67.2
Male	1,234	32.8
Female	1,293	34.4
21 years and over	2,409	64.1
62 years and over	397	10.6
65 years and over	331	8.8
Male	146	3.9
Female	185	4.9
RACE		
One race	3,638	96.8
White	3,473	92.4
Black or African American	23	0.6
American Indian and Alaska Native	37	1.0
Asian	47	1.3
Asian Indian	-	-
Chinese	8	0.2
Filipino	12	0.3
Japanese	2	0.1
Korean	5	0.1
Vietnamese	5	0.1
Other Asian [1]	15	0.4
Native Hawaiian and Other Pacific Islander	10	0.3
Native Hawaiian	4	0.1
Guamanian or Chamorro	-	-
Samoan	6	0.2
Other Pacific Islander [2]	-	-
Some other race	48	1.3
Two or more races	122	3.2
Race alone or in combination with one or more other races: [3]		
White	3,584	95.3
Black or African American	33	0.9
American Indian and Alaska Native	79	2.1
Asian	73	1.9
Native Hawaiian and Other Pacific Islander	19	0.5
Some other race	97	2.6

Subject	Number	Percent
HISPANIC OR LATINO AND RACE		
Total population	**3,760**	**100.0**
Hispanic or Latino (of any race)	129	3.4
Mexican	86	2.3
Puerto Rican	2	0.1
Cuban	4	0.1
Other Hispanic or Latino	37	1.0
Not Hispanic or Latino	3,631	96.6
White alone	3,410	90.7
RELATIONSHIP		
Total population	**3,760**	**100.0**
In households	3,758	99.9
Householder	1,318	35.1
Spouse	797	21.2
Child	1,326	35.3
Own child under 18 years	1,133	30.1
Other relatives	131	3.5
Under 18 years	62	1.6
Nonrelatives	186	4.9
Unmarried partner	99	2.6
In group quarters	2	0.1
Institutionalized population	-	-
Noninstitutionalized population	2	0.1
HOUSEHOLD BY TYPE		
Total households	**1,318**	**100.0**
Family households (families)	999	75.8
With own children under 18 years	585	44.4
Married-couple family	797	60.5
With own children under 18 years	447	33.9
Female householder, no husband present	141	10.7
With own children under 18 years	91	6.9
Nonfamily households	319	24.2
Householder living alone	246	18.7
Householder 65 years and over	97	7.4
Households with individuals under 18 years	629	47.7
Households with individuals 65 years and over	244	18.5
Average household size	2.85	(X)
Average family size	3.26	(X)
HOUSING OCCUPANCY		
Total housing units	**1,382**	**100.0**
Occupied housing units	1,318	95.4
Vacant housing units	64	4.6
For seasonal, recreational, or occasional use	5	0.4
Homeowner vacancy rate (percent)	2.0	(X)
Rental vacancy rate (percent)	4.0	(X)
HOUSING TENURE		
Occupied housing units	**1,318**	**100.0**
Owner-occupied housing units	1,081	82.0
Renter-occupied housing units	237	18.0
Average household size of owner-occupied units	2.92	(X)
Average household size of renter-occupied units	2.54	(X)

- Represents zero or rounds to zero. (X) Not applicable.

[1] Other Asian alone, or two or more Asian categories.

[2] Other Pacific Islander alone, or two or more Native Hawaiian and Other Pacific Islander categories.

[3] In combination with one or more of the other races listed. The six numbers may add to more than the total population and the six percentages may add to more than 100 percent because individuals may report more than one race.

Source: U.S. Census Bureau, Census 2000.

Table DP-2. Profile of Selected Social Characteristics: 2000

Geographic area: Orting city, Washington

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
SCHOOL ENROLLMENT		
Population 3 years and over enrolled in school	**1,073**	**100.0**
Nursery school, preschool	75	7.0
Kindergarten	57	5.3
Elementary school (grades 1-8)	632	58.9
High school (grades 9-12)	187	17.4
College or graduate school	122	11.4
EDUCATIONAL ATTAINMENT		
Population 25 years and over	**2,244**	**100.0**
Less than 9th grade	60	2.7
9th to 12th grade, no diploma	181	8.1
High school graduate (includes equivalency)	872	38.9
Some college, no degree	675	30.1
Associate degree	184	8.2
Bachelor's degree	197	8.8
Graduate or professional degree	75	3.3
Percent high school graduate or higher	89.3	(X)
Percent bachelor's degree or higher	12.1	(X)
MARITAL STATUS		
Population 15 years and over	**2,671**	**100.0**
Never married	528	19.8
Now married, except separated	1,697	63.5
Separated	13	0.5
Widowed	148	5.5
Female	108	4.0
Divorced	285	10.7
Female	166	6.2
GRANDPARENTS AS CAREGIVERS		
Grandparent living in household with one or more own grandchildren under 18 years	**63**	**100.0**
Grandparent responsible for grandchildren	24	38.1
VETERAN STATUS		
Civilian population 18 years and over	**2,534**	**100.0**
Civilian veterans	451	17.8
DISABILITY STATUS OF THE CIVILIAN NONINSTITUTIONALIZED POPULATION		
Population 5 to 20 years	**1,031**	**100.0**
With a disability	50	4.8
Population 21 to 64 years	**2,092**	**100.0**
With a disability	358	17.1
Percent employed	72.1	(X)
No disability	1,734	82.9
Percent employed	81.9	(X)
Population 65 years and over	**304**	**100.0**
With a disability	114	37.5
RESIDENCE IN 1995		
Population 5 years and over	**3,427**	**100.0**
Same house in 1995	1,074	31.3
Different house in the U.S. in 1995	2,228	65.0
Same county	1,289	37.6
Different county	939	27.4
Same state	627	18.3
Different state	312	9.1
Elsewhere in 1995	125	3.6

Subject	Number	Percent
NATIVITY AND PLACE OF BIRTH		
Total population	**3,776**	**100.0**
Native	3,567	94.5
Born in United States	3,536	93.6
State of residence	2,229	59.0
Different state	1,307	34.6
Born outside United States	31	0.8
Foreign born	209	5.5
Entered 1990 to March 2000	122	3.2
Naturalized citizen	58	1.5
Not a citizen	151	4.0
REGION OF BIRTH OF FOREIGN BORN		
Total (excluding born at sea)	**209**	**100.0**
Europe	141	67.5
Asia	38	18.2
Africa	-	-
Oceania	-	-
Latin America	20	9.6
Northern America	10	4.8
LANGUAGE SPOKEN AT HOME		
Population 5 years and over	**3,427**	**100.0**
English only	3,169	92.5
Language other than English	258	7.5
Speak English less than "very well"	89	2.6
Spanish	43	1.3
Speak English less than "very well"	10	0.3
Other Indo-European languages	153	4.5
Speak English less than "very well"	40	1.2
Asian and Pacific Island languages	41	1.2
Speak English less than "very well"	30	0.9
ANCESTRY (single or multiple)		
Total population	**3,776**	**100.0**
Total ancestries reported	*3,885*	*102.9*
Arab	11	0.3
Czech[1]	33	0.9
Danish	17	0.5
Dutch	73	1.9
English	463	12.3
French (except Basque)[1]	132	3.5
French Canadian[1]	38	1.0
German	800	21.2
Greek	17	0.5
Hungarian	33	0.9
Irish[1]	456	12.1
Italian	161	4.3
Lithuanian	-	-
Norwegian	169	4.5
Polish	94	2.5
Portuguese	10	0.3
Russian	56	1.5
Scotch-Irish	74	2.0
Scottish	100	2.6
Slovak	4	0.1
Subsaharan African	-	-
Swedish	119	3.2
Swiss	53	1.4
Ukrainian	-	-
United States or American	205	5.4
Welsh	20	0.5
West Indian (excluding Hispanic groups)	-	-
Other ancestries	747	19.8

-Represents zero or rounds to zero. (X) Not applicable.

