



A G E N D A

PLANNING COMMISSION

Connie Coleman-Lacadie • Don Daniels
Nancy Hudson-Echols • Ryan Pearson
James Guerrero • Paul Wagemann
Christopher Webber

Regular Meeting
Wednesday, March 4, 2020
City Hall Council Chambers at 6:30 PM
6000 Main Street SW, Lakewood, Washington

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes from February 19, 2020**
- 4. Agenda Updates**
- 5. Public Comments**
(Each person will be allowed 3 minutes to speak, to a total of 15 minutes per topic. Groups with a designated speaker may have a total of 10 minutes to speak.)
- 6. Unfinished Business**
 - None
- 7. Public Hearings**
 - 2020 Comprehensive Plan and Zoning Map Amendments
- 8. New Business**
 - Ratification of 2020 Proposed Amendments to the Countywide Planning Policies
- 9. Report from Council Liaison**
- 10. Reports from Commission Members & Staff**
 - Written Communications
 - Future Agenda Topics
 - Area-Wide Planning / Land Use Updates
 - Other

Enclosures

1. Draft Meeting Minutes from February 19, 2020
2. Staff Report on 2020 Comprehensive Plan and Zoning Map Amendments
3. Staff Report on Ratification of 2020 Proposed Amendments to the Countywide Planning Policies

Members Only

Please email kdevereaux@cityoflakewood.us or call Karen Devereaux at 253.983.7767 no later than Tuesday at noon, March 3, 2020 if you are unable to attend. Thank you.



**PLANNING COMMISSION
REGULAR MEETING MINUTES
February 19, 2020
City Hall Council Chambers
6000 Main Street SW
Lakewood, WA 98499**

Call to Order

The meeting was called to order at 6:30 p.m. by Mr. Don Daniels, Chair.

Roll Call

Planning Commission Members Present: Don Daniels, Connie Coleman-Lacadie, Ryan Pearson, Nancy Hudson-Echols, Paul Wagemann, and James Guerrero

Planning Commission Members Excused: Christopher Webber

Commission Members Absent: None

Staff Present: Tiffany Speir, Long Range & Strategic Planning Manager; and Karen Devereaux, Administrative Assistant

Council Liaison: Councilmember Mr. Paul Bocchi

Approval of Minutes

The minutes of the meeting held on February 5, 2020 were approved as written by voice vote M/S/C Guerrero/Wagemann. The motion passed unanimously, 6-0.

Agenda Updates

None

Public Comments

Mr. Glen Spieth made comments regarding a high number of apartment complexes within a close proximity of his home and property adding that any future apartment developments should go into the downtown Towne Center area. Mr. Spieth also noted his displeasure with the 7-11 Store going in next to his home and felt the increased traffic to the intersection at Bridgeport Way & Steilacoom Blvd will cause additional safety issues.

Mr. Spieth queried as to why he was seeing the City recently allowing projects that did not meet the development codes just approved in January. Ms. Speir agreed to research and provides insight; she thought one possibility is the projects were already approved and permits issued for building prior to Council adoption of the new codes.

Public Hearings

None

Unfinished Business

None

New Business

Discussion re 2020 Comprehensive Plan and Zoning Map Amendment Cycle Docket Items

Ms. Tiffany Speir reminded commissioners of the eight standards and criteria used to grant approval of a proposed amendment. A worksheet providing detailed analysis and discussion of

each amendment and detailed maps of the areas were used in review of these 13 projects in total.

The next steps will include the Planning Commission holding a public hearing on March 4, a discussion on March 18, and then taking action to forward with recommendations to the City Council on April 1, 2020. The City Council will hold their public hearing on May 18 and are scheduled to take action on June 1, 2020.

Report from Council Liaison

Councilmember Mr. Paul Bocchi thanked the commissioners for their hard work on the Comprehensive Plan Amendments.

Reports from Commission Members and Staff

City Council Actions

None

Written Communications

None

Future Agenda Topics

On March 18, 2020 commissioners will revisit the Shoreline Master Plan and hear the Restoration Plan segment Annual Presentation. The agenda would also include the proposed amendments to the Countywide Planning Policies based on the recent changes to PSRC's Centers policies.

Area-Wide Planning / Land Use Updates

Ms. Tiffany Speir provided information on the Buildable Lands Report Status explaining that as a component of the Growth Management Act counties and the cities within them complete a buildable lands report (BLR) every eight years. Ms. Speir explained the BLRs are a look back at actual development to determine if cities and counties have designated adequate amounts of residential, commercial, and industrial lands to meet the growth needs incorporated in their comprehensive plans.

Ms. Speir explained that Lakewood's blended approach assumes lower employment densities than the Pierce County BLR in most zones, but it anticipates much higher levels of employment in the Transit Oriented Commercial (TOC) and Central Business District (CBD) zones, reflecting the purpose of the zones as regional-serving commercial districts and the intensity of development allowed under current development regulations. The blended approach demonstrates that there is sufficient employment capacity to meet Lakewood's 2030 and 2035 employment targets. There is a surplus of 2,528 jobs by 2030.

The most recent BLR was issued in 2014; the next is due in 2021.

Next Regular Meeting: March 4, 2020 at 6:30 p.m. in Council Chambers

Meeting Adjourned at 7:30 p.m.

Don Daniels, Chair
Planning Commission 03/04/2020

Karen Devereaux, Recording Secretary
Planning Commission 03/04/2020



TO: Planning Commission

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

DATE: March 4, 2020

SUBJECT: 2020 Comprehensive Plan Amendments Public Hearing

BACKGROUND

On December 2, 2019, the City Council approved a docket of possible Comprehensive Plan and Zoning Map amendments to be considered in 2020. The Planning Commission had a study session on February 19 about the docket, and is holding a public hearing on the docket list on March 4.

2020 Comprehensive Plan amendment cycle tentative adoption schedule:

Planning Commission Public Hearing = 3/4	City Council Study Session = 4/27
Planning Commission Discussion = 3/18	City Council Public Hearing = 5/18
Planning Commission Action = 4/1	City Council Action = 6/1

DISCUSSION

Comprehensive Plan amendments shall only be granted if the City Council determines that the request is consistent with the following standards and criteria:

- A. The proposed amendment is **consistent** with the **Comprehensive Plan**;
- B. The proposed amendment and subsequent development of the site would be **compatible** with **development** in the vicinity;
- C. The proposed amendment will **not unduly burden the transportation system** in the vicinity of the property with significant adverse impacts which cannot be mitigated;
- D. The proposed amendment will **not unduly burden the public services and facilities** serving the property with significant adverse impacts which cannot be mitigated;
- E. The proposed amendment will **not adversely affect the public health, safety and general welfare** of the citizens of the City;
- F. The entire range of permitted uses in the requested zoning classification is **more appropriate** than the entire range of permitted uses in the existing zoning classification,

regardless of any representations made by the petitioner as to the intended use of subject property;

G. **Circumstances have changed substantially** since the establishment of the current zoning map or zoning district to warrant the proposed amendment; and

H. The **negative impacts** of the proposed change on the surrounding neighborhood and area are **largely outweighed by the advantages** to the City and community in general, other than those to the individual petitioner.

The table below summarizes the thirteen (13) proposed 2020 Comprehensive Plan amendments (20CPAs) and includes the CEDD's recommendation for each. There are five (5) text amendments and eight (8) (one (1) privately-initiated and seven (7) city-initiated) map amendments. Detailed analysis of each amendment and maps follow the table and start on page 7.

SUMMARY TABLE OF 2020 COMPREHENSIVE PLAN & ZONING MAP AMENDMENTS

Project Title	Description	CEDD Recommendation
CPA-ZOA-2020-01 (Planned Development Districts (PDDs))	<ol style="list-style-type: none"> 1. Amend Comprehensive Plan language at Sections 1.4.2, 2.3.1, 2.3.6, 3.2, 3.2.5, 3.2.8, 3.2.10, and Goal LU-4 to update references to Planned Development Districts. 2. Amend Comprehensive Plan Table 2.3.14 (Application of Designations and Population Densities) density ranges for the Residential Estate and Single-Family Residential Designations for consistency with LMC 18A.40.580 related to Planned Development Districts (PDDs.) <p>The full text of this amendment is available online at https://cityoflakewood.us/planning-commission/</p>	Approval
CPA/ZOA-2020-02 (Custer & Bridgeport A) Privately initiated	<ol style="list-style-type: none"> 1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Mixed Residential (MR) to High Density Multi-Family (HD); and 2. Amend the zoning map to rezone the subject property from Mixed Residential 2 (MR2) to Multi-Family 3 (MF3). <p><u>Location:</u> 7811 & 7815 Custer Rd. West <u>Assessor's Tax Parcel Nos.:</u> 6940000020, 6940000010, 0220263023</p>	Approval
CPA/ZOA-2020-03 (Custer & Bridgeport B) City initiated	<ol style="list-style-type: none"> 1. Scrivener correction to amend the Comprehensive Plan land-use map to designate the subject property Multi-Family (MF); and 2. No change to zoning is required. <p><u>Location:</u> 8008 to 8248 Bridgeport Way SW <u>Assessor's Tax Parcel Nos.:</u> 0220352151</p>	Approval
CPA/ZOA-2020-04 (111th & Bridgeport	<ol style="list-style-type: none"> 1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Corridor Commercial (CC) to Multi-Family (MF); and 2. Amend the zoning map to rezone the subject property from 	Approval

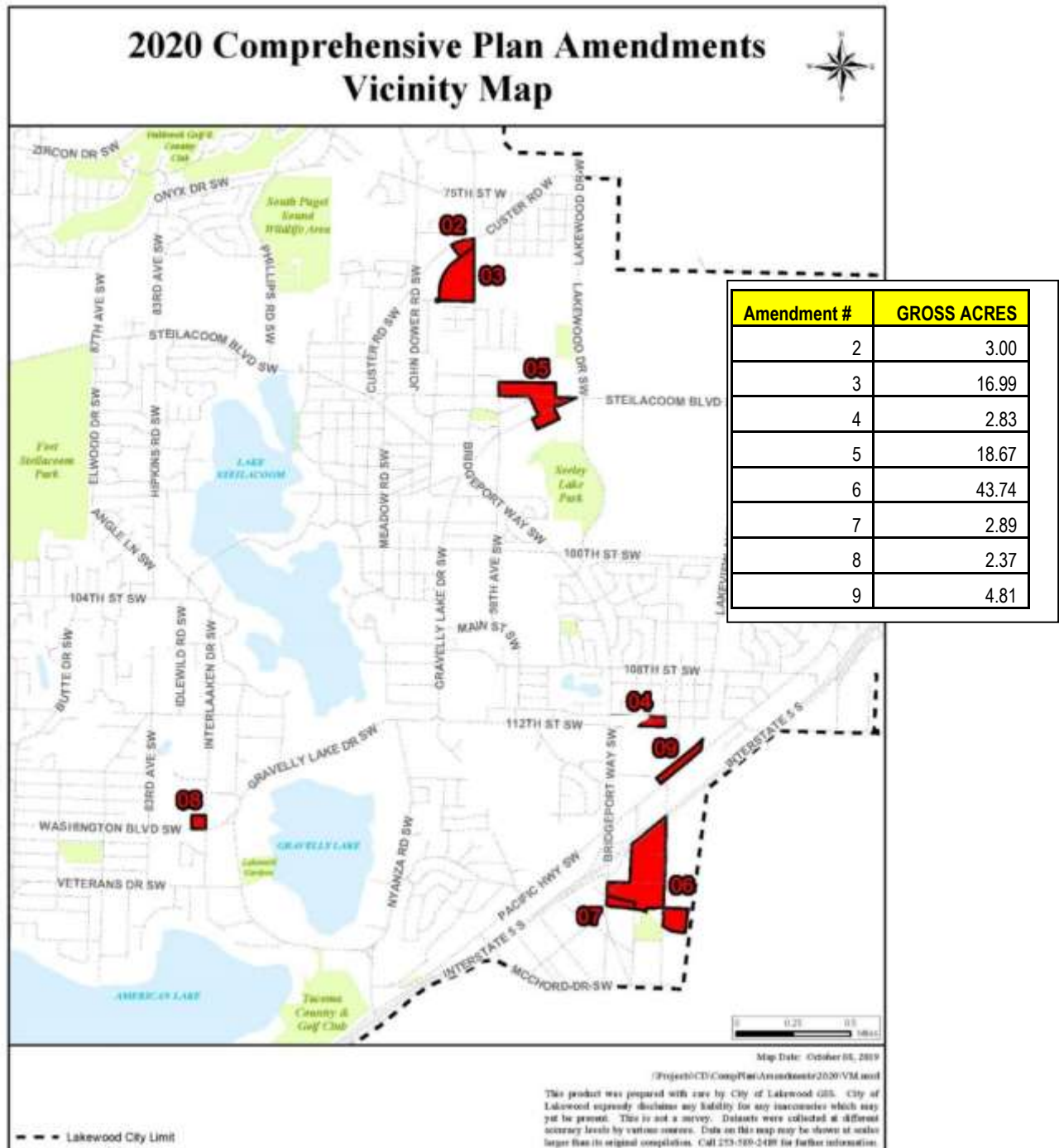
Project Title	Description	CEDD Recommendation
Way West) City initiated	Commercial 1 (C1) to Multi-Family 3 (MF3). <u>Location:</u> 4808 - 4812 112TH ST SW, 4718 111TH ST SW, and 11102 & 11106 47TH AV SW <u>Assessor's Tax Parcel Nos.:</u> 5080000396, 5080000420, 5080000431, 5080000432	
CPA/ZOA-2020-05 (59th Ave. W & Steilacoom Blvd.) City initiated	1. Amend the Comprehensive Plan land-use map to designate the subject property from Neighbourhood Business District (NBD) to High Density Multi-Family (HD); and 2. Amend the zoning map to rezone the subject property from Neighbourhood Commercial 2 (NC2) to Multi-Family 1 (MF1). <u>Location:</u> 8801 59 TH Av SW, 5515 Steilacoom Blvd SW, 5503 to 5495 Steilacoom Blvd SW, 5495 Steilacoom Blvd SW UNIT A, XXX Steilacoom Blvd SW, 5485 Steilacoom Blvd SW, 5475 Steilacoom Blvd SW, 5473 A to 5473 D Steilacoom Blvd SW, 5471 Steilacoom Blvd SW, 5469 Steilacoom Blvd SW, 5453 Steilacoom Blvd, 5449 Steilacoom Blvd SW, 5437 Steilacoom Blvd SW, 5433 to 5435 Steilacoom Blvd SW, 8920 Gravelly Lk Dr SW, 8933 Gravelly Lk Dr, 8931 Gravelly Lk Dr, 8919 Gravelly Lk Dr, 8911 Gravelly Lk Dr SW, 5408 Steilacoom Blvd SW, 5404 Steilacoom Blvd SW <u>Assessor's Tax Parcel Nos.:</u> 0220354099, 0220354098, 0220354008, 0220354013, 0220354074, 0220354073, 0220354012, 0220354055, 0220354054, 0220354006, 0220354017, 0220354009, 0220354018, 0220354015, 0220354016, 5130001551, 5130001880, 5130001870, 5130001913, 5130001912, 0220354091, 0220354046 & 5130001914	Approval
CPA/ZOA-2020-06 (Springbrook Neighborhood) City initiated	1. Amend the Comprehensive Plan land-use map to designate the subject property in the Springbrook Neighbourhood area per the outcome of the 2019 Lakewood/FEMA flood plain mapping update effort; and 2. Amend the zoning map to zone the subject property per the outcome of the 2019 Lakewood/FEMA flood plain mapping update effort; and 3. Remove the Lakewood Station District boundary located within Springbrook. <u>Location:</u> 4901 123 rd St SW, XXX 123 rd St SW, XXX 47 th Av SW, 4800 to 4815 122 nd St SW, 4804 121 ST St SW, 4801 121 ST St SW, 4715 to 4717 121 ST SW, 12018 TO 12020 47 TH Av SW, 4710 120 TH St SW, XXX 120 th St SW, XXX 47 TH Av SW, XXX 123 RD St SW, 12315 Bridgeport Wy W, 4828 123 RD St SW, 4828 123 RD St SW, 4702 to 4731 124 TH SW, XXX 47 TH Av SW, 12511 47 TH Av SW, 12517 47 TH Av SW <u>Assessor's Tax Parcel Nos.:</u> 0219127015, 0219123105, 0219123017, 0219127013, 0219127012, 0219123005, 0219123000, 0219123064, 0219123024, 0219122033, 0219122028, 0219123108, 0219123109, 0219123084, 0219123025, 0219123081, 0219123116, 0219123113, 0219123114	Continue CPA/ZOA-2020-06 to the 2021 CPA cycle to allow for completion of FEMA analysis and updates to City's mapped floodplain. The total package of Lakewood's flood study reevaluation was sent to FEMA on January 29, 2020. This starts the FEMA review process for establishing the new floodplain along Clover Creek in the Springbrook neighborhood and across I-5 towards City Hall. This is the final step in the flood study reevaluation initiated in 2019. While the outcome is not what was initially expected, lower flood elevations and a reduced floodplain, it does reveal a significant number of parcels at risk of flooding during the 100-yr flood (1% flood) not previously identified. With flood insurance those property owners will have

