

Chapter 1: Introduction

OVERVIEW OF THE PLAN AREA

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



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

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

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



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

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

HISTORY OF FREDERICKSON

EARLY HISTORY THROUGH THE 1900'S

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

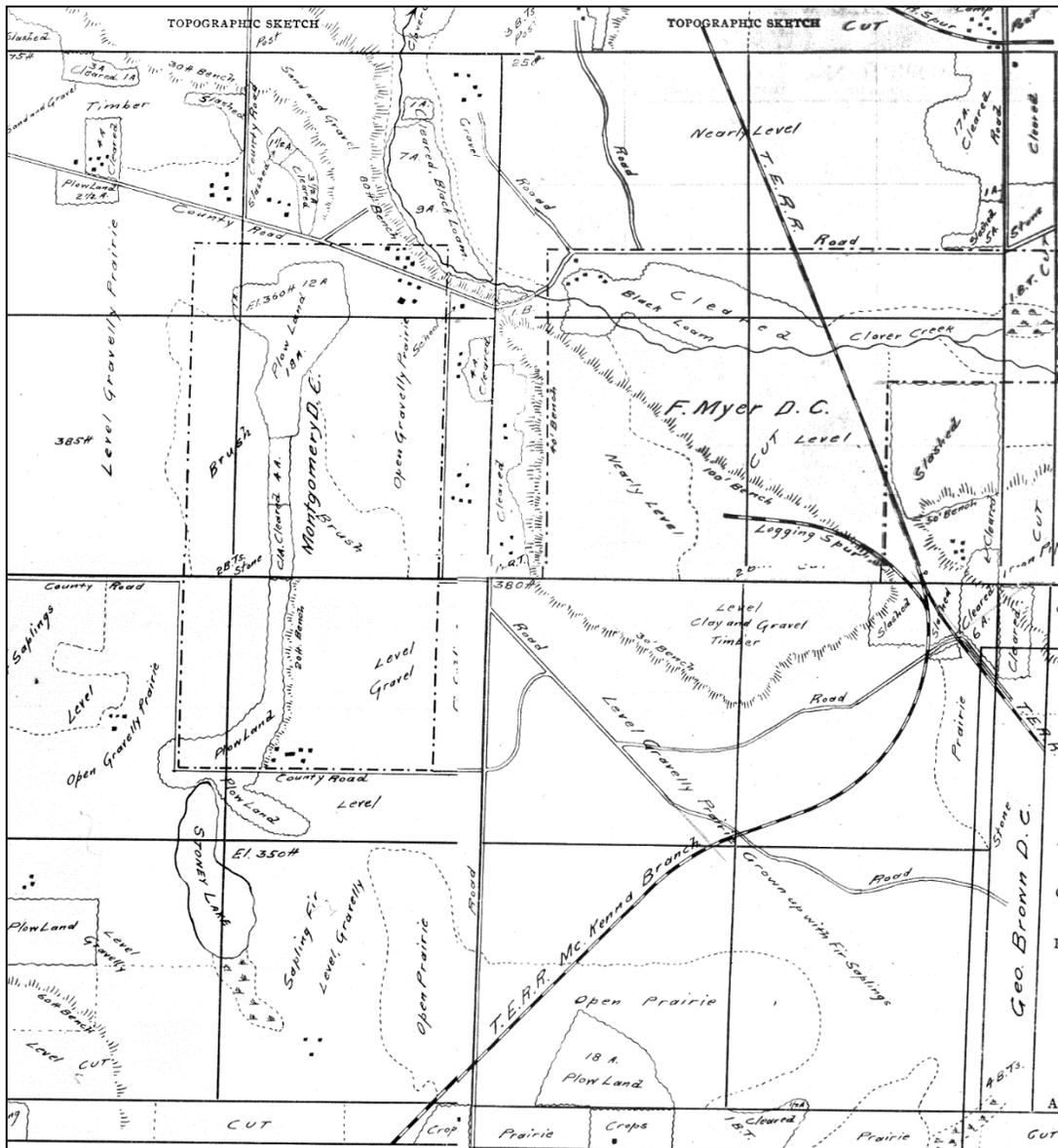


Records of the Hudson Bay Company note Euro-American settlements in the area as early as 1849. Many of these early pioneers settled in the vicinity of Clover Creek. Christopher Mahon was one of the earliest homesteaders to the area, locating his donation land claim along Clover Creek near the Naches Trail in the area that is the present Brookdale Golf Course around 1850. It was on Mr. Mahon's claim that the first immigrant wagon train into western Washington, the Longmire party, camped in October 1853 before disbanding. Mr. Mahon is given credit for

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

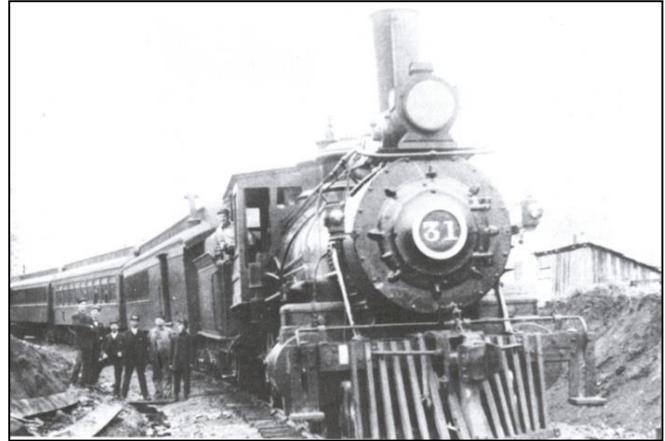
Early 1900's Activity in the Vicinity of Frederickson Area Donation Land Claims

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



THE EARLY 1900'S THROUGH THE EARLY 1960'S

Rapid growth in Tacoma, the harvesting of timber and other natural resources in the area, and the desire to develop a rail route to Mount Rainier resulted in the first rail line being extended to Frederickson in 1900 by the Tacoma Eastern Railroad. By 1911, the railroad was carrying more than 100,000 passengers a year between Tacoma and Mount Rainier. In 1912, yard facilities and a change of alignment were constructed at Salcich Junction just southwest of the present day intersection of Canyon Road and 176th Street East.



A sawmill was operated near this junction between 1910 and 1920 by Olaf B. Frederickson. It is from this individual that the community's name is said to be derived. A post office, store, and railway stop were also located at the junction. Several of these buildings still exist. In 1919, the Tacoma Eastern Railroad became owned by the Milwaukee Road.

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

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

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

THE 1960'S THROUGH THE 1990'S

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

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

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

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

PLANNING HISTORY

COUNTY PLANNING

1962 PIERCE COUNTY COMPREHENSIVE PLAN AND ZONING

The first Pierce County Comprehensive Land Use Plan and the Pierce County Zoning Code were adopted in 1962. Zoning districts were established that dictated the appropriate location for

commercial business and residential homes. However, the Plan did not offer much protection from incompatible uses and did not recognize the unique individuality of communities.

1980 PARKLAND-SPANAWAY COMPREHENSIVE [COMMUNITY] PLAN

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

1991 FREDERICKSON AREA-WIDE REZONE, ORDINANCE NO. 91-57S

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

1994 PIERCE COUNTY COMPREHENSIVE PLAN

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

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

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

COMMUNITY PLANNING

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

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

SCOPE OF THE COMMUNITY PLAN

LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN

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

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

PURPOSE AND USE OF THE COMMUNITY PLAN

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

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