[1]The data represent a combination of two ancestries shown separately in Summary File 3. Czech includes Czechoslovakian. French includes Alsatian. French Canadian includes Acadian/Cajun. Irish includes Celtic.

Source: U.S. Bureau of the Census, Census 2000.

Table DP-3. Profile of Selected Economic Characteristics: 2000

Geographic area: Orting city, Washington

[Data based on a sample. For information on confidentiality protection, sampling error, nonsampling error, and definitions, see text]

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	**2,621**	**100.0**
In labor force	1,894	72.3
Civilian labor force	1,894	72.3
Employed	1,822	69.5
Unemployed	72	2.7
Percent of civilian labor force	3.8	(X)
Armed Forces	-	-
Not in labor force	727	27.7
Females 16 years and over	**1,307**	**100.0**
In labor force	829	63.4
Civilian labor force	829	63.4
Employed	799	61.1
Own children under 6 years	**420**	**100.0**
All parents in family in labor force	252	60.0
COMMUTING TO WORK		
Workers 16 years and over	**1,789**	**100.0**
Car, truck, or van - - drove alone	1,393	77.9
Car, truck, or van - - carpooled	253	14.1
Public transportation (including taxicab)	17	1.0
Walked	60	3.4
Other means	18	1.0
Worked at home	48	2.7
Mean travel time to work (minutes)[1]	36.2	(X)
Employed civilian population 16 years and over	**1,822**	**100.0**
OCCUPATION		
Management, professional, and related occupations	471	25.9
Service occupations	232	12.7
Sales and office occupations	480	26.3
Farming, fishing, and forestry occupations	21	1.2
Construction, extraction, and maintenance occupations	250	13.7
Production, transportation, and material moving occupations	368	20.2
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	35	1.9
Construction	206	11.3
Manufacturing	333	18.3
Wholesale trade	129	7.1
Retail trade	272	14.9
Transportation and warehousing, and utilities	92	5.0
Information	35	1.9
Finance, insurance, real estate, and rental and leasing	80	4.4
Professional, scientific, management, administrative, and waste management services	114	6.3
Educational, health and social services	240	13.2
Arts, entertainment, recreation, accommodation and food services	113	6.2
Other services (except public administration)	82	4.5
Public administration	91	5.0
CLASS OF WORKER		
Private wage and salary workers	1,439	79.0
Government workers	268	14.7
Self-employed workers in own not incorporated business	110	6.0
Unpaid family workers	5	0.3

Subject	Number	Percent
INCOME IN 1999		
Households	**1,320**	**100.0**
Less than $10,000	73	5.5
$10,000 to $14,999	58	4.4
$15,000 to $24,999	104	7.9
$25,000 to $34,999	125	9.5
$35,000 to $49,999	217	16.4
$50,000 to $74,999	468	35.5
$75,000 to $99,999	188	14.2
$100,000 to $149,999	77	5.8
$150,000 to $199,999	4	0.3
$200,000 or more	6	0.5
Median household income (dollars)	53,464	(X)
With earnings	1,142	86.5
Mean earnings (dollars)[1]	54,062	(X)
With Social Security income	303	23.0
Mean Social Security income (dollars)[1]	11,103	(X)
With Supplemental Security Income	20	1.5
Mean Supplemental Security Income (dollars)[1]	10,240	(X)
With public assistance income	19	1.4
Mean public assistance income (dollars)[1]	3,047	(X)
With retirement income	206	15.6
Mean retirement income (dollars)[1]	19,422	(X)
Families	**1,007**	**100.0**
Less than $10,000	20	2.0
$10,000 to $14,999	24	2.4
$15,000 to $24,999	60	6.0
$25,000 to $34,999	107	10.6
$35,000 to $49,999	178	17.7
$50,000 to $74,999	381	37.8
$75,000 to $99,999	162	16.1
$100,000 to $149,999	68	6.8
$150,000 to $199,999	4	0.4
$200,000 or more	3	0.3
Median family income (dollars)	55,335	(X)
Per capita income (dollars)[1]	18,951	(X)
Median earnings (dollars):		
Male full-time, year-round workers	41,486	(X)
Female full-time, year-round workers	26,437	(X)

Subject	Number below poverty level	Percent below poverty level
POVERTY STATUS IN 1999		
Families	**42**	**4.2**
With related children under 18 years	29	4.8
With related children under 5 years	3	1.2
Families with female householder, no husband present	**8**	**7.8**
With related children under 18 years	8	8.5
With related children under 5 years	-	-
Individuals	**242**	**6.5**
18 years and over	178	7.0
65 years and over	48	15.8
Related children under 18 years	62	5.2
Related children 5 to 17 years	53	6.2
Unrelated individuals 15 years and over	102	21.5

-Represents zero or rounds to zero. (X) Not applicable.

[1]If the denominator of a mean value or per capita value is less than 30, then that value is calculated using a rounded aggregate in the numerator. See text.

Source: U.S. Bureau of the Census, Census 2000.

U.S. Census Bureau
American FactFinder

DP-3. **Profile of Selected Economic Characteristics: 2000**
Data Set: Census 2000 Summary File 3 (SF 3) - Sample Data
Geographic Area: **Puyallup city, Washington**

NOTE: Data based on a sample except in P3, P4, H3, and H4. For information on confidentiality protection, sampling error, nonsampling error, definitions, and count corrections see http://factfinder.census.gov/home/en/datanotes/expsf3.htm.

Subject	Number	Percent
EMPLOYMENT STATUS		
Population 16 years and over	**24,743**	**100.0**
In labor force	17,015	68.8
Civilian labor force	16,830	68.0
Employed	15,872	64.1
Unemployed	958	3.9
Percent of civilian labor force	5.7	(X)
Armed Forces	185	0.7
Not in labor force	7,728	31.2
Females 16 years and over	**13,076**	**100.0**
In labor force	7,845	60.0
Civilian labor force	7,811	59.7
Employed	7,368	56.3
Own children under 6 years	**2,907**	**100.0**
All parents in family in labor force	1,768	60.8
COMMUTING TO WORK		
Workers 16 years and over	**15,793**	**100.0**
Car, truck, or van -- drove alone	13,037	82.5
Car, truck, or van -- carpooled	1,713	10.8
Public transportation (including taxicab)	276	1.7
Walked	237	1.5
Other means	120	0.8
Worked at home	410	2.6
Mean travel time to work (minutes)	26.9	(X)
Employed civilian population 16 years and over	**15,872**	**100.0**
OCCUPATION		
Management, professional, and related occupations	5,170	32.6
Service occupations	2,281	14.4
Sales and office occupations	4,173	26.3
Farming, fishing, and forestry occupations	23	0.1
Construction, extraction, and maintenance occupations	1,831	11.5
Production, transportation, and material moving occupations	2,394	15.1
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	152	1.0
Construction	1,329	8.4
Manufacturing	2,233	14.1
Wholesale trade	679	4.3
Retail trade	2,130	13.4
Transportation and warehousing, and utilities	1,058	6.7
Information	320	2.0
Finance, insurance, real estate, and rental and leasing	939	5.9
Professional, scientific, management, administrative, and waste management services	1,135	7.2
Educational, health and social services	3,296	20.8