Project Title	Description	CEDD Recommendation
		<p>the stability of insurance to cover any damages resulting from the 100-yr flood when it comes.</p> <p>Once this analysis is approved by FEMA (estimate 6-9 months), it will be a part of the City's flood regulations as the mapped floodplain.</p>
CPA/ZOA-2020-07 (Bridgeport Way & 123rd) City initiated	<p>1. Amend the Comprehensive Plan land-use map to redesignate the subject property from High Density Multifamily (HD) to Industrial (I); and</p> <p>2. Amend the zoning map to rezone the subject property from MF2 to Industrial Business Park (IBP.)</p> <p><u>Location:</u> 12413 Bridgeport Way SW <u>Assessor's Tax Parcel No.:</u> 0219123054</p>	Combine with CPA/ZOA 2020-06 and take action altogether on Springbrook parcels in 2021 Comprehensive Plan amendment cycle
CPA/ZOA-2020-08 (Washington Blvd. & Interlaaken Blvd.) City initiated	<p>1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Neighbourhood Business District (NBD) to Mixed Residential (MR); and</p> <p>2. Amend the zoning map to rezone the subject property from Neighbourhood Commercial 1 (NC1) to Mixed Residential 2 (MR2).</p> <p><u>Location:</u> 7907 Washington Blvd SW <u>Assessor's Tax Parcel Nos.:</u> 0219102072</p>	Approval
CPA/ZOA-2020-09 (Lakewood Transit Station) City initiated	<p>1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Corridor Commercial (CC) to Public & Semi-Public Institutional (INST); and</p> <p>2. Amend the zoning map to rezone the subject property from Transit Oriented Commercial (TOC) to Public Institutional (PI).</p> <p><u>Location:</u> XXX Pacific Hwy SW, 11402, 11424 & 11602 Pacific Hwy SW <u>Assessor's Tax Parcel Nos.:</u> 0219122165, 0219122166</p>	Approval
CPA/ZOA-2020-10 (PDD Policy) City initiated	<p>Amend the Land Use Policy Chapter of the Comprehensive Plan, adding a new policy:</p> <p><u>LU-2.43: Encourage Planned Development District development with higher residential densities provided this type of development incorporates innovative site design, conservation of natural land features, protection of critical area buffers, the use of low-impact development techniques, conservation of energy, and efficient use of open space.</u></p>	Approval
CPA/ZOA-2020-11 (Rail Policy A)	<p>Delete a freight mobility policy from the Comprehensive Plan Transportation Chapter:</p>	Approval

Project Title	Description	CEDD Recommendation
City initiated	T-18.4: Examine the potential of unused or underutilized rail lines in Lakewood for freight rail.	
CPA/ZOA-2020-12 (Rail Policy B) City initiated	Revise an existing freight mobility policy in the Comprehensive Plan Transportation Chapter: T-18.6: Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses <u>and Joint Base Lewis McChord</u> .	Approval
CPA/ZOA-2020-13 (Rail Policy C) City initiated	Amend the Transportation Chapter of the Comprehensive Plan, adding a new policy: <u>T-18.10: The City discourages increased freight traffic along this corridor that is above and beyond the activity already in place and does not have a destination within Lakewood or Joint Base Lewis-McChord. With the opening of the Point Defiance Bypass project in support of Amtrak passenger rail coupled with increasing demands on freight rail, there is concern that the Point Defiance Bypass project could eventually lead to increased freight traffic in addition to new passenger rail.</u>	Approval

VICINITY MAP

Included below is a vicinity map with all of the proposed Zoning Map amendments and their respective sizes in gross acres; individual maps for proposed amendments 2020-02 through 2020-09 are included with CEDD's analysis for each amendment on the following pages.



ANALYSIS OF AMENDMENTS

CPA-ZOA-2020-01 (PDD Densities):

1. Amend Comprehensive Plan language at Sections 1.4.2, 2.3.1, 2.3.6, 3.2, 3.2.5, 3.2.8, 3.2.10, and Goal LU-4 to update references to Planned Development Districts.
2. Amend Comprehensive Plan Table 2.3.14 (Application of Designations and Population Densities) density ranges for the Residential Estate and Single-Family Residential Designations for consistency with LMC 18A.40.580 related to Planned Development Districts (PDDs.)

1.4.2 Protecting the Social, Economic, and Natural Environments

While much of the emphasis of this plan is to transform the city, preserving and enhancing its best attributes are also underlying directives. From a broad perspective, Lakewood's environment consists of viable neighborhoods, healthy economic activity, and functioning natural systems. This plan recognizes that to be sustainable, the inter-relationships between these elements must be recognized.

1)• Preserve existing neighborhoods.

One of Lakewood's greatest strengths is its established residential neighborhoods. This plan protects these valuable assets through careful management of growth, provision of adequate services, and stewardship of the physical environment. [This protection will be balanced with redevelopment that improves infrastructure as well as provides additional housing stock.](#)

* * *

•2.3.1 Residential Estate

The Residential Estate designation provides for large single-family lots in specific areas where a historic pattern of large residential lots and extensive tree coverage exists. Although retaining these larger sized properties reduces the amount of developable land in the face of growth, it preserves the historic identity these "residential estates" contribute to the community by providing a range of housing options, preserving significant tree stands, and instilling visual open space into the urban environment. Most importantly, the Residential Estate designation is used to lower densities around lakes and creek corridors in order to prevent additional effects from development upon the lakes, creek habitat and Lakewood Water District wellheads.

[Consistent with Planned Development District \(PDD\) standards, PDD projects within the Residential Estate designation will be required to provide environmental protection and provide transportation improvements designed handle increased traffic due to higher development densities.](#)

Maintenance of these lower land-use densities in certain areas west of the lakes also helps maintain reduced traffic volumes as well as reducing additional traffic safety conflicts in the east-west arterial corridors. These roads are among the most stressed transportation routes in the City, with expansion opportunities highly constrained due to the lakes.

* * *

2.3.6 Downtown

Downtown is the primary retail, office, social, urban residential, and government center of the City. The complementary, interactive mixture of uses and urban design provides for a regional intensity and viability with a local character. The regional focus and vitality of the district are evident in the urban intensity and composition of the uses in the district. Local character is reflected in the district's design, people-orientation, and connectivity, which foster a sense of community. [The CBD Downtown](#) is intended to attract significant numbers of additional office and retail jobs as well as new high-density housing. The plan anticipates that the properties within [the CBD Downtown](#) will be developed into commercial and residential mixed uses.

2.3.14 Application of Designations and Population Densities

Lakewood's plan provides for the following densities under its Comprehensive Plan future land-use designations:

Land-Use Designation	Major Housing Types Envisioned	Density ¹		Acres
		Low	High	
Residential Districts:				
Residential Estate	Larger single-family homes	1	24	1044.97
Single-Family Residential	Single-family homes	4	96	4,080.77
Mixed Residential	Smaller multi-unit housing	8	14	344.07
Multi-Family Residential	Moderate multi-unit housing	12	22	313.59
High Density Multi-Family	Larger apartment complexes	22	40	442.82
Mixed Use Districts:				
Downtown	High-density urban housing	30	80-100	318.69
Neighborhood Business District	Multi-family above commercial	12	40	287.30
Arterial Corridor	Live/work units	6	6	18.85
Air Corridor 2	Single-family homes	2	2	235.77
Non-Residential Districts:				
Corridor Commercial	N/A	--	--	471.48
Industrial	N/A	--	--	752.48
Public/Semi-Public	N/A	--	--	807.18

Land-Use Designation	Major Housing Types Envisioned	Density ¹		Acres
		Low	High	
Institutional				
Air Corridor 1	N/A	--	--	376.18
Open Space & Recreation	N/A	--	--	1945.26
Military Lands	N/A	--	--	24.95
Total designated area	N/A			11464.36
Excluded: Water & ROW	N/A	--	--	1172.14
TOTAL:				12636.5

1 As expressed in the Comprehensive Plan for new development; existing densities are unlikely to match and may already exceed maximums in some cases.

* * *

3.2 Residential Lands and Housing

Housing is a central issue in every community, and it plays a major role in Lakewood's comprehensive plan. The community's housing needs must be balanced with maintaining the established quality of certain neighborhoods and with achieving a variety of other goals related to transportation, utilities, and the environment. There are a number of considerations related to housing in Lakewood:

Impact of Military Bases: Historically, the market demand for affordable housing for military personnel stationed at Joint Base Lewis McChord (JBLM) has had a major impact on Lakewood, and appears to be a major factor in understanding the presence of a large number of apartments in the city. Many of the retired homeowners now living in the community were once stationed at JBLM.

Lakefront Property: The opportunity to build higher valued homes in a desirable setting on the shores of the City's lakes has provided Lakewood with its share of higher-income families, and some of its oldest, most established neighborhoods. [As Lakewood's population grows, redevelopment in these areas via Planned Development Districts \(PDDs\) may occur.](#)

* * *

3.2.5 Background on Lakewood's Population and Housing Capacity

GMA requires jurisdictions to show zoned land capacity for their targeted number of new housing units. This capacity includes land that is available for new development, redevelopment, or infill development.

In 1996, Lakewood's incorporation population was established by OFM to be 62,786. With the adoption of Lakewood's Comprehensive Plan in 2000, a residential land capacity analysis was prepared based on the residential densities

established in the Official Land Use Map and implementing land use and development regulations. The 20-year capacity analysis provided for a population growth of 17,500, and 7,107 new residential uses. Thus, Lakewood's planning horizon could accommodate 75,711 people and a total of 32,503 housing units.

However, through the 2000 Census, Lakewood was found to have lost population between its incorporation and the 2000 Census. The federal Census Bureau and OFM had overestimated Lakewood's initial population. As is done yearly for the purpose of allocating of certain state revenues, this estimate is adjusted for each jurisdiction in the state based OFM forecasts. Although Lakewood's yearly OFM estimate had grown considerably by 2000, following the 2000 Census and adjustments after the City requested review, Lakewood's 2000 population was established at 58,293 – considerably lower than the incorporation population. The background information upon which Lakewood's initial Comprehensive Plan was based had assumed a higher population than was later established via the Census.

In the last major update to the City's comprehensive plan, Lakewood's April 1, 2004 OFM population was estimated to be 59,010. Capacity analysis of the City's initial Comprehensive Plan designations adopted in 2000 determined the plan to have a build-out capacity of 17,500 new residents. The most significant change to this number came as an outcome of the 2003 amendments to the comprehensive plan, which resulted in 3,962 in lost population capacity due to the redesignations/rezoning. That resulted in an adjusted build-out population of 13,538, or a total population of 72,548 by the year 2020.

In November 2007, OFM published ~~at the latest~~ series of GMA population projections, and thereafter, the Puget Sound Regional Council (PSRC) adopted VISION 2040 in May 2008. A review process of population allocations was initiated by the Pierce County Growth Management Coordinating Committee (GMCC), and the Pierce County Regional Council (PCRC). Recommendations on changes to population, housing, and employment targets were submitted to the Pierce County Council.

The Pierce County Council ~~has since~~ adopted Ordinance No. ~~2011-36s~~2017-24s, ~~revising establishing~~ target and employment growth ~~for all Pierce County cities~~. Lakewood's 2030 population was ~~adjusted down to set at~~ 72,000. ~~with corresponding reductions in housing and employment projections.~~ However, the City ~~did has~~ not materially changed its residential density patterns since adoption of the City's first Comprehensive Plan in 2000.

With the adoption of VISION 2050 in May 2020 and subsequent updates to the Countywide Planning Policies and Lakewood's housing and population targets by Pierce County, Lakewood will need to plan for additional housing growth and use tools and techniques such as Planned Development Districts to increase density.

3.2.8 Housing for All Economic Segments

4. B. Upper Income Housing

The level of new upper income housing construction was nominal between 2001 and 2010. Structures were single family detached structures. Most of the upper income housing was constructed around the City's lakes on infill properties designated residential estate. As the region becomes more densely populated and the convenience and amenities of urban neighborhoods become increasingly desirable, upper income households could be found in a greater variety of neighborhoods and housing types. Apartment, townhouse, and condominium units may account for a growing share of high-end housing. [Planned Development Districts \(PDDs\) are a tool to provide single-family housing in areas with historically lower densities that can ensure better quality design themes and infrastructure improvements.](#)

* * *

3.2.10 Housing Goals, Objectives, & Policies

* * *

GOAL LU-2: Ensure that housing exists for all economic segments of Lakewood's population.

Objective: Increase housing opportunities for upper income households.

Policies:

LU-2.1: Target ten (10) percent of new housing units annually through 2030 to be affordable to upper income households that earn over 120 percent of county median income.

~~LU 2.2: Provide opportunities for large and medium lot single family development.~~

~~LU 2.3: Utilize low density, single family areas designations to provide opportunities for upper income development.~~

~~LU 2.4: Encourage larger lots on parcels with physical amenity features of the land such as views, significant vegetation, or steep slopes.~~

~~LU 2.5: Encourage construction of upper income homes on larger existing parcels.~~

LU-2.6: Encourage the construction of luxury condominium adjacent to the lakes.

LU-2.7: Support site plans and subdivisions incorporating amenity features such as private recreation facilities, e.g., pools, tennis courts, and private parks to serve luxury developments.

LU-2.8: Increase public awareness of upper income housing opportunities in Lakewood.

Objective: Encourage the private sector to provide market rate housing for the widest potential range of income groups including middle income households.

Policies:

LU-2.9: Target sixty five (65) percent of new housing units annually through 2030 to be affordable to middle income households that earn 80 to 120 percent of county median income.

LU-2.10: Encourage home ownership opportunities affordable to moderate income households.

LU-2.11: Encourage the construction of townhouse, condominium, and rental units affordable to moderate income households in [residential and mixed-use developments and redevelopments](#).

LU-2.12 Continue to provide technical assistance for redevelopment of land in Lake City, Lakeview, Springbrook, Tillicum, and lands located in the City's tax incentive urban use centers and senior overlay.

LU-2.13: Market Lakewood to housing developers.

LU-2.14: Maintain an updated inventory of land available for housing development.

LU-2.15: Pursue public-private partnerships to provide for moderate-income housing.

LU-2.16: Disperse middle-income housing in all areas of the City ~~that have vacant land~~.

LU-2.17: Ensure that a sufficient amount of land in ~~all multi-family and mixed-use areas of~~ the City is zoned to allow attached housing and innovative housing types.

Objective: Provide a fair share of low-and very-low income housing in the future.

Policies:

* * *

LU-2.37: Reduce existing housing need, defined as the number of existing households that earn 80 percent of county median income, and are paying more than 30 percent of their income for housing, or live in inadequate housing by increasing housing supply for all economic segments of the community.

- ☐ Create opportunities for higher income households to vacate existing lower cost units, by creating [larger houses on larger lots a variety of market rate detached and attached housing types](#); and
- ☐ Prioritize applications to the City for housing rehabilitation grants to homeowners earning 80 percent of county median income or below based on the greatest degree of existing need. With the exception of emergencies, priority should be given to households occupying conventional housing.

Objective: Provide a variety of housing types and revised regulatory measures which increase housing affordability.

