



Pierce Communities
Coalition
PO Box 1071,
Spanaway, WA 98387

DRAFT

New Ideas for County Planning

Exploring new ways to build our Pierce County Economic future

Transportation:

Plan to go up, not out, to move worker commuting traffic volumes. Eliminate costly environmental reviews and delays by using existing rights of way. Save land and infrastructure costs. Save environmental run off pollutions.

Construct a county wide monorail linked light rail system.

Utilizing primary East West and North South existing road way for Monorail provides a major hurdle over transportation budgets constraints for construction and long term maintenance costs.

Use monorail to improve environmental concerns and road blocks, as well resistance by public and private entities.

Fife to Frederickson and Cross base highway are two areas that come to mind very quickly that monorail would fix in terms of environmental resistance. Wet lands and wild animal species are not adversely affected with monorail. Monorail is very quiet operating system and the pervious surfaces are not adversely affected.

Worker commute traffic stifles economic expansion and adversely affects quality of life living conditions.

The planned community near Bonney Lake and progress towards incorporation and ultimately as a city is a disaster in the making in too many ways to list. With monorail from DuPont to Orting-Bonney Lake, and monorail from Fife to Frederickson, much of this disaster can be blunted. Our economic expansion has to go south and east if new land is to be used. The economic expansions will add to negative impacts without major new roads.

Canyon Road should be considered for monorail. For this to happen we will need WA State funding and Federal funding and County funding. Canyon Road is a County Road. Transportation grants will be needed.

The Cross Base Highway needs to be resurrected with new environmental concerns eliminated via monorail. Major multi-story parking garages will be needed where monorail has limited access between areas of cross base, DuPont-Orting and Fife-Frederickson-and a few additional regional areas.

Tacoma to Olympia and Tacoma to King County should have monorail via I-5, with multi story parking.

Pierce Communities Coalition for livable communities, roads and services concurrent with development,
Protection of our drinking water and protection of Pierce County's tax base, as required by law.

*Pierce Communities Coalition for Concurrence
first before annexation and Incorporation.*

Concurrence means: Transportation-Roads, Sewers-Sole
source aquifer protections as mandated under **Chapter 36.70A RCW**



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Manufacturing and warehouse construction:

What is old is new again with modern adjustments. Land costs and environmental costs again come into play. Single story warehousing should become multi story as in the old days past when land forced buildings to go up. Semi trucks that load and unload need to be done differently in order to save on extra handling etc. Loading docks need to be double decked by using hydraulic lifting of the semi-trailers. Loading/unloading at upper floor as well as ground floor is very doable. Major costs savings to Manufacturers and Warehouse companies are realized. They save major dollars and have a more compact efficient operation. We must always keep in mind the value and limitations of available industrial land acreage used and if the uses are efficient. Frederickson is getting close to land capacity. By using multi floor buildings, we can add a major expansion at Frederickson. Fife warehousing can be greatly expanded from its current capacity. More jobs concentration lends itself to more efficient transportation through existing roads using monorail with major parking terminals.

Our sole source aquifer will be better protected with less impervious surface by using more multi story commercial buildings and monorail.

Infrastructure is less costly by going up and not out. This would include runoff storm waters, water supply, electrical supply, other utilities, and roadway bedding and other issues.

Negative concurrency impact issues are lessened and become more efficient with longer funding periods becoming friendlier to budgetary planning etc.

Other areas to review for monorail:

Highway 512, I-5 to Puyallup-Sumner to Orting-Sumner to Bonney & Lake-Lake Tapps

Exploring how to accomplish a new planning effort:

With the new Trump administration, there is an opportunity to take advantage of the promises to do big things relating to national infrastructure. Armed with a major transportation design, and request, to be a national show demonstration of what can be done to make economic rehabilitations, along with new economic growth a winning strategy nationwide. The federal funding may be obtained, by employing the help and cooperation of the military, the WA State Legislature and our Federal Representatives.

Draft by
Jim Akers

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