Subject	Number	Percent
Arts, entertainment, recreation, accommodation and food services	1,220	7.7
Other services (except public administration)	741	4.7
Public administration	640	4.0
CLASS OF WORKER		
Private wage and salary workers	12,854	81.0
Government workers	2,243	14.1
Self-employed workers in own not incorporated business	729	4.6
Unpaid family workers	46	0.3
INCOME IN 1999		
Households	**12,749**	**100.0**
Less than $10,000	722	5.7
$10,000 to $14,999	684	5.4
$15,000 to $24,999	1,444	11.3
$25,000 to $34,999	1,738	13.6
$35,000 to $49,999	2,176	17.1
$50,000 to $74,999	2,978	23.4
$75,000 to $99,999	1,525	12.0
$100,000 to $149,999	1,037	8.1
$150,000 to $199,999	225	1.8
$200,000 or more	220	1.7
Median household income (dollars)	47,269	(X)
With earnings	10,589	83.1
Mean earnings (dollars)	55,893	(X)
With Social Security income	2,644	20.7
Mean Social Security income (dollars)	11,360	(X)
With Supplemental Security Income	418	3.3
Mean Supplemental Security Income (dollars)	5,612	(X)
With public assistance income	543	4.3
Mean public assistance income (dollars)	3,387	(X)
With retirement income	2,029	15.9
Mean retirement income (dollars)	19,923	(X)
Families	**8,364**	**100.0**
Less than $10,000	254	3.0
$10,000 to $14,999	279	3.3
$15,000 to $24,999	635	7.6
$25,000 to $34,999	950	11.4
$35,000 to $49,999	1,407	16.8
$50,000 to $74,999	2,157	25.8
$75,000 to $99,999	1,320	15.8
$100,000 to $149,999	949	11.3
$150,000 to $199,999	209	2.5
$200,000 or more	204	2.4
Median family income (dollars)	57,322	(X)
Per capita income (dollars)	22,401	(X)
Median earnings (dollars):		
Male full-time, year-round workers	43,562	(X)
Female full-time, year-round workers	27,281	(X)
POVERTY STATUS IN 1999 (below poverty level)		
Families	**392**	**(X)**
Percent below poverty level	(X)	4.7
With related children under 18 years	339	(X)
Percent below poverty level	(X)	6.8
With related children under 5 years	165	(X)
Percent below poverty level	(X)	8.1
Families with female householder, no husband present	**255**	**(X)**
Percent below poverty level	(X)	17.3

Subject	Number	Percent
With related children under 18 years	248	(X)
Percent below poverty level	(X)	20.9
With related children under 5 years	133	(X)
Percent below poverty level	(X)	34.5
Individuals	**2,155**	**(X)**
Percent below poverty level	(X)	6.7
18 years and over	1,467	(X)
Percent below poverty level	(X)	6.3
65 years and over	212	(X)
Percent below poverty level	(X)	6.5
Related children under 18 years	632	(X)
Percent below poverty level	(X)	7.2
Related children 5 to 17 years	402	(X)
Percent below poverty level	(X)	6.3
Unrelated individuals 15 years and over	983	(X)
Percent below poverty level	(X)	15.9

(X) Not applicable.
Detailed Occupation Code List (PDF 42KB)
Detailed Industry Code List (PDF 44KB)
User note on employment status data (PDF 63KB)
Source: U.S. Census Bureau, Census 2000 Summary File 3, Matrices P30, P32, P33, P43, P46, P49, P50, P51, P52, P53, P58, P62, P63, P64, P65, P67, P71, P72, P73, P74, P76, P77, P82, P87, P90, PCT47, PCT52, and PCT53

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 1. Profile of Selected 1990 and 2000 Characteristics

Geographic Area: Pierce County, Washington

Subject	1990 Census		Census 2000		Change 1990 to 2000	
	Number	Percent	Number	Percent	Number	Percent
POPULATION						
Total population	586,203	100.0	700,820	100.0	114,617	19.6
In households	563,107	96.1	679,296	96.9	116,189	20.6
In group quarters	23,096	3.9	21,524	3.1	-1,572	-6.8
HOUSEHOLD SIZE						
Total households	214,795	100.0	260,897	100.0	46,102	21.5
1-person household	49,823	23.2	63,284	24.3	13,461	27.0
2-person household	70,532	32.8	86,043	33.0	15,511	22.0
3-person household	38,146	17.8	44,287	17.0	6,141	16.1
4-person household	33,852	15.8	39,315	15.1	5,463	16.1
5-or-more-person household	22,442	10.4	27,968	10.7	5,526	24.6
Mean number of persons per household	2.62	(X)	2.60	(X)	-0.02	(X)
VEHICLES AVAILABLE[1]						
Total households	214,795	100.0	260,897	100.0	46,102	21.5
No vehicle available	15,312	7.1	17,778	6.8	2,466	16.1
1 vehicle available	66,232	30.8	81,588	31.3	15,356	23.2
2 vehicles available	84,712	39.4	104,976	40.2	20,264	23.9
3 vehicles available	34,591	16.1	39,731	15.2	5,140	14.9
4 vehicles available	9,718	4.5	11,281	4.3	1,563	16.1
5 or more vehicles available	4,230	2.0	5,543	2.1	1,313	31.0
Mean vehicles per household	1.87	(X)	1.86	(X)	-0.01	(X)
WORKERS BY SEX[1]						
Workers 16 years and over	270,589	100.0	324,285	100.0	53,696	19.8
Male	155,116	57.3	177,960	54.9	22,844	14.7
Female	115,473	42.7	146,325	45.1	30,852	26.7
MEANS OF TRANSPORTATION TO WORK						
Workers 16 years and over	270,589	100.0	324,285	100.0	53,696	19.8
Drove alone	205,417	75.9	247,597	76.4	42,180	20.5
Carpooled	35,670	13.2	43,166	13.3	7,496	21.0
Public transportation (including taxicab)	5,420	2.0	8,784	2.7	3,364	62.1
Bicycle or walked	12,618	4.7	10,062	3.1	-2,556	-20.3
Motorcycle or other means	2,654	1.0	3,113	1.0	459	17.3
Worked at home	8,810	3.3	11,563	3.6	2,753	31.2
TRAVEL TIME TO WORK						
Workers who did not work at home	261,779	100.0	312,722	100.0	50,943	19.5
Less than 5 minutes	9,914	3.8	9,529	3.0	-385	-3.9
5 to 9 minutes	26,964	10.3	27,531	8.8	567	2.1
10 to 14 minutes	36,939	14.1	40,845	13.1	3,906	10.6
15 to 19 minutes	43,013	16.4	44,961	14.4	1,948	4.5
20 to 29 minutes	56,465	21.6	62,345	19.9	5,880	10.4
30 to 44 minutes	49,432	18.9	64,286	20.6	14,854	30.0
45 or more minutes	39,052	14.9	63,225	20.2	24,173	61.9
Mean travel time to work (minutes)	24.0	(X)	28.4	(X)	4.5	(X)
TIME LEAVING HOME TO GO TO WORK						
Workers who did not work at home	261,779	100.0	312,722	100.0	50,943	19.5
5:00 a.m. to 6:59 a.m.	88,083	33.6	103,764	33.2	15,681	17.8
7:00 a.m. to 7:59 a.m.	69,535	26.6	76,478	24.5	6,943	10.0
8:00 a.m. to 8:59 a.m.	33,634	12.8	39,590	12.7	5,956	17.7
9:00 a.m. to 9:59 a.m.	12,762	4.9	16,789	5.4	4,027	31.6
10:00 a.m. to 11:59 a.m.	8,844	3.4	11,661	3.7	2,817	31.9
12:00 p.m. to 11:59 p.m.	40,150	15.3	46,251	14.8	6,101	15.2
12:00 a.m. to 4:59 a.m.	8,771	3.4	18,189	5.8	9,418	107.4