Policies:

LU-2.38: Support projects including [planned development districts](#), subdivisions and site plans incorporating innovative lot and housing types, clustered detached houses, clustered semi-attached houses and a variety of lots and housing types within a site.

* * *

GOAL LU-4: Maintain, protect, and enhance the quality of life of Lakewood's residents.

Objective: Preserve and protect the existing housing stock.

Policies:

LU-4.1: Preserve existing housing stock where residential uses conform to zoning requirements.

LU-4.2: High-density housing projects, with the exception of senior housing, will not be permitted in existing single-family residential neighborhoods. More moderate densities such as [planned development districts](#) and cottage housing will be considered.

LU-4.3: Target code enforcement to correct health and safety violations.

LU-4.4: Continue Lakewood's active enforcement of codes aimed at improving property maintenance and building standards in residential neighborhoods to bolster neighborhood quality and the overall quality of life.

LU-4.5: Continue targeted efforts such as the crime-free rental housing program and seek out a variety of funding sources for this and other such outreach programs.

LU-4.6: Develop programs to provide financial assistance to low-income residents to assist them in maintaining their homes.

LU-4.7: Where public actions such as targeted crime reduction programs result in the unexpected displacement of people from their housing, coordinate the availability of social services to assist them in finding other shelter.

LU-4.8: Subject to funding availability, conduct periodic surveys of housing conditions and fund programs, including housing rehabilitation, to ensure that older neighborhoods are not allowed to deteriorate.

LU-4.9: Identify areas in the City for priority funding for rehabilitation by non-profit housing sponsors.

LU-4.10: Continue City funding of housing rehabilitation and repair.

* * *

Objective: Develop and maintain livable neighborhoods with a desirable quality of life.

Policies:

LU-4.15: Promote high quality residential living environments in all types of neighborhoods.

LU-4.16: Promote community identity, pride, and involvement in neighborhoods.

LU-4.17: Continue to support the City's neighborhood program to encourage neighborhood involvement, address local conditions, and provide neighborhood enhancements.

LU-4.18: Protect the character of existing single-family neighborhoods by promoting high quality of development, [including through planned development districts \(PDDs.\)](#)

Housing Capacity Analysis: Planned Development Districts (PDDs) are tools by which the quality and density of housing developments can be increased. They are governed by LMC Chapter 18A.30 Part IV. The amendments to the Comprehensive Plan will not result in an increase or decrease in planned housing capacity; individual PDD projects may affect capacity as they are approved and constructed.

A. Consistency with the Comprehensive Plan: This application amends the Comprehensive Plan to reflect the continued and increased use of PDDs that allow for higher density and higher quality residential developments in Lakewood.

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: Not applicable.

F. Range of permitted uses: The application would allow higher residential density PDDs, if individual projects are approved, in the Residential Estate and Single Family land use designations.

G. Change in circumstances: Housing shortages in Lakewood and the region continue to artificially inflate housing prices faster than incomes are increasing. PDDs are a tool by which more housing units at varying prices can be developed within the city's boundaries for current and future residents.

H. Advantages vs. negative impacts: The advantages to allowing a higher potential density in PDDs in the Residential Estate and Single Family land use designations include providing for opportunity to house more residents within Lakewood's boundaries while at the same time providing the City authority to require more amenities than required outright in the standard development code.

CEDD Recommendation: Approval.

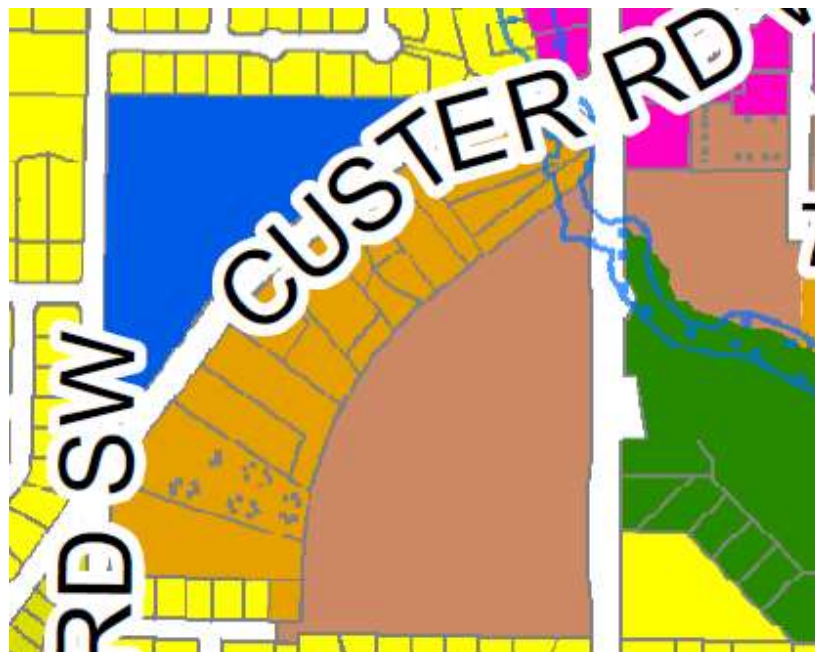
CPA/ZOA 2020-02 (Custer & Bridgeport A)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Mixed Residential (MR) to High Density Multi-Family (HD); and
2. Amend the zoning map to rezone the subject property from Mixed Residential 2 (MR2) to Multi-Family 3 (MF3).

Location: 7811 & 7815 Custer Rd. West

Assessor's Tax Parcel Nos.: 6940000020, 6940000010, 0220263023





- Air Corridor 1 (AC1)
- Air Corridor 2 (AC2)
- Arterial Residential/Commercial (ARC)
- Commercial One (C1)
- Commercial Two (C2)
- Commercial Three (C3)
- Central Business District (CBD)
- Clear Zone (CZ)
- Industrial One (I1)
- Industrial Two (I2)
- Industrial Business Park (IBP)
- Multi Family One (MF1)
- Multi Family Two (MF2)
- Multi Family Three (MF3)
- Military Lands (ML)
- Mixed Residential One (MR1)
- Mixed Residential Two (MR2)
- Neighborhood Commercial (NC1)
- Neighborhood Commercial (NC2)
- Open Space & Recreation One (OSR1)
- Open Space & Recreation Two (OSR2)
- Public / Institutional (PI)
- Residential One (R1)
- Residential Two (R2)
- Residential Three (R3)
- Residential Four (R4)
- Transit Oriented Commercial (TOC)
- Water/OSR1
- Lakewood City Limit
- Tax Parcel
- Riparian Buffer*
- Planned Development District

CEDD ANALYSIS OF 2020-02

Housing Capacity Analysis: This application requested rezoning three parcels totaling 2.27 acres from MR2 to MF3, resulting in an increase in potential density from 14.6 du/a to 35 du/a. The net resulting change in housing capacity is minimal.

A. Consistency with the Comprehensive Plan: Existing Comprehensive Plan guidance indicates mixed residential with an off-street trail connecting to open space and parcels zoned Neighborhood Business District. The application adds nine (9) apartment units to improve development feasibility while retaining mature tree stands, restoring a large portion of the creek buffer and potentially including a segment of planned off-street trail. Maximum MF3 density is not being sought by the applicant.

B. Compatibility with development in the vicinity: Surrounding development is urban in nature and within the MR2, PI, MF2 and Arterial Commercial. The parcel immediately south is zoned MF2.

C. Transportation impacts and mitigation: No significant transportation impacts are anticipated on the parcels along Bridgeport Way. Impacts of the proposed zoning change have been reviewed by the applicant's traffic engineer. The City would conduct a site development plan review and address, at a minimum: whether a driveway on Bridgeport Way would be allowed; the placement of any driveway on Custer as far away as possible

from the Bridgeport/Custer intersection; and whether any left turn movements out of the property would be allowed.

D. Public Service impacts and mitigation: Changes to any impacts to public service would be minimal. The proposed application would allow for about 18 more people to live on the parcels than could under current zoning.

E. Public health, safety and general welfare impacts: Changes to any impacts to public health safety and general welfare would be minimal. The proposed application would allow for about 18 more people to live on the parcels than could under current zoning.

F. Range of permitted uses: Both the current and proposed zoning allow for multifamily residential development.

G. Change in circumstances: Not applicable other than the continued pressure for affordable housing in Lakewood and the region.

H. Advantages vs. negative impacts: Per the application, development on the site would increase from 30 to 39 units; this would provide more housing within walking distance to shopping, bus service, educational and employment opportunities. The planned off-street trail could ultimately help connect a more dynamic, safe and inviting neighborhood.

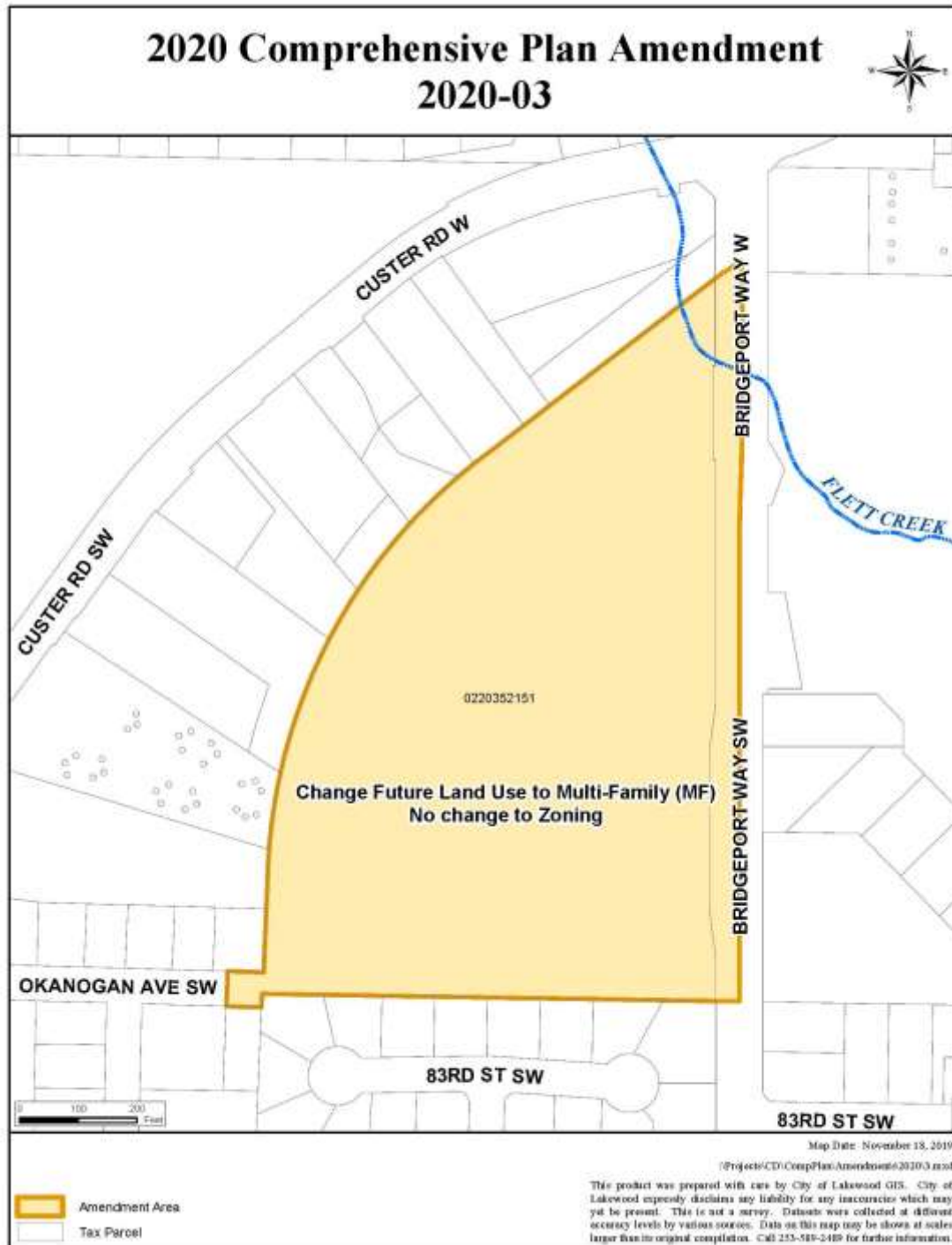
CEDD Recommendation: Approval of redesignating the parcels to Multi-Family (MF) and rezoning to Multifamily 2 (MF2) versus HD/MF3 as the more appropriate designation and zone.

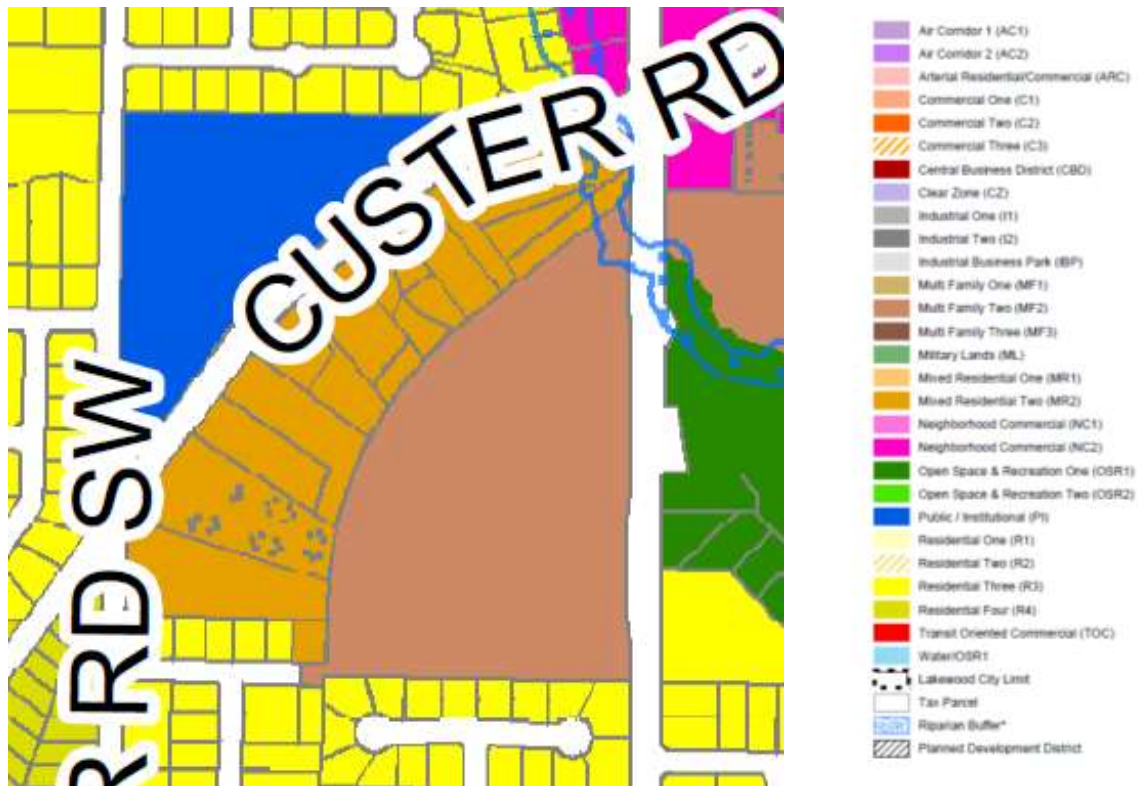
CPA/ZOA-2020-03 (Custer & Bridgeport B)

1. Scrivener correction to amend the Comprehensive Plan land-use map to designate the subject property Multi-Family (MF); and
2. No change to zoning is required.