1 See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

CENSUS TRANSPORTATION PLANNING PACKAGE (CTPP 2000)

Table 2. Profile of Selected 2000 Characteristics

Geographic Area: Pierce County, Washington

Subject	Census 2000	
	Number	Percent
POPULATION BY AGE		
Total population	700,820	100.0
Under 16 years	169,605	24.2
16 to 20 years	51,543	7.4
21 to 24 years	37,007	5.3
25 to 44 years	221,636	31.6
45 to 64 years	149,643	21.4
65 years and over	71,386	10.2
Mean age (years)	34.4	(X)
HOUSEHOLD INCOME IN 1999[1]		
Total households	260,897	100.0
Less than $15,000	32,480	12.4
$15,000 to 19,999	14,506	5.6
$20,000 to 24,999	16,133	6.2
$25,000 to 49,999	80,845	31.0
$50,000 to 74,999	58,734	22.5
$75,000 to 99,999	30,989	11.9
$100,000 or more	27,210	10.4
Mean household income (dollars)	54,972	(X)
Median household income (dollars)	45,204	(X)

Household Size by Vehicles Available[1]

Household Size	Mean vehicles per household	Vehicles available					
		Total households	No vehicle	1 vehicle	2 vehicles	3 vehicles	4 or more vehicles
Total households	**1.86**	**260,895**	**17,780**	**81,590**	**104,975**	**39,730**	**16,825**
Row percent	(X)	100.0	6.8	31.3	40.2	15.2	6.4
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
1-person household	**1.11**	**63,285**	**10,395**	**40,230**	**9,590**	**2,070**	**1,000**
Row percent	(X)	100.0	16.4	63.6	15.2	3.3	1.6
Column percent	(X)	24.3	58.5	49.3	9.1	5.2	5.9
2-person household	**1.92**	**86,045**	**3,555**	**20,870**	**45,320**	**12,720**	**3,580**
Row percent	(X)	100.0	4.1	24.3	52.7	14.8	4.2
Column percent	(X)	33.0	20.0	25.6	43.2	32.0	21.3
3-person household	**2.13**	**44,285**	**1,665**	**9,675**	**19,230**	**10,165**	**3,550**
Row percent	(X)	100.0	3.8	21.8	43.4	23.0	8.0
Column percent	(X)	17.0	9.4	11.9	18.3	25.6	21.1
4-or-more-person household	**2.31**	**67,285**	**2,160**	**10,815**	**30,835**	**14,780**	**8,695**
Row percent	(X)	100.0	3.2	16.1	45.8	22.0	12.9
Column percent	(X)	25.8	12.1	13.3	29.4	37.2	51.7

Means of Transportation to Work by Travel Time to Work[1]

Means of Transportation	Mean travel time to work (minutes)	Travel time to work					
		Workers who did not work at home	Less than 10 minutes	10 to 19 minutes	20 to 29 minutes	30 to 44 minutes	45 or more minutes
Workers who did not work at home	**28.4**	**312,720**	**37,060**	**85,805**	**62,345**	**64,285**	**63,225**
Row percent	(X)	100.0	11.9	27.4	19.9	20.6	20.2
Column percent	(X)	100.0	100.0	100.0	100.0	100.0	100.0
Drove alone	**27.0**	**247,595**	**26,225**	**71,360**	**54,105**	**52,365**	**43,540**
Row percent	(X)	100.0	10.6	28.8	21.9	21.1	17.6
Column percent	(X)	79.2	70.8	83.2	86.8	81.5	68.9
Carpooled	**33.6**	**43,165**	**3,790**	**10,420**	**6,780**	**9,235**	**12,945**
Row percent	(X)	100.0	8.8	24.1	15.7	21.4	30.0
Column percent	(X)	13.8	10.2	12.1	10.9	14.4	20.5
Public transportation (including taxicab)	**56.3**	**8,785**	**155**	**920**	**705**	**1,620**	**5,385**
Row percent	(X)	100.0	1.8	10.5	8.0	18.4	61.3
Column percent	(X)	2.8	0.4	1.1	1.1	2.5	8.5
Bicycle or walked	**11.0**	**10,060**	**6,155**	**2,390**	**515**	**650**	**350**
Row percent	(X)	100.0	61.2	23.8	5.1	6.5	3.5
Column percent	(X)	3.2	16.6	2.8	0.8	1.0	0.6
Motorcycle or other means	**51.9**	**3,115**	**730**	**715**	**240**	**420**	**1,005**
Row percent	(X)	100.0	23.4	23.0	7.7	13.5	32.3
Column percent	(X)	1.0	2.0	0.8	0.4	0.7	1.6

1 See the entry for this item in the Technical Notes in the root directory or state subdirectories (filename: tech_notes.txt).
(X) Not applicable.
Source: U.S. Census Bureau. Census of Population and Housing, 1990 and 2000 long-form (sample) data.

TECHNICAL MEMORANDUM

Date:	February 16, 2007
To:	Jesse Hamashima, Pierce County
From:	Theresa Turpin
Subject:	Farmlands
cc:	Dan McReynolds
Project Number:	214-1588-036
Project Name:	Rhodes Lake Road DEIS

PURPOSE

Roadway alignments are proposed for a Rhodes Lake Road Corridor could impact existing farmlands. The purpose of this memo is to provide background information on regulatory requirements for converting existing farmlands to other uses.

POLICY FRAMEWORK

There are federal regulations and local policies regarding preservation of farmland. The Rhodes Lake Road Corridor project would require a federal permit for farmland impacts if federal funds are used to build the project. If local funds are used, federal permits would not be required, but local policies in Pierce County's Comprehensive Plan, Section 19A.30.070, supports the continuance of agricultural uses in Pierce County and specifically highlights the need for protecting farmland in the Puyallup Valley area.

FARMLAND PROTECTION POLICY ACT (FPPA)

Citation: 7 U.S.C., Section 4201 et seq. (see also 7 CFR 658)

The purpose of the Farmland Protection Policy Act (FPPA) is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses, and to ensure that federal programs are administered in a manner that will be compatible with state, local government, and private programs and policies protecting farmlands. The act instructs the "Department of Agriculture," in cooperation with other departments, agencies, independent commissions, and other units of the federal government, to develop criteria for identifying the effects of federal programs on the conversion of farmland to nonagricultural uses. Farmlands are defined by soil type as described below by the United States Department of Agriculture (USDA), Natural Resource Conservation Service (NRCS) 2001, *National Soil Survey Handbook*).,

> Prime Farmland Soils: Land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops and is available for these uses

Prime Agricultural Soil: Pierce County uses the USDA/NRCS Prime Farmland Soils classification and further breaks down this classification to distinguish levels of limitations to yield. These classifications are based on yield per acre and are a subclass of the USDA/NRCS Prime Farmland Soil. Abundance of rocks, ponding water, and frequent flooding affect soils yield if used as farmland. The following are the two subclasses Pierce County uses for USDA/NRCS Prime Farmland Soil:

- Moderate – Moderate limitations to yield.
- Severe – Severe limitations to yield.

The Farmland Protection Policy Act states conversion of farmlands can occur as a result of locating a new road in a farming area or increasing capacity of an existing road in a farming area. A conversion occurs when land can no longer be farmed, either by converting the land to another use or by restricting access to previously farmed areas.

If federal funding is involved and farmlands will be impacted, the following apply:

- The Washington State Department of Transportation (WSDOT) *Environmental Procedures Manual* (EPM) gives the procedure (listed below) for projects impacting farmlands (FHWA guidance is included in the EPM Section 454).
- The NRCS-CPA 106 Farmland Conversion Impact Rating form is used. This form is used for "corridor type" projects.
- The WSDOT Regional Office completes Parts 1 and 3 of the form, which is sent to the appropriate Natural Resource Conservation Service (NRCS) office.
- Pierce County would provide the following data for the form:
  - Vicinity map.
  - Description of all proposed project alternatives, including possible right-of-way needs.
  - Soil survey area number.
- NRCS conservationist will determine whether the proposed alternative converts land meeting the definition of farmland. If FPPA does apply, NRCS will complete the rating form within 45 calendar days. If NRCS does not respond within 45 days, causing delays that interfere with construction, the project may proceed as if no farmland is being converted.

If avoidance of the farmland is not possible, measures to minimize or reduce the impacts of conversion should be evaluated and where appropriate, included in the proposed action.

LOCAL POLICIES

Even if federal permits are not required for impacts to farmlands, Pierce County has policies and zoning to minimize impacts to existing farmlands. Pierce County's Comprehensive Plan identifies two primary designations for farmlands in the study area: Agricultural Resource Lands and Rural Farmlands. As shown in the attached Exhibit, the proposed alignments would not impact any areas designated as Rural Farmlands; however, Alternatives B and D would impact areas designated as Agricultural Resource Land.

Pierce County has policies in place to protect these lands. These policies are listed in Pierce County's Countywide Planning Policies, Ordinance No. 2005-52s, adopted on September 6, 2005 and they include the following:

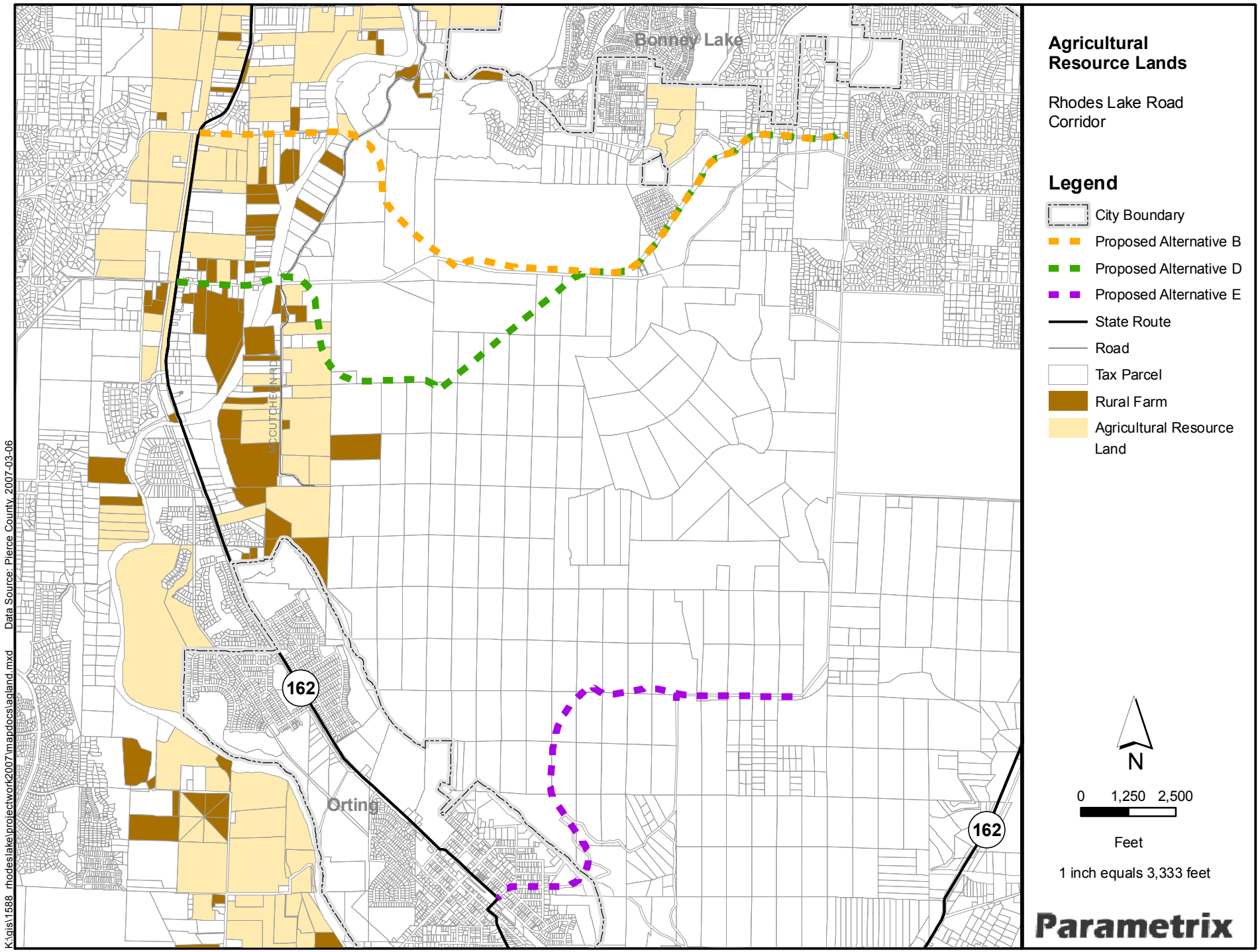
- Maintaining large minimum lost sizes in agricultural areas
- Buffering agricultural areas from urban development
- Creating agricultural zoning districts
- Purchasing, transferring, or leading development rights
- Anti-nuisance laws to protect agricultural activities from being defined as a public nuisance
- Preferential tax treatment
- Other innovative techniques

In addition, Pierce County has established a Pierce County Farm Advisory Commission (PCFAC) that consists of 11 members appointed by the County Executive and are confirmed by resolution by a majority of the County Council. The PCFAC serves in an advisory capacity and makes recommendations to the County Council and County Executive on agricultural policies and programs.