Location: 8008 to 8248 Bridgeport Way SW

Assessor's Tax Parcel Nos.: 0220352151





CEDD ANALYSIS OF 2020-03

Housing Capacity Analysis: Not applicable

A. Consistency with the Comprehensive Plan: Not applicable

B. Compatibility with development in the vicinity: Not applicable

C. Transportation impacts and mitigation: Not applicable

D. Public Service impacts and mitigation: Not applicable

E. Public health, safety and general welfare impacts: Not applicable

F. Range of permitted uses: Not applicable

G. Change in circumstances: Not applicable

H. Advantages vs. negative impacts: Not applicable

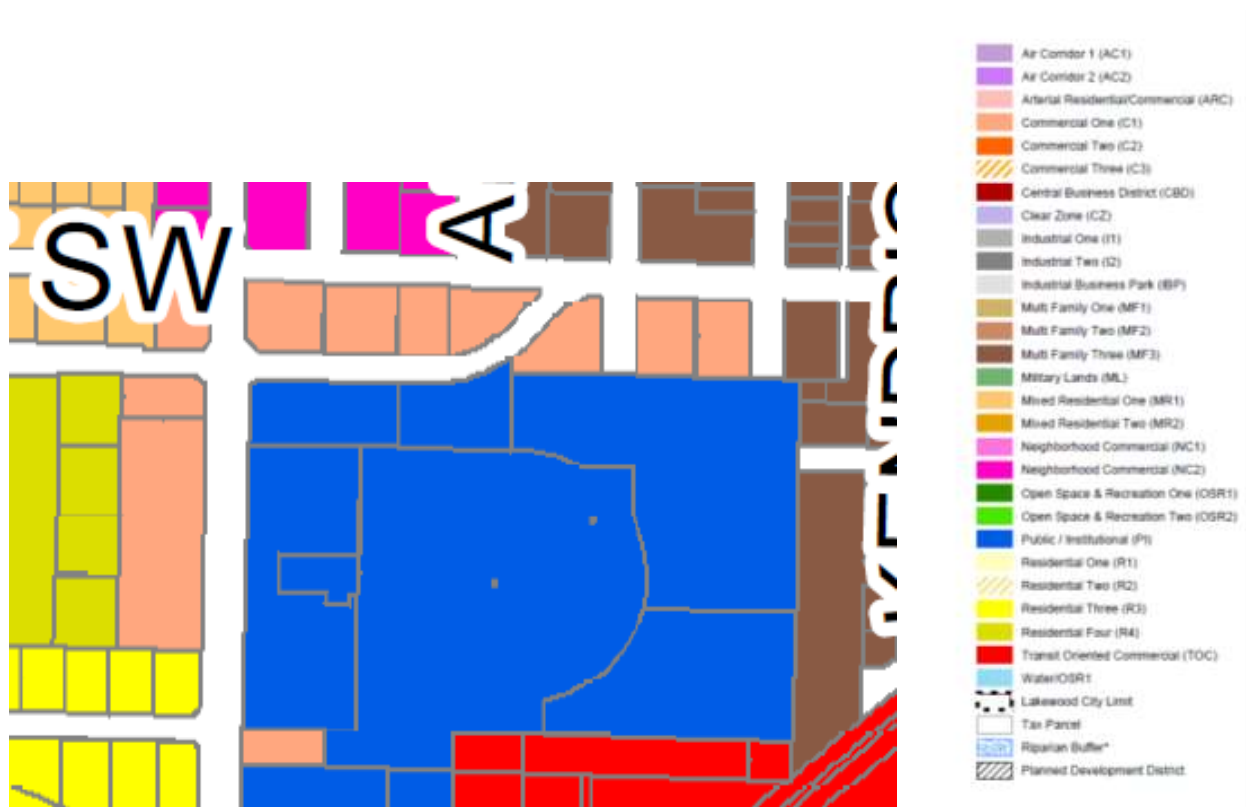
CEDD Recommendation: Approval

CPA/ZOA-2020-04 (111th & Bridgeport Way West)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Corridor Commercial (CC) to Multi-Family (MF); and
2. Amend the zoning map to rezone the subject property from Commercial 1 (C1) to Multi-Family 3 (MF3).

Location: 4808 - 4812 112th St SW, 4718 111th ST SW, and 11102 & 11106 47th AV SW
Assessor's Tax Parcel Nos.: 5080000396, 5080000420, 5080000431, 5080000432





CEDD ANALYSIS OF 2020-04

Housing Capacity Analysis: Proposed uses and their associated densities within commercial zoning districts, and the applicable community design standards shall be used to establish the minimum lot size for a project. Live/Work and Work/Live units are the only residential permitted uses within the C1 zone. The difference between live/work and work/live units is that the “work” component of a live/work unit is secondary to its residential use, and may include only commercial activities and pursuits that are compatible with the character of a quiet residential environment, while the work component of a work/live unit is the primary use, to which the residential component is secondary.

The rezoning of four (4) parcels from Commercial 1 (C1) to Multifamily 3 (MF3) would provide opportunity for additional multifamily units at a density of up to 54 units per acre should a development project be approved in the future, an increase in housing capacity. The application encompasses a total of 1.62 acres.

A. Consistency with the Comprehensive Plan: The parcels in question are immediately adjacent to MF3 zoned areas to the north and east and to Public Institutional (PI) immediately to the south.

B. Compatibility with development in the vicinity: The rezone would allow additional multifamily housing units adjacent to multifamily units, or in full compatibility.

C. Transportation impacts and mitigation: No significant impacts are anticipated per the rezone; any development projects would be required to design ingress and egress per City code and also mitigate impacts to the area road network.

D. Public Service impacts and mitigation: No significant impacts are anticipated on public services.

E. Public health, safety and general welfare impacts: No significant impacts are anticipated on public health, safety and general welfare.

F. Range of permitted uses: The rezone would change the permitted uses from those in the C1 zone, which promotes employment, services, retail, and business uses serving and linking neighborhoods to Lakewood's major transportation networks to uses allowed in MF3, which integrates urban, high-density, multi-story housing in close proximity to a principal or minor arterial with commercial/ residential districts.

G. Change in circumstances: The need for affordable housing in the City and the region continues to grow. The parcels have not developed with commercial uses.

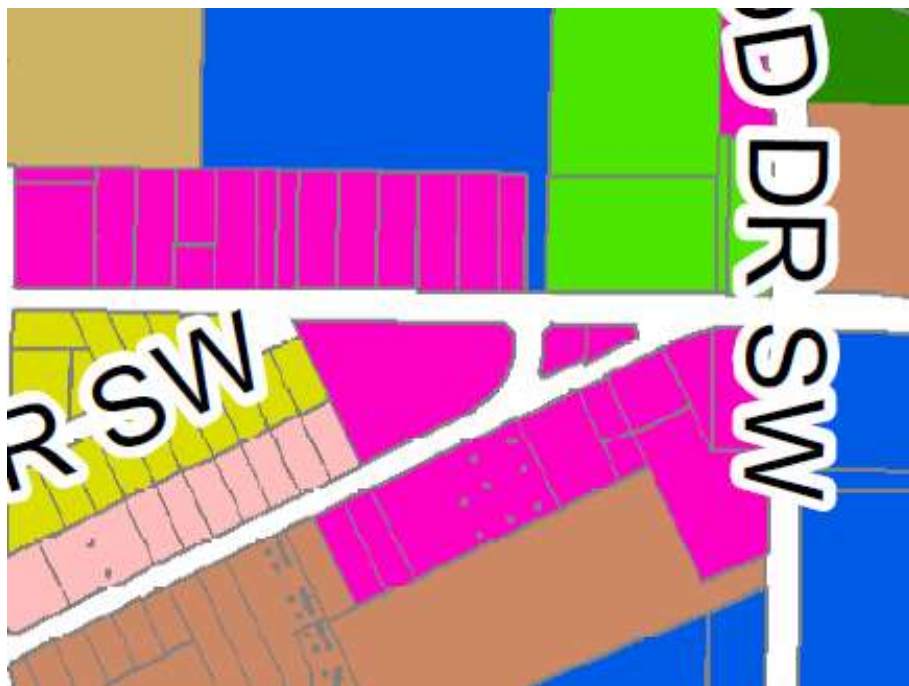
H. Advantages vs. negative impacts: The application provides for additional acreage for needed multifamily housing units.

CEDD Recommendation: Approval.

1. Amend the Comprehensive Plan land-use map to designate the subject property from Neighbourhood Business District (NBD) to High Density Multi-Family (HD); and
2. Amend the zoning map to rezone the subject property from Neighbourhood Commercial 2 (NC2) to Multi-Family 1 (MF1).

Assessor's Tax Parcel Nos.: 0220354099, 0220354098, 0220354008, 0220354013, 0220354074, 0220354073, 0220354012, 0220354055, 0220354054, 0220354006, 0220354017, 0220354009, 0220354018, 0220354015, 0220354016, 5130001551, 5130001880, 5130001870, 5130001913, 5130001912, 0220354091, 0220354046 & 5130001914





CEDD ANALYSIS OF 2020-05

Housing Capacity Analysis: This application would rezone 23 parcels totaling 18.67 acres to MF1, which allows for up to 22 du. The current zoning (NC2) allows for up to 22 du as well, but also allows for a range of retail, office, and local commercial services. Planned housing capacity would therefore increase.

A. Consistency with the Comprehensive Plan: This rezone would place MF1 parcels adjacent to MF2 parcels to the south and Arterial Residential/Commercial (ARC) to the west. The MF1 zoning district provides for a variety of medium-density housing types and designs offering a wide choice of living accommodations for families of diverse composition and lifestyles. The MF2 zoning district provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. The ARC zoning district provides for continuance of residential uses, many of which are existing, along busy City streets while permitting the incorporation of low-intensity and low-impact commercial uses into these compact areas.

B. Compatibility with development in the vicinity: As discussed above, rezoning the parcels to MF1 would place medium density housing next to high density housing and low-intensity commercial uses. This would allow for a variety of housing choices within walking distance of commercial uses.

C. Transportation impacts and mitigation: The rezone from NC2 to MF1 is not anticipated to result in significantly different transportation impacts. Any development projects would be required to design ingress and egress per City code and also mitigate impacts to the area road network.

D. Public Service impacts and mitigation: No significant impacts are anticipated on public services.

E. Public health, safety and general welfare impacts: No significant impacts are anticipated on public health, safety and general welfare.

F. Range of permitted uses: The application would limit uses to residential on the rezoned parcels.

G. Change in circumstances: There continues to be a growing lack of affordable housing in Lakewood and in the region.

H. Advantages vs. negative impacts: The application provides for additional acreage for needed multifamily housing units in the City.

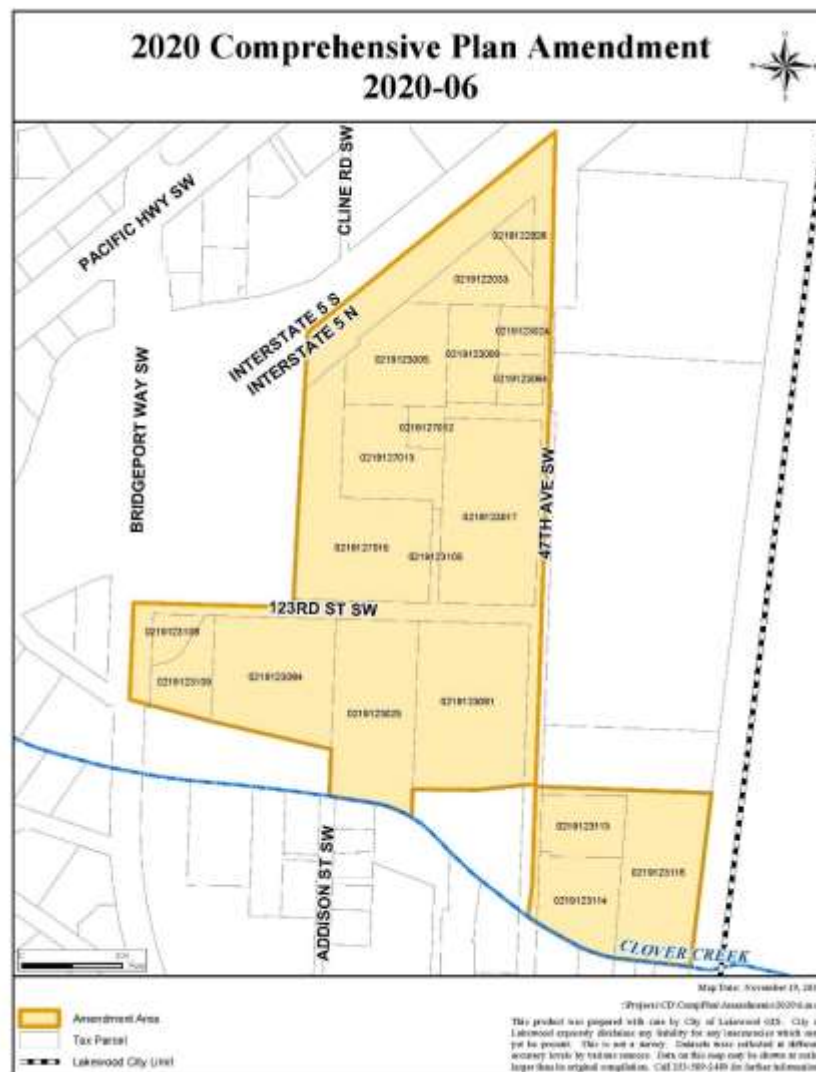
CEDD Recommendation: Approval.

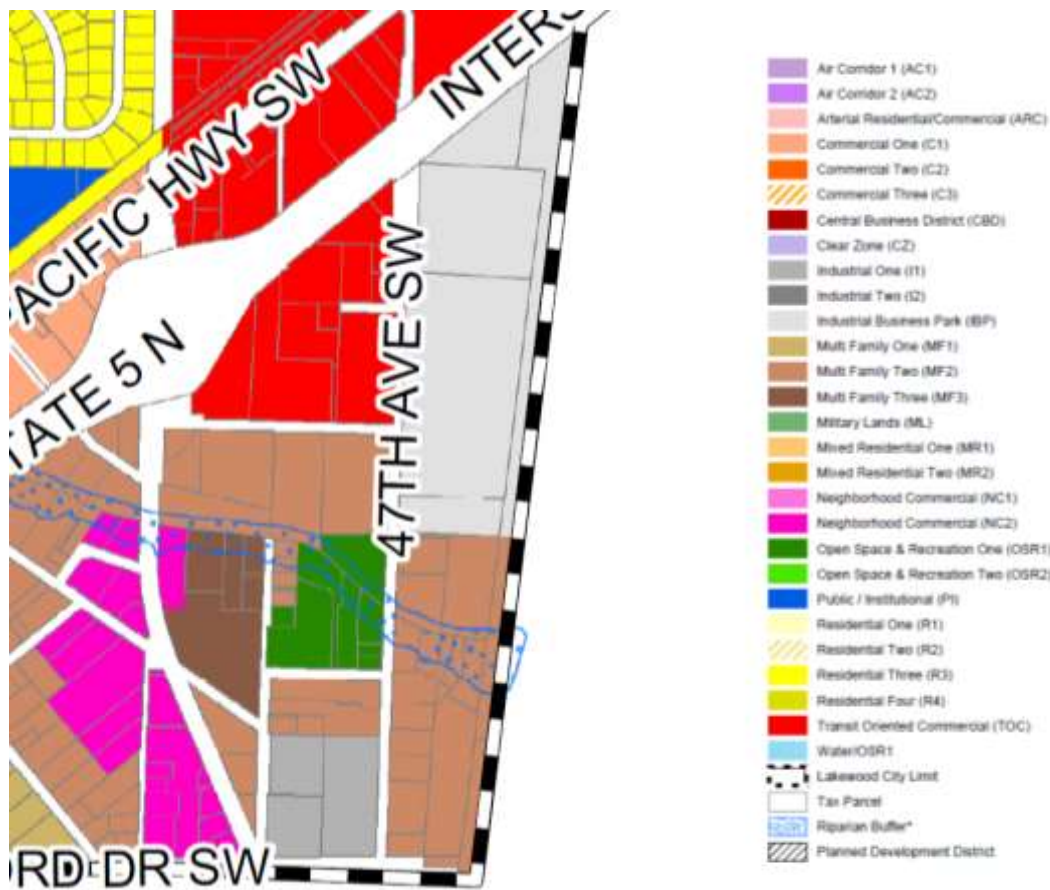
CPA/ZOA-2020-06 (Springbrook Neighborhood)

1. Amend the Comprehensive Plan land-use map to designate the subject property in the Springbrook Neighbourhood area per the outcome of the 2019 Lakewood/FEMA flood plain mapping update effort; and
2. Amend the zoning map to zone the subject property per the outcome of the 2019 Lakewood/FEMA flood plain mapping update effort; and
3. Remove the Lakewood Station District boundary located within Springbrook.