CONCLUSIONS AND RECOMMENDATIONS

If federal funds are used to build a new Rhodes Lake Road Corridor, conversion of farmland areas will require federal permits, therefore requiring compliance with the FFPA along with local regulations regarding agricultural lands. Based on this information, recommendations are as follows:

- Include farmland preservation as part of the screening and evaluation process for the alternatives, especially those areas designated as Agricultural Resource Lands and Rural Farmlands.
- Initiate early coordination with federal agencies (NRCS), local agencies (Pierce County Planning and Land Services), and PCFAC.


Bonney Lake
Orting
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162
162
Agricultural Resource Lands
Rhodes Lake Road Corridor
Legend
City Boundary
Proposed Alternative B
Proposed Alternative D
Proposed Alternative E
State Route
Road
Tax Parcel
Rural Farm
Agricultural Resource Land
N
0 1,250 2,500
Feet
1 inch equals 3,333 feet
Parametrix
Data Source: Pierce County, 2007-03-06
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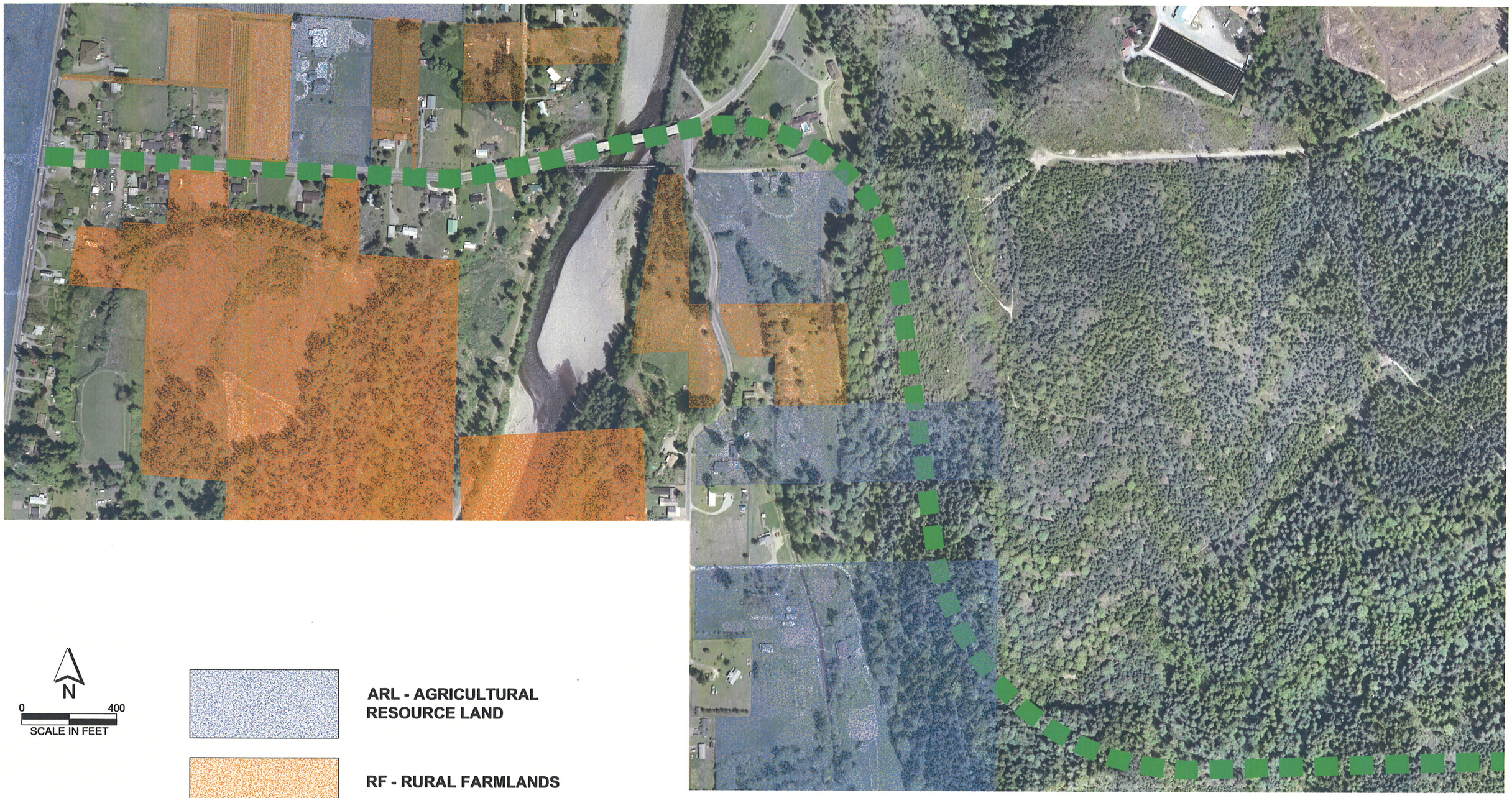
SCALE IN FEET

ARL - AGRICULTURAL RESOURCE LAND

RF - RURAL FARMLANDS

Agricultural & Farmlands
Alternative B
Rhodes Lake Road Corridor Study
Pierce County, Washington



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SCALE IN FEET

ARL - AGRICULTURAL RESOURCE LAND

RF - RURAL FARMLANDS

Agricultural & Farmlands
Alternative D
Rhodes Lake Road Corridor Study
Pierce County, Washington

Parametrix ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

TECHNICAL MEMORANDUM

Date:	February 28, 2007
To:	Susan Graham, Project Manager
From:	Julie Elithorp
Subject:	Regional Transportation and Land Use Policy Research
cc:	Dan McReynolds Theresa Turpin Erin Wheeler Project File
Project Number:	214-1588-036 (3R/34)
Project Name:	Rhodes Lake Road Corridor Study

The purpose of this memorandum is to summarize the relationship of the Rhodes Lake Road Corridor Study (RLRCS) to the policies of the Puget Sound Regional Council (PSRC).

Land Use Implementation

The decision to establish a corridor between 198th Avenue East and SR 162, in the vicinity of Rhodes Lake Road is made in support of the County's 1994 Comprehensive Plan, which designated most of the plateau area south of Bonney Lake and east of the Puyallup River (referred to as the Orting Plateau) as an Employment Based Planned Community (EBPC). Zoning for the entire Plateau would accommodate 10,300 new dwelling units and 9,600 jobs by 2030. This designation is comparable to the PSRC designation of Fully Contained Communities within Rural Areas.

According to the PSRC website (www.psrc.org) the subject of Rural Areas, Fully Contained Communities such as Cascadia, and the infrastructure needed to support them is currently being debated. The PSRC Growth Management Policy Board (GMPB) completed an issue paper on the need to create a "clearer vision and strategy for rural lands." This issue paper and others will be used to decide where the Board stands on many issues and to update the VISION 2020+20 multicounty policies.

The information pertinent to the RLRCS involves the current status of Fully Contained Communities and how such communities affect rural areas and the policies regarding infrastructure within rural areas. As of August 2005, the GMPB states:

> "*Current status*: Several master planned communities exist in the central Puget Sound region. However, no new fully contained community projects have been developed in the region under section 36.70A.350 of the Growth Management Act. King County Policy U-105 states, "*no new fully contained communities shall be approved in King County*" (2004 *King County Comprehensive Plan*, page 2-3). The Cascadia development in Pierce County is planned as a fully contained community. The potential for establishing new fully contained communities is being discussed in Snohomish County."

The current policies and laws regarding Fully Contained Communities in rural areas are as follows:

- VISION 2020 does not address development of Fully Contained Communities because it was adopted before the exceptions (areas of urban development allowed in rural areas) were amended into the Growth Management Act.

- The Growth Management Act (RCW 36.70A.350] allows for fully contained communities to be approved if they meet the following criteria:

  - New infrastructure is provided and impact fees are established.

  - Transit-oriented site planning and traffic-demand-management programs are implemented.

  - Buffers are provided between the new fully contained communities and adjacent urban development.

  - A mix of uses is provided to offer jobs, housing, and services to the residents of the new community.

  - Affordable housing is provided within the new community for a broad range of income levels.

  - Environmental protection has been addressed and provided.

  - Development regulations are established to ensure urban growth will not occur in adjacent nonurban areas. Provision is made to mitigate impacts on designated agricultural lands, forest lands, and mineral resource lands.

  - The plan for the new fully contained community is consistent with the development regulations established for the protection of critical areas.

Current multicounty policies, summarized in Table 1-1, are concerned with preserving the character of rural areas and maintaining the existing transportation systems in a safe and usable state. Beyond its goals regarding rural areas, it is the goal of the multicounty policies to create an efficient, safe, multimodal transportation system for the Puget Sound Region.

Table 1-1. Multicounty Policies in Rural Areas

RT-8.3	Maintain and preserve the existing urban and rural transportation systems in a safe and usable state. Give high priority to preservation and rehabilitation projects, which increase effective multimodal and intermodal accessibility, and serve to enhance historic, scenic, recreational, and/or cultural resources.
RT-8.7	Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural zoning and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

Transportation Facilities in Rural and Urban Areas

Both state routes in the study area (SR 410 and SR 162) are considered by the Puget Sound Regional Council (PSRC) to be "Tier 2" Regionally Significant Highways. These highways are depicted on the attached map, and are further explained in the web site information, also attached.

Tier 2 routes serve the "outer" urban areas, connecting main urban growth areas (UGA) to "satellite" UGAs. As such, SR 162 traverses from the Orting UGA, through rural Pierce County, and connects to the Puyallup and Sumner UGAs. Regional and countywide policies support this urban-urban connection. A corridor making the east-west connection from the satellite urban area (Orting Plateau) to SR 162 will intersect the highway in rural Pierce County.

Summary

Based on review of the PRSC regional planning policies, the EBPC of Cascadia is considered as a Rural Area, Fully Contained. There is currently an ongoing regional discussion on how infrastructure is addressed in these areas. The Growth Management Act (GMA) does allow for Fully Contained Communities if they meet certain criteria, which include the establishment of regulations to ensure that urban growth will not occur in adjacent nonurban areas. Regional policies (RT-8.7) suggest that if new roadway capacity is warranted to support safe and efficient travel through rural areas, there should be a strong commitment to access management to prevent unplanned growth.

Adopted Level of Service Standards for Regionally Significant State Highways

Background

On October 30, 2003, the Puget Sound Regional Council Executive Board adopted level of service (LOS) standards for regionally significant state highways in the central Puget Sound region. Regionally significant state highways are state transportation facilities that are not designated as being of statewide significance. The Regional Council took this action to comply with 1998 amendments (HB 1487, the "Level of Service Bill") to the Growth Management Act (GMA).

Adoption of LOS standards for regionally significant (also called non-HSS) state highways followed a year-long process involving WSDOT and the region's cities and counties. As part of the next major update to Destination 2030, the Regional Council will develop additional performance measures, such as travel time, transit service levels, pedestrian, bicycle, etc.

Level of Service Standards

This table (along with the map) explains the level of service standards.

Tier	LOS Standard	Description
Tier 1	LOS "E/mitigated"	Tier 1: For this process, the "inner" urban area is generally defined as a 3-mile buffer around the most heavily traveled freeways (I-5, I-405, SR 167, SR 520, and I-90), plus all designated urban centers (most are located in the freeway buffer already). The proposed standard for Tier 1 routes is LOS "E/mitigated," meaning that congestion should be mitigated (such as transit) when p.m. peak hour LOS falls below LOS "E."
Tier 2	LOS "D"	Tier 2: These routes serve the "outer" urban area - those outside the 3-mile buffer - and connect the "main" urban growth area (UGA) to the first set of "satellite" UGA's (e.g., SR 410 to Enumclaw). These urban and rural areas are generally farther from transit alternatives, have fewer alternative roadway routes, and locally adopted LOS standards in these areas are generally LOS "D" or better. The proposed standard for Tier 2 routes is LOS "D."
Tier 3	LOS "C"	Tier 3: Rural routes are regionally significant state routes in rural areas that are not in Tier 2. The proposed standard for rural routes is LOS "C," consistent with the rural standard in effect for those routes once they leave the four counties in the PSRC region, such as SR 530 entering Skagit County.

The LOS standards do not change within a city. For example, the change from Tier 1 to Tier 2 on SR 516 occurs at the Kent/Covington city limit boundary.

The LOS will be measured consistent with the latest edition (preferred) of the Highway Capacity Manual and based on a one-hour p.m. peak period.

Maps These are pdf files formatted for 11x17 printing

REGION [Click to open]

COUNTY MAPS

- King County
- Kitsap County
- Pierce County
- Snohomish County

Level of Service Standards for State Ferry Routes

LOS standards for the regionally significant state ferry routes (Fauntleroy-Vashon-Southworth and Pt. Defiance-Talequah) are the same as the existing WSDOT HSS ferry standards (ferry boat wait).

How the Level of Service Standards Will Be Used

WSDOT will use the LOS standards to trigger a capacity deficiency analysis on regionally significant state routes for the State Highway System Plan. The State Highway System Plan process evaluates and recommends improvement strategies for the state highway network. Mobility strategies considered by WSDOT include capacity expansion, HOV lanes, access management, etc.

The Regional Council will use the LOS standards for regional transportation planning purposes to gauge the performance of the system. As part of the monitoring program for the Metropolitan Transportation Plan (Destination 2030), the Regional Council will periodically evaluate the performance of the system and compare it to the LOS standards. Results of the analysis will be used in updating Destination 2030 in coordination with the State Highway System Plan.

Local Compliance with the Requirements

Cities and counties are required to include the LOS standards for all state routes in the transportation element of their local comprehensive plan. The Regional Council certifies the transportation elements, and staff will review the plans to ensure that the regionally adopted LOS standards are included. Local jurisdictions can address the regionally established LOS standards during their next regularly scheduled plan update or amendment.

The Regional Council will measure the LOS for regionally significant state highways on a one-hour p.m. peak period basis. For its own purposes, a local jurisdiction may use its own methodology for analyzing LOS for those highways, but those LOS standards must be consistent with the Highway Capacity Manual LOS criteria. For example, where the regional LOS standard is "D," a local jurisdiction may use an alternative methodology (such as average travel speed, intersection delay, etc.) for calculating a level of service of "D" as long as it is consistent with the Highway Capacity Manual.