Location: 4901 123rd St SW, XXX 123rd St SW, XXX 47th Av SW, 4800 to 4815 122nd St SW, 4804 121st St SW, 4801 121st St SW, 4715 to 4717 121st SW, 12018 TO 12020 47th Av SW, 4710 120th St SW, XXX 120th St SW, XXX 47th Av SW, XXX 123rd St SW, 12315 Bridgeport Wy W, 4828 123rd St SW, 4828 123rd St SW, 4702 to 4731 124th SW, XXX 47th Av SW, 12511 47th Av SW, 12517 47th Av SW

Assessor's Tax Parcel Nos.: 0219127015, 0219123105, 0219123017, 0219127013, 0219127012, 0219123005, 0219123000, 0219123064, 0219123024, 0219122033, 0219122028, 0219123108, 0219123109, 0219123084, 0219123025, 0219123081, 0219123116, 0219123113, 0219123114





CEDD ANALYSIS OF 2020-06

Staff Analysis: Because of the complicated nature of this application, staff is providing the information below rather than working through the standard criteria.

Housing Capacity Analysis:

Per Pierce County Ordinance 2017-24, Lakewood has a 2030 population allocation of 72,000, or an increase of 13,200 people above its 2008 population estimate of 58,780. This translates into an increase of 8,380 housing units from the 2008 total of 25,904 to reach the City's assigned 2030 target of 34,284 units.

There are two ways of examining the housing capacity. The first is to calculate the impact on *existing development*. At build-out, the proposal could result in the net loss 334 existing residential units (333 multifamily units and one single family residence.)

The second way is to examine the impact on housing based on an examination of the *comprehensive plan land use map*. Under current land use designations, this section of Springbrook is scheduled for medium- and high-density mixed use development with ranges in density of between 35- and 54-units per acre. However, much of the area is located in an

existing floodplain. The floodplain poses constraints on maximum density. Based on a recent multifamily development project being proposed in Springbrook (“Cloverbrook”), which is located in the floodplain, it has been calculated that the maximum density cannot exceed 30-units per acre. Therefore, if this area were built-out under current land use designations, the maximum housing count would be 1,150 units. That also means that if the same area were designated industrial there would be a net loss of about 1,150 units, but again, this is a ‘high-side’ number.

Half of the properties in this area are in both the floodplain and the floodway. Development within the floodway is severely limited; housing would be prohibited. It is difficult to make a calculation of housing net loss in the floodway because the floodway meanders across a significant amount of land area and its boundaries cross many property lines. The most likely scenario is that housing net loss is about one-half of 1,150 units, or roughly 600 units.

The 2018 Downtown Subarea Plan plans for a 2,257 net housing unit increase within its boundaries. This is an increase of 1,807 units within the Downtown boundaries and thus the City.

Assuming theoretical development at the maximum density allowed under the current zoning, the Springbrook neighborhood has the housing capacity for 1,548 units; again, given environmental constraint, the current real-world estimated maximum capacity is 1,150 units. By rezoning the area to industrial, the city-wide net increase in housing units would still be at least 773; using the more likely 600 unit build-out for this area, the net citywide housing capacity increase taking the Downtown Subarea Plan increase of 1,807 units into account would be 1,207.

A map of the Springbrook area with a number of environmental layers applied is provided below.

Red	Special Flood Hazard Area (SFHA)
Light Orange	500 year flood zone
Thick Orange Lines	Topographic lines
Thick Yellow line	Creek(s)
Yellow	250' creek buffer per FEMA BiOp
Purple with black outline (looks pink)	Oak grasses (potential oak woodlands)
Blue	Potential Wetlands



CEDD Recommendation: Move the CPA/ZOA-2020-06 application to the 2021 CPA cycle to allow for completion of FEMA analysis and updates to City’s mapped floodplain.

The total package of Lakewood’s flood study reevaluation was sent to FEMA on January 29, 2020. This starts the FEMA review process for establishing the new floodplain along Clover Creek in the Springbrook neighborhood and across I-5 towards City Hall. This is the final step in the flood study reevaluation initiated in 2019.

While the outcome is not what was initially expected, lower flood elevations and a reduced floodplain, it does reveal a significant number of parcels at risk of flooding during the 100-yr flood (1% flood) not previously identified. With flood insurance those property owners will have the stability of insurance to cover any damages resulting from the 100-yr flood when it comes.

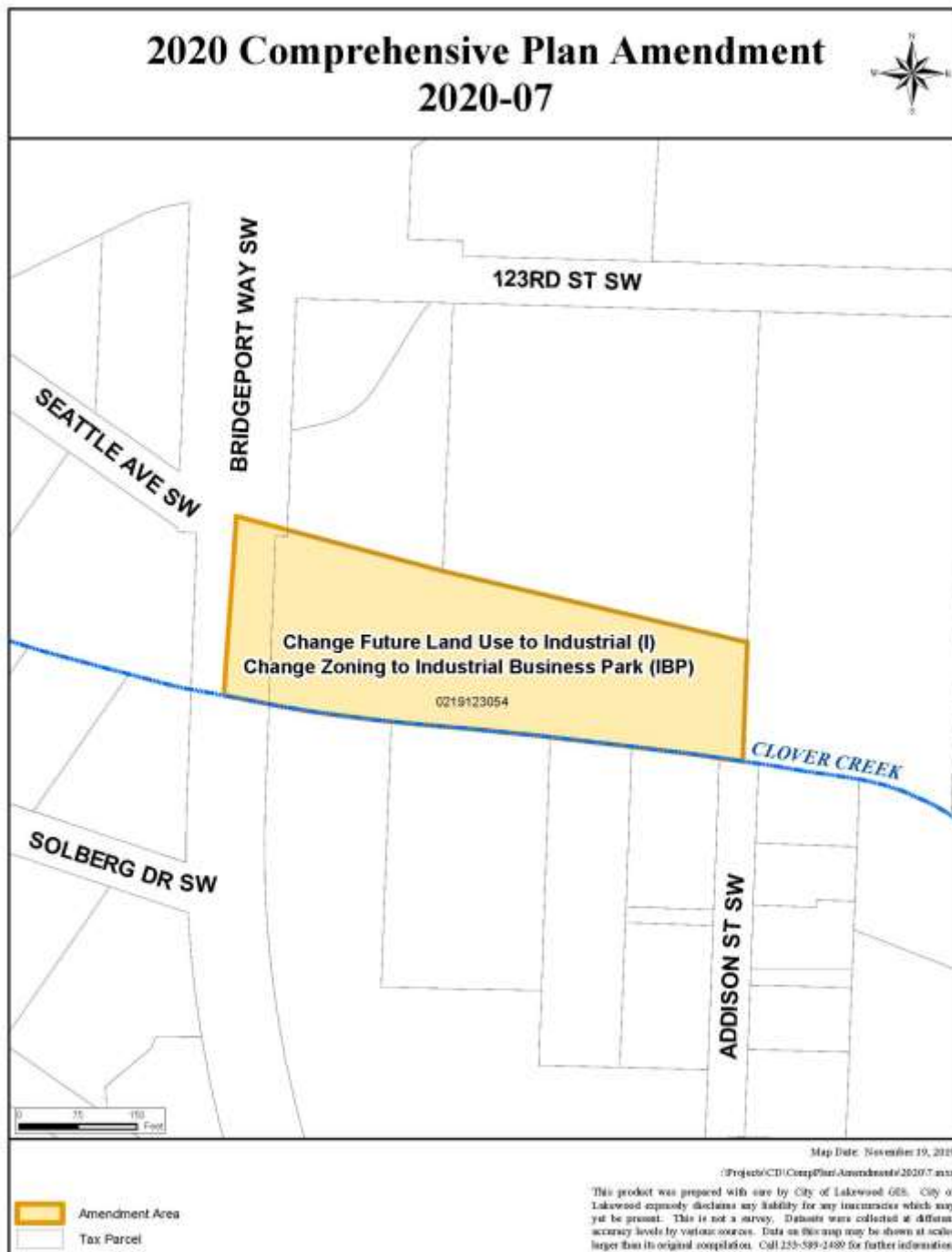
Once this analysis is approved by FEMA, it will be a part of the City’s flood regulations as the mapped floodplain.

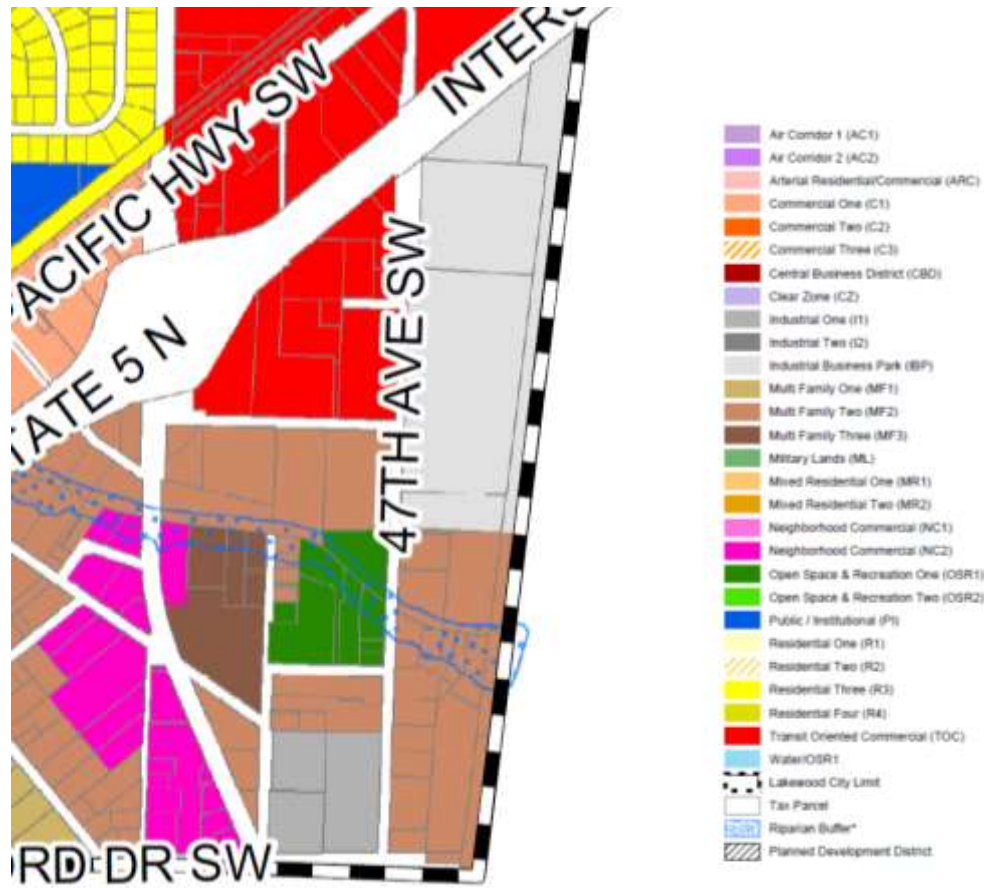
CPA/ZOA-2020-07 (Bridgeport Way & 123rd)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from High Density Multifamily (HD) to Industrial (I); and
2. Amend the zoning map to rezone the subject property from MF2 to Industrial Business Park (IBP.)

Location: 12413 Bridgeport Way SW

Assessor's Tax Parcel No.: 0219123054





CEDD ANALYSIS OF 2020-07

Housing Capacity Analysis: This application would remove 2.62 acres of land from the MF2 zone, which allows up to 35 dua. The City's overall housing capacity would be reduced; however, this property includes a riparian buffer and would likely never develop at a 35 dua density; the net effect on housing capacity would not be substantial.

A. Consistency with the Comprehensive Plan: This parcel is adjacent to MF3 and Neighborhood Commercial (NC) lands and is near Transit Oriented Commercial- (TOC-) lands. It is located in the Springbrook area, which is currently subject to an update of its FEMA flood maps requested by the City in part due to the Council's desire to consider rezoning many parcels in the area Industrial.

B. Compatibility with development in the vicinity: Although adjacent to MF2 and MF3 parcels, this parcel is located near parcels currently zoned Industrial 1 (I1) and Industrial Business Park (IBP.)

C. Transportation impacts and mitigation: The rezone from MF2 to IBP is not anticipated to result in significantly different transportation impacts; IBP may produce fewer traffic trips than MF2 density development. Any development projects would be required to design ingress and egress per City code and also mitigate impacts to the area road network.

D. Public Service impacts and mitigation: No significant impacts are anticipated on public services.

E. Public health, safety and general welfare impacts: No significant impacts are anticipated on public health, safety and general welfare.

F. Range of permitted uses: The MF2 zone provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.

The IBP zone provides for a coordination of uses and design to facilitate an active integration of employment, services, and business/light industrial uses. It does not allow residential uses.

G. Change in circumstances: There is a growing desire for industrially zoned properties in the Springbrook and Woodbrook areas of Lakewood given their proximity to I-5 and rail transport.

H. Advantages vs. negative impacts: Industrial uses on the parcel would better fit expressed interest by the Council in Industrial zoning in the Springbrook area.

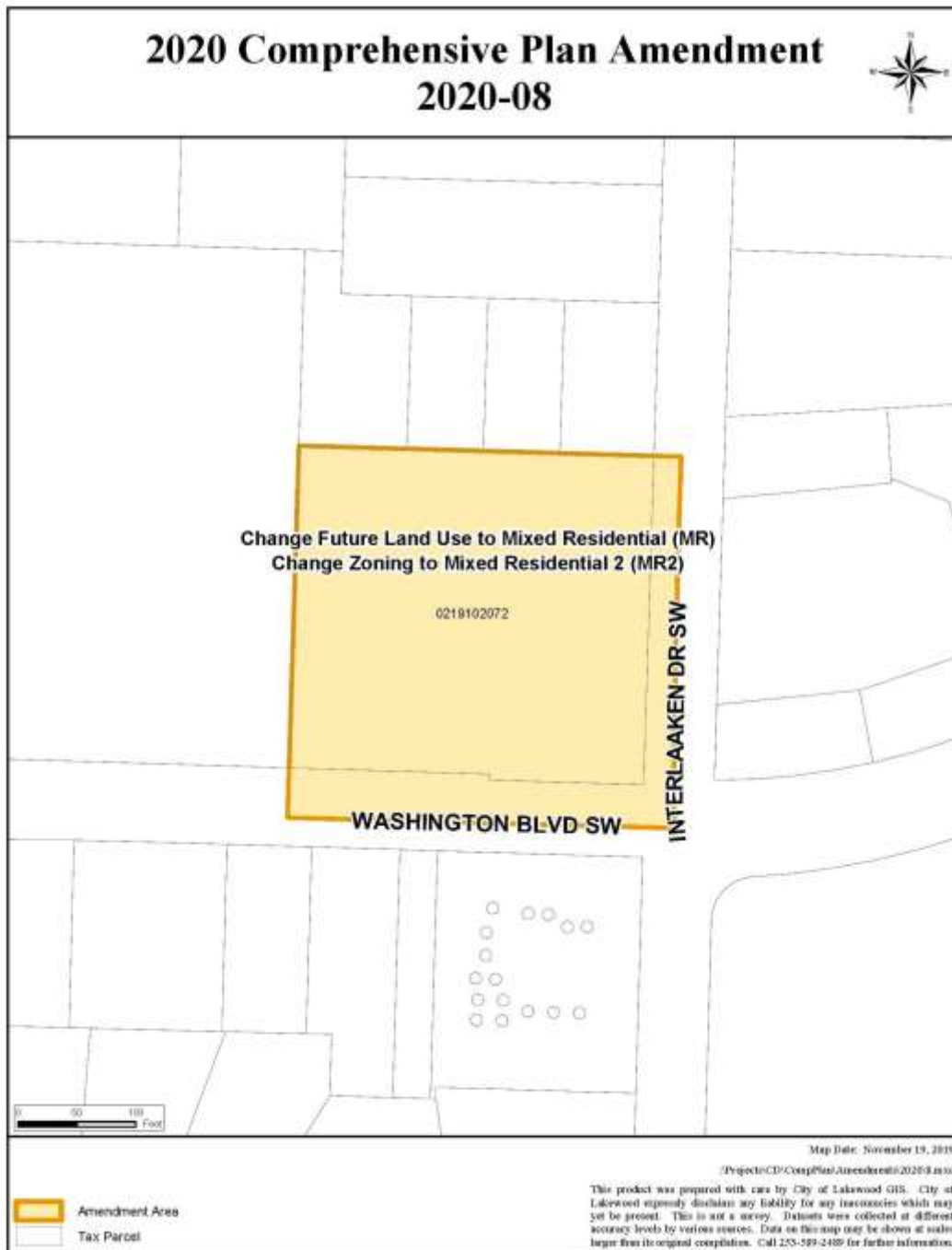
CEDD Recommendation: Combine this application with CPA-ZOA 2020-06 and take action on Springbrook parcels altogether in 2021 amendment cycle.

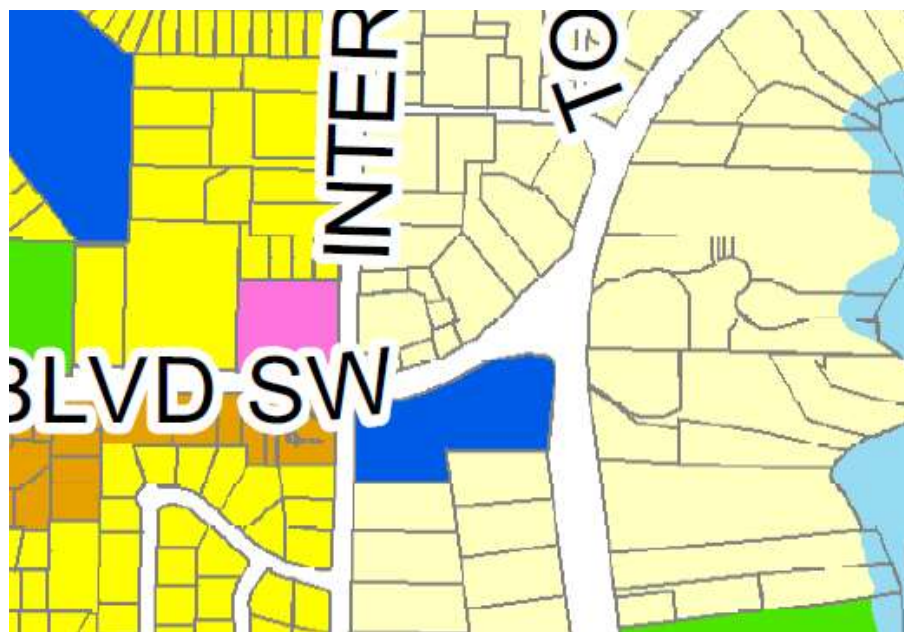
CPA/ZOA-2020-08 (Washington Blvd. & Interlaaken Blvd.)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Neighbourhood Business District (NBD) to Mixed Residential (MR); and
2. Amend the zoning map to rezone the subject property from Neighbourhood Commercial 1 (NC1) to Mixed Residential 2 (MR2).

Location: 7907 Washington Blvd SW

Assessor's Tax Parcel Nos.: 0219102072





Air Corridor 1 (AC1)
Air Corridor 2 (AC2)
Arterial Residential/Commercial (ARC)
Commercial One (C1)
Commercial Two (C2)
Commercial Three (C3)
Central Business District (CBO)
Clear Zone (CZ)
Industrial One (I1)
Industrial Two (I2)
Industrial Business Park (IBP)
Multi Family One (MF1)
Multi Family Two (MF2)
Multi Family Three (MF3)
Military Lands (ML)
Mixed Residential One (MR1)
Mixed Residential Two (MR2)
Neighborhood Commercial (NC1)
Neighborhood Commercial (NC2)
Open Space & Recreation One (OSR1)
Open Space & Recreation Two (OSR2)
Public / Institutional (PI)
Residential One (R1)
Residential Two (R2)
Residential Three (R3)
Residential Four (R4)
Transit Oriented Commercial (TOC)
Water/OSR1
Lakeview City Limit
Tax Parcel
Riparian Buffer*
Planned Development District

CEDD ANALYSIS OF 2020-08

Housing Capacity Analysis: Rezoning this 1.82 acre parcel from NC1 to MF2 would provide for up to 35 du on the land, or up to 63 additional units of high density housing.

A. Consistency with the Comprehensive Plan: This parcel is adjacent to MR2 and R3 parcels and could provide additional affordable housing options within close proximity to retail and commercial uses within mixed use development.

B. Compatibility with development in the vicinity: This parcel is adjacent to MR2 and R3 parcels and could provide additional affordable housing options in close proximity to retail and commercial uses within mixed use development.

C. Transportation impacts and mitigation: The rezone from NC1 to MF2 is not anticipated to result in significantly different transportation impacts. Any development projects would be required to design ingress and egress per City code and also mitigate impacts to the area road network.

D. Public Service impacts and mitigation: No significant impacts are anticipated on public services.

E. Public health, safety and general welfare impacts: No significant impacts are anticipated on public health, safety and general welfare.

F. Range of permitted uses: The NC1 zone is intended to foster a sense of neighborhood identity and provide limited services within a neighborhood. The district provides for a small-scale mix of activities, including residential, retail, office, and local services, which serve the surrounding neighborhood.

The MF2 zone provides for high-density housing types and designs, especially of a multiple-story design, that combine urban design elements to enhance the living environment. Urban design elements stress pedestrian orientation and connections, security, transportation, and integration of housing.

G. Change in circumstances: This parcel is adjacent to MR2 and R3 parcels and could provide additional affordable housing options in close proximity to retail and commercial uses within mixed use development. The affordable housing shortage continues to worsen in Lakewood and the region.

H. Advantages vs. negative impacts: This parcel has not developed with NC1 uses; it would be better used for residential development.

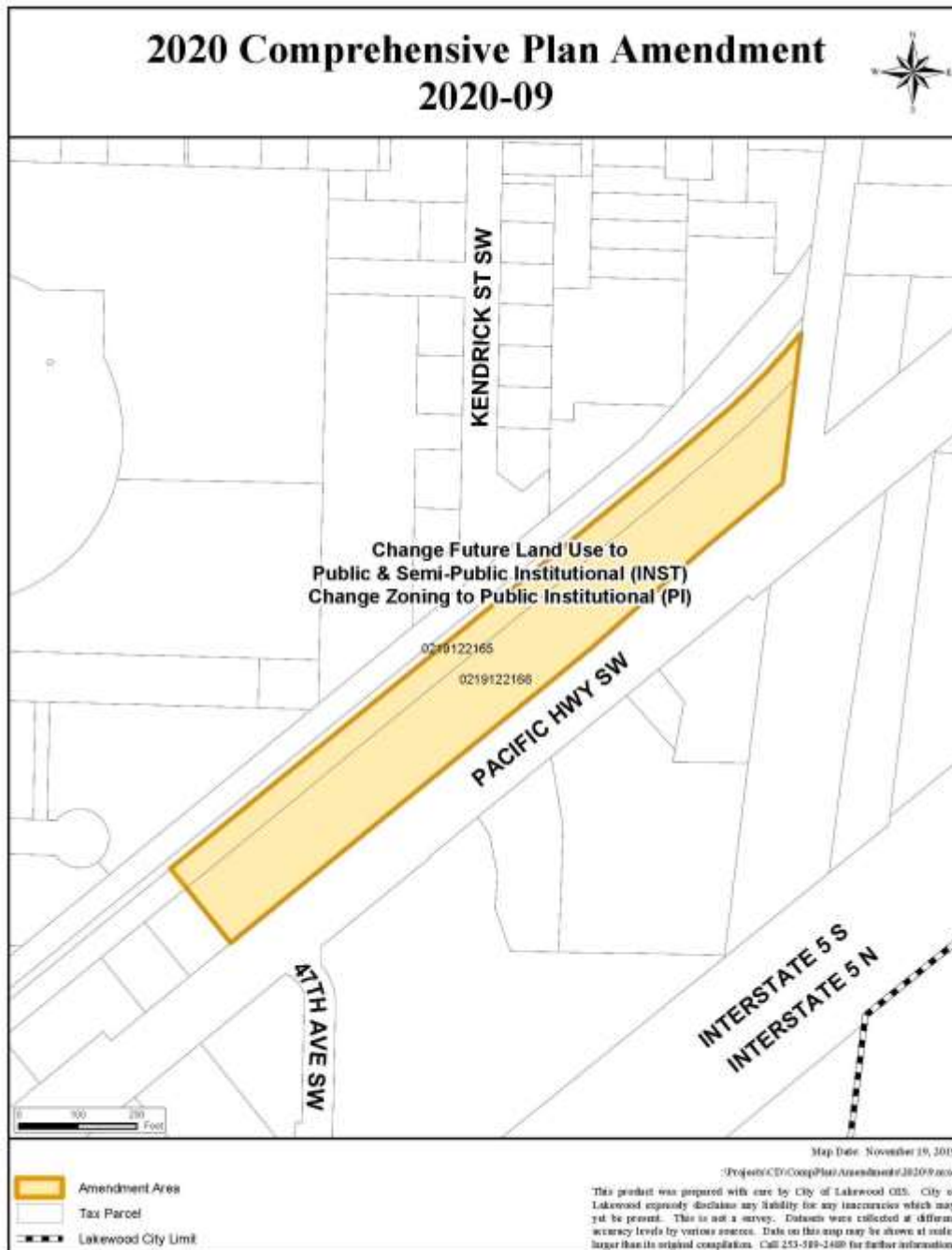
CEDD Recommendation: Approval

CPA/ZOA-2020-09 (Lakewood Transit Station)

1. Amend the Comprehensive Plan land-use map to redesignate the subject property from Corridor Commercial (CC) to Public & Semi-Public Institutional (INST); and
2. Amend the zoning map to rezone the subject property from Transit Oriented Commercial (TOC) to Public Institutional (PI).

Location: XXX Pacific Hwy SW, 11402, 11424 & 11602 Pacific Hwy SW

Assessor's Tax Parcel Nos.: 0219122165, 0219122166





CEDD ANALYSIS OF 2020-09

Housing Capacity Analysis: No change to Lakewood's housing capacity.

A. Consistency with the Comprehensive Plan: This application is essentially a scrivener correction to zone the parcel on which the Sounder Station is located to Public Institutional (PI.)

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: Not applicable.

F. Range of permitted uses: Not applicable.

G. Change in circumstances: Not applicable.

H. Advantages vs. negative impacts: Not applicable.

CEDD Recommendation: Approval.

CPA/ZOA-2020-10 (Planned Development District (PDD) Policy)

Amend the Land Use Policy Chapter of the Comprehensive Plan, adding a new policy:

LU-2.43: Encourage Planned Development District development with higher residential densities provided this type of development incorporates innovative site design, conservation of natural land features, protection of critical area buffers, the use of low-impact development techniques, conservation of energy, and efficient use of open space.

CEDD ANALYSIS OF 2020-10

Housing Capacity Analysis: Encouraging PDDs is a technique by which to incorporate more affordable and “missing middle” housing units within the City’s established zones.

A. Consistency with the Comprehensive Plan: This application would amend Comprehensive Plan language to further support PDDs as a way to densify while also allowing the City to secure higher quality development.

B. Compatibility with development in the vicinity: Through PDDs, the City may permit a variety in type, design, and arrangement of structures and enable the coordination of project characteristics with features of a particular site in a manner consistent with the public health, safety and welfare. A planned development district (PDD) allows for innovations and special features in site development, including the location of structures, conservation of natural land features, protection of critical areas and critical area buffers, the use of low impact development techniques, conservation of energy, and efficient utilization of open space. Each PDD will be evaluated in part on compatibility with surrounding development as well as the criteria included in LMC Chapter 18A.30 Part IV.

C. Transportation impacts and mitigation: PDDs allow the City to analyze transportation impacts and require any needed mitigation.

D. Public Service impacts and mitigation: No significantly different impacts to public service are anticipated from PDD projects than from outright permitted developments in the City.

E. Public health, safety and general welfare impacts: No significantly different impacts to public service are anticipated from PDD projects than from outright permitted developments in the City.

F. Range of permitted uses: All zoning, site development, and subdivision requirements may be modified in a PDD except:

- Permitted uses, and conditional uses;
- Street setbacks on exterior streets in residential zones;
- Surveying standards; and
- Engineering design and construction standards of public improvements but not including street right-of-way width.

The permitted density in a PDD may be changed from 18A.60.030 and shall be the maximum number of dwelling units allowed per gross acre (DUA) as follows:

1. R1 zoning district: 2 DUA;
2. R2 zoning district: 4 DUA;
3. R3 zoning district: 7 DUA;
4. R4 zoning district: 9 DUA.

The minimum lot sizes in gross square feet (GSF) for the residential zoning districts subject to the planned development district overlay shall be as follows:

1. R1 zoning district: 20,000 GSF;
2. R2 zoning district: 10,000 GSF;
3. R3 zoning district: 6,000 GSF;
4. R4 zoning district: 4,800 GSF.

The residential density and lot size standards of all other zoning districts are not subject to change.

G. Change in circumstances: Shortages in housing units at all economic segments continue grow. PDDs allow for higher density and more units in the “missing middle” segment.

H. Advantages vs. negative impacts: Through PDDs, the City may permit a variety in type, design, and arrangement of structures and enable the coordination of project characteristics with features of a particular site in a manner consistent with the public health, safety and welfare. The end result can be higher quality and more development capacity/yield.

CEDD Recommendation: Approval

CPA/ZOA-2020-11 (Rail Policy A)

Delete a freight mobility policy from the Comprehensive Plan Transportation Chapter:

~~T-18.4: ——— Examine the potential of unused or underutilized rail lines in Lakewood for freight rail.~~

CEDD ANALYSIS OF 2020-11

Housing Capacity Analysis: Not applicable.

A. Consistency with the Comprehensive Plan: This amendment updates the Comprehensive Plan based on changes to rail use since T 18-4 was adopted.

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: Not applicable.

F. Range of permitted uses: Not applicable.

G. Change in circumstances: Not applicable.

H. Advantages vs. negative impacts: Not applicable.

CEDD Recommendation: Approval

CPA/ZOA-2020-12 (Rail Policy B)

Revise an existing freight mobility policy in the Comprehensive Plan Transportation Chapter:

T-18.6: Promote the continued operation of existing rail lines to serve the transportation needs of Lakewood businesses and Joint Base Lewis McChord.

CEDD ANALYSIS OF 2020-12

Housing Capacity Analysis: Not applicable.

A. Consistency with the Comprehensive Plan: This amendment recognizes that JBLM also utilizes rail lines that run through the City.

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: Not applicable.

F. Range of permitted uses: Not applicable.

G. Change in circumstances: Not applicable.

H. Advantages vs. negative impacts: Not applicable.

CEDD Recommendation: Approval

CPA/ZOA-2020-13 (Rail Policy C)

Amend the Transportation Chapter of the Comprehensive Plan, adding a new policy:

T-18.10: The City discourages increased freight traffic along this corridor that is above and beyond the activity already in place and does not have a destination within Lakewood or Joint Base Lewis-McChord. With the opening of the Point Defiance Bypass project in support of Amtrak passenger rail coupled with increasing demands on freight rail, there is concern that the Point Defiance Bypass project could eventually lead to increased freight traffic in addition to new passenger rail.

CEDD ANALYSIS OF 2020-13

Housing Capacity Analysis: Not applicable.

A. Consistency with the Comprehensive Plan: This application would amend the Comprehensive Plan to better reflect concerns the City has with public safety and rail traffic in Lakewood.

B. Compatibility with development in the vicinity: Not applicable.

C. Transportation impacts and mitigation: Not applicable.

D. Public Service impacts and mitigation: Not applicable.

E. Public health, safety and general welfare impacts: This application would amend the Comprehensive Plan to better reflect concerns the City has with public safety and rail traffic in Lakewood, especially following the Amtrak derailment in December, 2017.

F. Range of permitted uses: Not applicable.

G. Change in circumstances: Lakewood has long advocated for safer rail operations within its boundaries; the City's concerns were confirmed by the December, 2017 Amtrak derailment.