While state law clearly exempts highways of statewide significance (HSS) routes from local concurrency regulation, it is not clear whether GMA applies concurrency to state-owned facilities that are not of statewide significance. These regionally significant state highways must be addressed in local comprehensive plans, have LOS standards set regionally, but the law is silent in terms of including or exempting them from local concurrency rules. Therefore, each local jurisdiction, with assistance from its legal staff, will decide how to respond to the regional standards. If the regional LOS standard is already compatible with the local standard previously set, then the local jurisdiction may decide to do nothing other than acknowledge the regional LOS standard in its comprehensive plan. Other options for local jurisdictions include amending its existing concurrency program to reflect the newly established regional LOS standard, modifying

its local concurrency program to make it more flexible with regard to regionally significant state highways, or removing the state highway from the local concurrency program.

Mitigation Strategies

The LOS standard for the central urban Tier 1 routes introduces mitigation when the LOS along a roadway falls below "E". The attached file (mitigation.pdf) describes examples of mitigation strategies that could be considered appropriate for use on Tier 1 regionally significant state highways that do not meet the established LOS standard. Regional Council staff is providing this data on possible strategies for informational purposes only. While PSRC may plan for potential mitigation strategies as part of long-term regional planning, decisions on what strategies are appropriate for any particular situation will be made by WSDOT or the local jurisdiction on a case-by-case basis.

Level of Service Standards for Highways of Statewide Significance

The LOS standards for Highways of Statewide Significance (HSS) are set by WSDOT. The current standards are a Congestion Index of 6 in rural areas (outside urban growth areas) and 10 in urban areas, measured using a 24-hour methodology. Congestion Index values of 6 and 10 are approximately equivalent to LOS "C" and "D", respectively.

System Updates and Amendments

As traffic volumes and utilization changes, a roadway's characteristics may no longer fit the LOS tier it is currently assigned. As the characteristics of the roadway change, the next LOS tier may better define it. It is the responsibility of the local jurisdiction affected by the roadway to contact the Regional Council to request the LOS adjustment and coordinate concurrence with any other jurisdictions or agencies that may be affected by the change. Because all routes in question are state owned facilities, the Washington State Department of Transportation must be in agreement with any proposed adjustments before one will be approved.

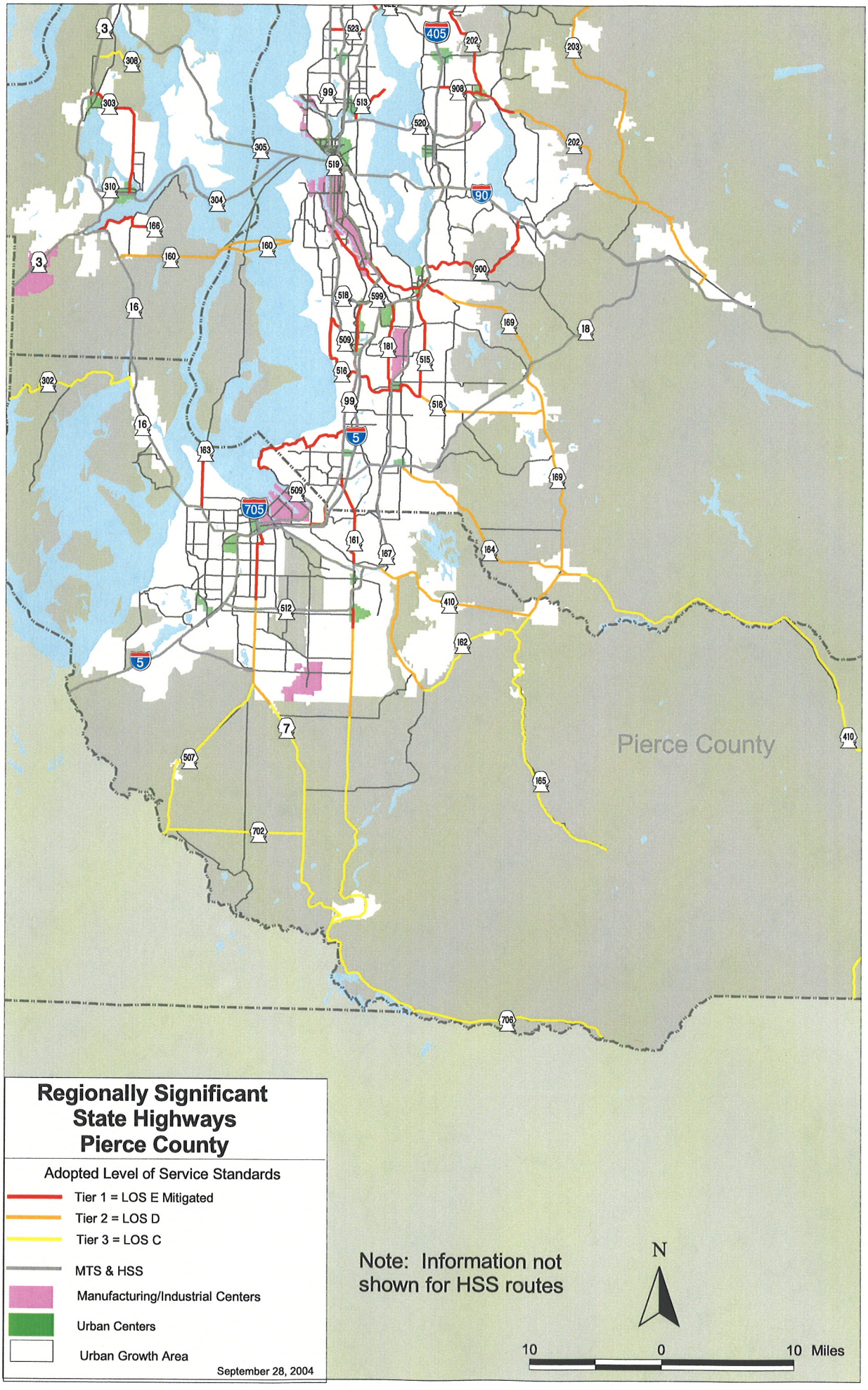
If all parties are in agreement the change will simply be made as the defined LOS parameters state. The PSRC website will be updated with the appropriate maps and it will be up to the jurisdiction to contact the Regional Council to update or amend their comprehensive plan if necessary.

Any amendments or changes to the LOS tier definitions will require Transportation Policy Board Action. The defined LOS assignments will be reexamined in coordination with the Metropolitan Plan Update and Congestion Management Process.

Contact Information

Questions regarding LOS Standards contact Stephanie Rossi at (206) 587-5118 or srossi@psrc.org.

Questions regarding Comprehensive Plans contact Rocky Piro at (206) 464-6360 or rpiro@psrc.org.


Pierce County
Regionally Significant
State Highways
Pierce County
Adopted Level of Service Standards
Tier 1 = LOS E Mitigated
Tier 2 = LOS D
Tier 3 = LOS C
MTS & HSS
Manufacturing/Industrial Centers
Urban Centers
Urban Growth Area
September 28, 2004
Note: Information not shown for HSS routes
N
10 0 10 Miles