H. Advantages vs. negative impacts: The public safety advantages outweigh any negative impacts with adoption of the policy.

CEDD Recommendation: Approval.

SUMMARY OF PUBLIC COMMENTS

Amendment No.	Public Comments
CPA/ZOA-2019-01– TEXT AMENDMENT (Planned Development Districts (PDDs))	
CPA/ZOA-2019-02– MAP AMENDMENT (Custer & Bridgeport A)	
CPA/ZOA-2019-03– MAP AMENDMENT (Custer & Bridgeport B)	
CPA/ZOA-2019-04– MAP AMENDMENT (111 th & Bridgeport Way West)	
CPA/ZOA-2019-05– MAP AMENDMENT (59 th Ave. W & Steilacoom Blvd.)	
CPA/ZOA-2019-06– MAP AMENDMENT (Springbrook Neighborhood)	
CPA/ZOA-2019-07– MAP AMENDMENT (Bridgeport Way & 123 rd)	
CPA/ZOA-2019-08– MAP AMENDMENT (Washington Blvd. & Interlaaken Blvd.)	
CPA/ZOA-2019-09– MAP AMENDMENT (Lakewood Transit Station)	
CPA/ZOA-2019-10– TEXT AMENDMENT (PDD Policy)	
CPA/ZOA-2020-11 - TEXT AMENDMENT (Rail Policy A)	
CPA/ZOA-2020-12 - TEXT AMENDMENT (Rail Policy B)	
CPA/ZOA-2020-13 - TEXT AMENDMENT (Rail Policy C)	

PLANNING COMMISSION RECOMMENDATIONS

Amendment No.	Planning Commission Recommendation
CPA/ZOA-2019-01– TEXT AMENDMENT (Planned Development Districts (PDDs))	
CPA/ZOA-2019-02– MAP AMENDMENT (Custer & Bridgeport A)	
CPA/ZOA-2019-03– MAP AMENDMENT (Custer & Bridgeport B)	
CPA/ZOA-2019-04– MAP AMENDMENT (111 th & Bridgeport Way West)	
CPA/ZOA-2019-05– MAP AMENDMENT (59 th Ave. W & Steilacoom Blvd.)	
CPA/ZOA-2019-06– MAP AMENDMENT (Springbrook Neighborhood)	
CPA/ZOA-2019-07– MAP AMENDMENT (Bridgeport Way & 123 rd)	
CPA/ZOA-2019-08– MAP AMENDMENT	

(Washington Blvd. & Interlaaken Blvd.)	
CPA/ZOA-2019-09– MAP AMENDMENT (Lakewood Transit Station)	
CPA/ZOA-2019-10– TEXT AMENDMENT (PDD Policy)	
CPA/ZOA-2020-11 - TEXT AMENDMENT (Rail Policy A)	
CPA/ZOA-2020-12 - TEXT AMENDMENT (Rail Policy B)	
CPA/ZOA-2020-13 - TEXT AMENDMENT (Rail Policy C)	



TO: Planning Commission

FROM: Tiffany Speir, Long Range & Strategic Planning Manager

DATE: March 4, 2020

SUBJECT: Lakewood Ratification of Amendments to Countywide Planning Policies regarding Centers

On January 17, 2019 and July 18, 2019, the Pierce County Regional Council (PCRC) recommended amendments to the Pierce County Countywide Planning Policies (CPPs) related to Centers. On November 12, 2019, the Pierce County Council adopted Ordinance No. 2019-70s approving of the proposed amendments.

As the next step in the ratification process, the Ordinance and both Interlocal Agreements are being distributed to each jurisdiction for ratification.

ATTACHED TO THIS COVER SHEET ARE:

- A copy of the County's Ordinance authorizing execution of two interlocal agreements, and thereby ratifying the amendments to the Pierce County Countywide Planning Policies (CPPs).
- A copy of both interlocal agreements showing the amendments to the CPPs, as approved by the PCRC.

What to Do If Your Jurisdiction is in Support of the Proposed Amendment:

Option #1

1. Develop a similar ordinance or resolution in whatever form is used by your jurisdiction. It is **not** necessary for everyone to adopt identical documents. The ordinance/resolution needs to include three attachments: 1) both interlocal agreements, 2) Center Policies, and 3) Center Designations. ***Note: Jurisdictions cannot make line item modifications to the Center Policies; it is a pass or fail policy choice. Jurisdictions may make line item modifications to the Centers Designation.***
2. Have your Council vote on the ordinance/resolution.
3. If the ordinance/resolution passes, have the authorized agents for your jurisdiction sign both interlocal agreements.
4. **Two original copies** of your signed resolution/ordinance and both interlocal agreements must be received by

**Tiffany Aliment, Long Range Planning, Pierce County Planning and Public Works,
2401 S. 35th St., Tacoma, WA 98409, no later than May 10, 2020.**

Option #2

Take no action addressing the proposed amendment.

What to Do if Your Jurisdiction is NOT in Support of the Proposed Amendments:

1. Develop a resolution in whatever form is used by your jurisdiction that states opposition to the proposed amendment.
2. Have your Council vote on the resolution.
3. If the resolution not to support the proposed amendments passes, forward a signed copy to **Tiffany Aliment, Long Range Planning, Pierce County Planning and Public Works, 2401 S. 35th St., Tacoma, WA 98409.**

The resolution must be received no later than **May 10, 2020.**

WHAT HAPPENS NEXT

Once ordinances/resolutions and interlocal agreements are approved by 60% of the jurisdictions representing 75% of the population in the County, the amendments will become effective. This threshold correlates to 14 cities and towns, and Pierce County, representing a minimum of 666,225 people (based on 2019 OFM estimate).

Per Pierce County Countywide Planning Policy at 1.2.1, “A jurisdiction shall be deemed as casting an affirmative vote if it has not taken legislative action to disapprove a proposed amendment within 180 days from the date the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement.” Consequently, for a proposal to not be ratified, more than 40% of the jurisdictions representing more than 25% of the population must take a legislative action stating opposition to a proposal for ratification to fail.



November 26, 2019

TO: Pierce County City and Town Mayors and Councilmembers
Pierce County City and Town Clerks

SUBJECT: Interlocal Agreement - Amendments to the Pierce County Countywide Planning Policies:
Center Policies and Designation of 14 new Countywide Centers

On January 17, 2019 and July 18, 2019, the Pierce County Regional Council (PCRC) recommended the attached amendments to the Pierce County Countywide Planning Policies (CPPs). As the first step in the ratification process, the Pierce County Council adopted Ordinance No. 2019-70s on November 12, 2019. This action signifies Pierce County's approval of the proposed amendments to update the Centers policies, which includes criteria designation, formally designate 14 Countywide Centers, and authorize the Pierce County Executive to execute two interlocal agreements with the cities and towns of Pierce County to ratify the proposal. This correspondence is the official transmittal of the PCRC's recommendation to amend the CPPs and request for ratification of the proposal.

For this proposal to be amended into the CPPs, it must be ratified by Pierce County jurisdictions. Ratification is achieved once 60% of the jurisdictions in Pierce County representing 75% of the total population approve the proposal. Demonstration of approval may be executed through an interlocal agreement or the absence of a legislative action to disapprove the proposed amendment within 180 days (May 10, 2020) of the County Council giving the County Executive authorization to enter into interlocal agreements.

If your jurisdiction is in favor of this proposal, it may either

- Pass an ordinance/resolution within the interlocal agreement and amendment language; or
- Take no action addressing the proposed amendments.

If your jurisdiction acts to ratify the proposal, send **two original signed copies of both interlocal agreements** and your resolution, ordinance, or meeting minutes authorizing approval. One copy of each signed interlocal agreement will be returned after it is signed by the Pierce County Executive. Please submit your jurisdiction's action to **Tiffany Aliment, Long Range Planning, Pierce County Planning & Public Works, 2401 S. 35th St., Tacoma, WA 98409** for receipt by May 10, 2020 to be included in the ratification process.

While not necessary, if your jurisdiction plans to support the proposal by way of no action, it would be beneficial to inform the Clerk of this intent.

If your jurisdiction is not in favor of the proposal, please submit your resolution showing the action taken in opposition to the amendments for receipt by May 10, 2020 to **Tiffany Aliment, Long Range Planning, Pierce County Planning & Public Works, 2401 S. 35th St., Tacoma, WA 98409**. If your information is not received by this date, it will not be considered. ***Please note: There are two separate interlocal agreements. Jurisdictions cannot make line item modifications to the Centers Policies; however, jurisdictions may make line item modifications to the Centers Designations.***

If you have any questions, please contact Dan Cardwell at dan.cardwell@piercecountywa.gov or (253) 798-7039.

Sincerely,

Tiffany Aliment
Clerk, Pierce County Regional Council

Attachments: Pierce County Ordinance 2019-70s, two interlocal agreements, CPP Amendments, Explanatory Sheet
c: Growth Management Coordinating Committee (via email)

Sponsored by: Councilmember Derek Young
Requested by: County Executive/Planning and Public Works Dept.

ORDINANCE NO. 2019-70s

An Ordinance of the Pierce County Council Acknowledging its Approval of Proposed Policies and Fourteen New Countywide Centers in the Pierce County Countywide Planning Policies as Recommended by the Pierce County Regional Council; Authorizing the Pierce County Executive to Execute Interlocal Agreements with the Cities and Towns of Pierce County to Ratify the Proposed Amendments; Amending Chapter 19D.240 of the Pierce County Code, "Pierce County Countywide Planning Policies," Upon Ratification; and Adopting Findings of Fact.

Whereas, the Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County, and charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (GMA) and the Regional Transportation Planning Organization (Chapter 47.80 Revised Code of Washington [RCW]), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies; and

Whereas, on January 31, 1995, the PCRC passed Resolution No. R95-17 affirming the commitment of the County to continue discussions with other local jurisdictions to resolve implementation of the Growth Management Act; and

Whereas, the Pierce County Countywide Planning Policies (CPPs) are written policy statements which are to be used solely for establishing a countywide framework from which the County and municipal comprehensive plans are developed and adopted; and

Whereas, the CPPs were originally adopted on June 30, 1992, and amended on April 9, 1996, December 17, 1996, November 18, 2004, November 17, 2008, June 26, 2012, August 27, 2012, July 11, 2014, July 27, 2014, and November 13, 2018; and

Whereas, the GMA requires the adoption of multi-county planning policies for the Puget Sound Region; and



1 **Whereas**, the Puget Sound Regional Council (PSRC) membership is comprised
2 of central Puget Sound counties (King, Pierce, Snohomish, and Kitsap), cities and
3 towns, ports, tribes, and transit agencies; and
4

5 **Whereas**, the PSRC is the regional authority to adopt multi-county planning
6 policies; and
7

8 **Whereas**, the PSRC adopted Vision 2040 at its May 2008 General Assembly
9 meeting; and
10

11 **Whereas**, Vision 2040 is the central Puget Sound region's multi-county planning
12 policies; and
13

14 **Whereas**, Vision 2040 directs the PSRC to provide a regional framework for
15 designating and evaluating Regional Growth Centers and Manufacturing Industrial
16 Centers; and
17

18 **Whereas**, the first set of designation procedures for Regional Growth Centers
19 and Manufacturing Industrial Centers were adopted in 2003; and
20

21 **Whereas**, the PSRC updated the designation procedures in 2008 to reflect
22 Vision 2008 through the adoption of the Regional Centers Framework; and
23

24 **Whereas**, the PSRC updated the Regional Centers Framework on March 22,
25 2018; and
26

27 **Whereas**, the Regional Centers Framework updated in 2018 represents a
28 revised structure and criteria for regional and countywide centers; and
29

30 **Whereas**, the Pierce County Countywide Planning Policies are required to be
31 consistent with Vision 2040; and
32

33 **Whereas**, the Pierce County Growth Management Coordinating Committee
34 (GMCC) is a technical subcommittee to the PCRC, and the GMCC includes staff
35 representatives from the County and the cities and towns within Pierce County; and
36

37 **Whereas**, the GMCC reviewed the update Regional Centers Framework and
38 forwarded its proposed recommendation to amend the CPPs for consistency to the
39 PCRC for consideration at its November 8, 2018 meeting; and
40

41 **Whereas**, the PCRC, based upon the recommendation from the GMCC and its
42 own discussions, recommended approval of the proposed amendments to the
43 designation criteria at its January 17, 2019, meeting; and
44

45 **Whereas**, the PCRC authorized a call for applications for new Countywide
46 Centers at its January 17, 2019 meeting; and
47



1 **Whereas**, the GMCC received 14 applications for the designation of new
2 Countywide Centers; and

3
4 **Whereas**, the GMCC reviewed the submitted applications for completeness and
5 consistency with the proposed Countywide Center designation criteria; and

6
7 **Whereas**, the GMCC recommended approval of the submitted applications to the
8 PCRC at its April 10, 2019, meeting; and

9
10 **Whereas**, it is appropriate to allow jurisdictions to consider approval of the
11 proposed Countywide Centers independently; and

12
13 **Whereas**, the PCRC, based upon the recommendation from the GMCC and its
14 own discussions, recommended approval of the proposed designation of 14 Countywide
15 Centers at its July 18, 2019, meeting; and

16
17 **Whereas**, amendments to the Pierce County Countywide Planning Policies must
18 be adopted through amendment of the original interlocal agreement or by a new
19 interlocal agreement ratified by 60 percent of member jurisdictions in Pierce County
20 representing 75 percent of the total population; and

21
22 **Whereas**, demonstration of ratification shall be by execution of an interlocal
23 agreement or the absence of a legislative action to disapprove a proposed amendment;
24 and

25
26 **Whereas**, a jurisdiction shall be deemed as casting an affirmative vote if it has
27 not taken legislative action to disapprove a proposed amendment within 180 days from
28 the date the Pierce County Council formally authorizes the Pierce County Executive to
29 enter into an interlocal agreement; and

30
31 **Whereas**, when ratified by the necessary number of cities and towns, Section
32 19D.240 of the Pierce County Code (PCC), "Pierce County Countywide Planning
33 Policies," shall be amended, without a subsequent Ordinance of the County Council, to
34 incorporate the recommended proposal; and

35
36 **Whereas**, the Pierce County Planning Commission, at its August 27, 2019,
37 regular public hearing, reviewed the proposed amendments to the Countywide Planning
38 Policies; and

39
40 **Whereas**, the Pierce County Environmental official has determined the proposal
41 is exempt from SEPA per WAC 197-11-800(19) procedural actions; and

42
43 **Whereas**, the Community Development Committee of the Pierce County Council
44 held a public hearing on September 16, 2019, where it considered oral and written
45 testimony and forwarded its recommendation to the full County Council; and



1 **Whereas**, the County Council held a public hearing on October 8, 2019 and
2 November 12, 2019, where oral and written testimony was considered; and
3

4 **Whereas**, the County Council finds that it is in the public interest to authorize the
5 Pierce County Executive to execute the interlocal agreement; **Now Therefore**,
6

7 **BE IT ORDAINED by the Council of Pierce County:**
8

9 Section 1. The Pierce County Council acknowledges its approval of the
10 amendments to the CPPs, including the designation of 14 new Countywide Centers, as
11 recommended by the Pierce County Regional Council as set forth in Exhibit A, which is
12 attached hereto and incorporated herein by reference.
13

14 Section 2. The Pierce County Council authorizes the Pierce County Executive to
15 execute Interlocal Agreements as set forth in Exhibits B and C, which are attached
16 hereto and incorporated herein by reference, thereby ratifying the attached
17 amendments to the CPPs and amending Chapter 19D.240 of the Pierce County Code
18 as recommended by the Pierce County Regional Council.
19

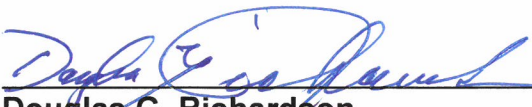
20 Section 3. Findings of Fact are hereby adopted as shown in Exhibit D, which is
21 attached hereto and incorporated herein by reference.
22

23
24 **PASSED this** 12th **day of** November, 2019.
25

26 **ATTEST:**

PIERCE COUNTY COUNCIL
Pierce County, Washington

27
28
29 
30
31 **Denise D. Johnson**
32 Clerk of the Council
33


34
35 **Douglas G. Richardson**
36 Council Chair
37


38 **Bruce F. Dammeier**

Pierce County Executive

39 Approved X Vetoed _____, this
40 20th day of November,
41 2019.
42

43 Date of Publication of
44 Notice of Public Hearing: September 18, 2019

45 Effective Date of Ordinance: November 30, 2019
46



Only those portions of the Countywide Planning Policies that are proposed to be amended are shown. Remainder of text, maps, tables, and/or figures is unchanged.

COUNTYWIDE PLANNING POLICY ON RURAL AREAS

Background - Growth Management Act

The Washington State Growth Management Act requires that county comprehensive plans include a rural element that includes lands that are not designated for urban growth, agriculture, forest, or mineral resources. This element is guided by multiple sections in the GMA related to rural areas, including RCW 36.70A.030 (Definitions), RCW 36.70A.011 (Findings - Rural lands), RCW 36.70A.070 (5) (Comprehensive plans - Mandatory elements - Rural Element); and others.

Rural elements are intended to recognize the importance of rural lands and rural character to Washington's economy, its people, and its environment, while respecting regional differences. In the rural element, counties are to foster land use patterns and develop a local vision of rural character that will: help preserve rural-based economies and traditional rural lifestyles; encourage the economic prosperity of rural residents; foster opportunities for small-scale, rural-based employment and self-employment; permit the operation of rural-based agricultural, commercial, recreational, and tourist businesses that are consistent with existing and planned land use patterns; be compatible with the use of the land by wildlife and for fish and wildlife habitat; foster the private stewardship of the land and preservation of open space; and enhance the rural sense of community and quality of life.

While the GMA assigns responsibility for adopting a rural element to counties, all jurisdictions in a county, particularly those surrounded by or adjacent to rural lands, have an interest in what occurs on rural lands. Hence, rural lands are included in the Countywide Planning Policies in order to achieve consistency between and among the plans of cities and the county.

VISION 2040 Multicounty Planning Policies (MPPs)

VISION 2040 identifies rural lands as permanent and vital parts of the region. It recognizes that rural lands accommodate many activities associated with natural resources, as well as small-scale farming and cottage industries. VISION 2040 emphasizes the preservation of these lands and acknowledges that managing rural growth by directing urban-type development into designated urban lands helps to preserve vital ecosystems and economically productive lands.

VISION 2040 also acknowledges recent successes in directing growth away from rural lands. However, it acknowledges that conversion pressures from urban development continue today, particularly through vesting, and calls for continued use of rural lands for farming, forestry, recreation, and low-density development supported by rural services. The Multicounty Planning Policies reinforce this and call for minimizing environmental impacts to rural lands, while



1 providing long-term solutions for the environmental and economic sustainability of rural-based
2 industries.

3 4 Centers of Local Importance (CoLI)

5
6 CoLIs are designated for the purpose of identifying local centers and activity nodes that are
7 consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact,
8 pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety
9 of appropriate housing options, or be in an established industrial area.

10 11 Countywide Planning Policies

12 13 *Overarching Goal*

14
15 Rur-1. The County will sustain the ecological functions, resource value, lifestyle, and
16 character of rural lands for future generations by limiting the types and intensities of
17 development in rural areas.

18 19 *Development Patterns*

20
21 Rur-2. Ensure that development in rural areas is consistent with the countywide and regional
22 vision.

23
24 Rur-3. Prohibit urban net densities in rural areas.

25
26 Rur-4. Review and revise criteria and regulations to avoid new fully contained communities
27 outside of the designated urban growth area because of their potential to create sprawl
28 and undermine local, countywide, state, and regional growth management goals.

29
30 Rur-5. In the event that a proposal is made for creating a new fully contained community, the
31 county shall make the proposal available to the Growth Management Coordinating
32 Committee, Pierce County Regional Council, other counties, and to the Regional
33 Council for advance review and comment on countywide and regional impacts.

34
35 Rur-6. Use existing and new tools and strategies to address vested development to ensure that
36 future growth meets existing permitting and development standards and encourage
37 consolidation where appropriate.

38
39 Rur-7. Ensure that development occurring in rural areas is rural in character and is focused
40 into communities and activity areas.

41
42 Rur-8. Accommodate the county's growth first and foremost in the urban area. Ensure that
43 development in rural areas is consistent with the rural vision.

44
45 Rur-9. Direct commercial, retail, and community services that serve rural residents into
46 neighboring cities and existing activity areas to prevent the conversion of rural land into
47 commercial uses.



Economic Development

Rur-10. Support economic activity in rural and natural resource areas at a size and scale that is compatible with the long-term integrity and productivity of these lands.

Rur-11. Direct commercial, retail, and community services that serve rural residents into neighboring cities and existing activity areas to prevent the conversion of rural land into commercial uses.

Environment

Rur-12. Contribute to improved ecological functions and more appropriate use of rural lands by minimizing impacts through innovative and environmentally sensitive land use management and development practices.

Rur-13. Support long-term solutions for the environmental and economic sustainability of agriculture and forestry within rural areas.

Transportation

Rur-14. Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations 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.

Rur-15. Maintain the long-term viability of permanent rural land by avoiding the construction of new highways and major roads in rural areas.

Rur-16. Promote transit service to and from existing cities in rural areas.

Public Services

Rur-17. Do not provide urban services in rural areas. Design services for limited access when they are needed to solve isolated health and sanitation problems, so as not to increase the development potential of the surrounding rural area.

Rur-18. Encourage the design of public facilities and utilities in rural areas to be at a size and scale appropriate to rural locations, so as not to increase development pressure.

Rur-19. Work with schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.

Rur-20. Apply development regulations in rural areas that would mitigate the impact of roadway projects that may lead to unplanned growth in the rural area.



1 ~~Rur 21. A CoLI may be located in a rural designated area.~~

2
3 ~~21.1 A CoLI within a rural area shall encompass similar design features as identified in~~
4 ~~UGA 51 through UGA 55.~~

5 ~~21.2 To be officially recognized, a CoLI within a rural area shall meet the same~~
6 ~~implementation strategy/process as set forth in UGA 56 through UGA 58.~~



1 **COUNTYWIDE PLANNING POLICY ON URBAN GROWTH AREAS, PROMOTION**
2 **OF CONTIGUOUS AND ORDERLY DEVELOPMENT AND PROVISION OF URBAN**
3 **SERVICES TO SUCH DEVELOPMENT**
4

5 **Background - Requirements of Growth Management Act**
6

7 The Washington State Growth Management Act has as planning goals the encouragement of
8 development in urban areas where adequate public facilities and services exist or can be provided in
9 an efficient manner [RCW 36.70A.020(1)], the reduction of sprawl (*i.e.*, the inappropriate or
10 premature conversion of undeveloped land into low-density development) [RCW 36.70A.020(2)],
11 and the provision of adequate public facilities and services necessary to support urban development
12 at the time the development is available for occupancy and use (without decreasing current service
13 levels below locally established minimum standards) [RCW 36.70A.020(12)] as planning goals.
14

15 The Growth Management Act further requires (1) that the County designate an "urban growth area"
16 (UGA) or areas within which urban growth shall be encouraged and outside of which growth shall
17 occur only if it is not "urban" in character; (2) that each municipality in the County be included
18 within an UGA; (3) that an UGA include territory outside of existing municipal boundaries only if
19 such territory is characterized by urban growth or is adjacent to territory that is already characterized
20 by urban growth. [RCW 36.70A.110(1); for definition of "urban growth" see RCW
21 36.70A.030(17).]
22

23 The designated UGAs shall be of adequate size and appropriate permissible densities so as to
24 accommodate the urban growth that is projected by the State Office of Financial Management to
25 occur in the County for the succeeding 20-year period. While each UGA shall permit urban
26 densities, it shall also include greenbelt and open space areas [RCW 36.70A.110(2)].
27

28 As to the timing and sequencing of urban growth and development over the 20-year planning
29 period, urban growth shall occur *first* in areas already characterized by urban growth that have
30 existing public facility and service capacities to service such development, *second* in areas already
31 characterized by urban growth that will be served by a combination of both existing public facilities
32 and services and any additional needed public facilities and services that are provided by either
33 public or private sources [RCW 36.70A.110(3)]. Urban government services shall be provided
34 primarily by cities, and it is not appropriate that urban governmental services be extended to or
35 expanded in rural areas except in those limited circumstances shown to be necessary to protect basic
36 public health and safety and environment and when such services are financially supportable at rural
37 densities and do not permit urban development [RCW 36.70A.110(4)].
38

39 The Growth Management Act Amendments expressly require that countywide planning policies
40 address the implementation of UGA designations [RCW 36.70A.210(3)(a)], the promotion of
41 contiguous and orderly development, the provision of urban services to such development [RCW
42 36.70A.210(3)(b)], and the coordination of joint county and municipal planning within UGAs
43 [RCW 36.70A.210(3)(f)].
44

45 **VISION 2040 Multicounty Planning Policies (MPPs)**
46

47 VISION 2040 calls for a more efficient, sustainable, and strategic use of the region's land. It
48 identifies urban lands as a critical component to accommodate population and employment growth



1 in a sustainable way. VISION 2040 calls for directing development to the region's existing urban
2 lands, especially in centers and compact communities, and limiting growth on rural lands. The
3 Regional Growth Strategy found in VISION 2040 allocates 93 percent of the region's future
4 population growth and 97 percent of its employment growth into the existing urban growth area.
5 Cities are divided into four distinct groups: Metropolitan Cities, Core Cities, Large Cities, and Small
6 Cities. An additional geography is Unincorporated Urban Growth Areas. VISION 2040 recognizes
7 that unincorporated urban lands are often similar in character to cities they are adjacent to, calling
8 for them to be affiliated with adjacent cities for joint planning purposes and future annexation.

9
10 VISION 2040 recognizes that compact development creates vibrant, livable, and healthy urban
11 communities that offer economic opportunities for all, provide housing and transportation choices,
12 and use our resources wisely. The Multicounty Planning Policies support the effective use of urban
13 land and include provisions that address brownfield and contaminated site clean-up, the
14 development of compact communities and centers with pedestrian-friendly, transit-oriented
15 locations and a mix of residences, jobs, retail, and other amenities, and the siting of facilities and
16 major public amenities in compact urban communities and centers.

17
18 VISION 2040 recognizes that centers provide easy access to jobs, services, shopping, and
19 entertainment. With their mix of uses and pedestrian-friendly design, they can rely less on forms
20 of transportation that contribute to air pollution and greenhouse gas emissions. VISION 2040
21 identifies 27 regional growth centers. These places play an important role as locations of the
22 region's most significant business, governmental, and cultural facilities. The 18 cities that have
23 one or more regional growth centers are expected to accommodate a significant portion of the
24 region's residential growth (53 percent) and employment growth (71 percent).

25
26 VISION 2040 calls for local jurisdictions with regional growth centers to adopt housing and
27 employment targets for each center. Eight regional manufacturing/industrial centers have also
28 been designated. These are locations for more intensive commercial and industrial activity.
29 Both regional growth centers and regional manufacturing/industrial centers are focal points for
30 economic development and transportation infrastructure investments. Subregional centers,
31 including downtowns in suburban cities and other neighborhood centers, also play an important
32 role in VISION 2040's *Regional Growth Strategy*. These, too, are strategic locations for
33 concentrating jobs, housing, shopping, and recreational opportunities. VISION 2040 calls for
34 each of the region's cities to develop one or more central places as compact mixed-use hubs for
35 concentrating residences, jobs, shops, and community facilities.

36
37 Urban services addressed in VISION 2040 include wastewater and stormwater systems, solid waste,
38 energy, telecommunications, emergency services, and water supply. An overarching goal of
39 VISION 2040 is to provide sufficient and efficient public services and facilities in a manner that is
40 healthy, safe, and economically viable. Conservation is a major theme throughout VISION 2040.
41 The Multicounty Planning Policies address increasing recycling and reducing waste and
42 encouraging more efficient use of water, low-impact development techniques, and renewable and
43 alternative energy. The Multicounty Planning Policies also address siting of public facilities and the
44 appropriateness and scale of particular public services.

45
46 VISION 2040 calls for jurisdictions to invest in facilities and amenities that serve centers and restrict
47 urban facilities in rural and resource areas. The Multicounty Planning Policies also discourage
48 schools and other institutions serving urban residents from locating outside the urban growth area.



Principles of Understanding Between Pierce County and the Municipalities in Pierce County

While following the goals and regulations of the Growth Management Act, Pierce County and the municipalities in Pierce County will strive to protect the individual identities and spirit of each of our cities and of the rural areas and unincorporated communities.

Further agreements will be necessary to carry out the framework of joint planning adopted herein. These agreements will be between the County and each city and between the various cities.

The services provided within our communities by special purpose districts are of vital importance to our citizens. Consistent with the adopted regional strategy, these districts will be part of future individual and group negotiations under the framework adopted by the County and municipal governments.

While the Growth Management Act defines sewer service as an urban service, Pierce County currently is a major provider of both sewer transmission and treatment services. The County and municipalities recognize that it is appropriate for the County and municipalities to continue to provide sewer transmission and treatment services.

The County recognizes that unincorporated lands within UGAs are often Potential Annexation Areas for cities. Although annexation is preferred, these are also areas where incorporation of new cities could occur. The County will work with existing municipalities and emerging communities to make such transitions efficiently. The identification of "Potential Annexation Areas" (PAAs) is intended to serve as the foundation for future strategies to annex areas within the urban growth area. A Potential Annexation Area refers to an unincorporated area within the designated urban growth area which a city or town has identified as being appropriate for annexation at some point in the future. A Potential Annexation Area designation does not obligate a jurisdiction to annex an area within a defined timeline. It is the County's authority, in consultation with cities and towns, to adopt the urban growth area(s), and identify individual Potential Annexation Areas.

In order to promote logical, orderly, and systematic annexations of the urban growth area(s), the County in partnership with cities and towns, should establish joint planning agreements and annexation plans prior to expanding or adding to existing PAAs. Creation of new PAAs prior to the annexation of existing PAAs may directly impact Pierce County government and its service obligations and may undermine the transition of existing unincorporated lands into cities and towns.

The County encourages cities and towns to annex land within its respective PAAs. The County recognizes cities and towns may not have a financial incentive to annex areas that will require more expenditures than the revenue produced through property or sales tax. Jurisdictions need to be creative in identifying potential financial incentives, in addition to establishing partnerships to overcome the financial obstacles. As a means to allocate resources, the County should prioritize the PAAs, with the highest being unincorporated "islands" between cities and towns. Pierce County shall support future annexations for areas in which a joint planning agreement exists between the County and appropriate city or town.



At the same time, annexations and incorporations have direct and significant impacts on the revenue of county government, and therefore, may affect the ability of the County to fulfill its role as a provider of certain regional services. The municipalities will work closely with the County to develop appropriate revenue sharing and contractual services arrangements that facilitate the goals of GMA.

The Countywide Planning Policies are intended to be the consistent "theme" of growth management planning among the County and municipalities. The policies also spell out processes and mechanisms designed to foster open communication and feedback among the jurisdictions. The County and the cities and towns will adhere to the processes and mechanisms provided in the policies.

Growth Targets

The Regional Growth Strategy set forth in VISION 2040 provides guidance for the distribution of future population and employment growth through the year 2040 within the Central Puget Sound Region. This strategy in combination with the Office of Financial Management's population forecasts provide a framework for establishing growth targets consistent with the requirements of the Growth Management Act. Consistent with VISION 2040, these growth targets are the *minimum* number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs. These targets are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth.

Achievement of the future envisioned by VISION 2040 will be challenging. Jurisdictions in some regional geographies will likely be planning for growth 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 be exceeded. 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. If a jurisdiction's adopted target is lower or higher than expected from a straight-line application of the Regional Growth Strategy, certification by the Puget Sound Regional Council (PSRC) will be based on the actions and measures taken or proposed to be put in place to bend the trend, not just on an assessment of the adopted targets.

It is recognized that some of the urban growth areas in existence prior to the adoption of VISION 2040 may contain more potential housing and employment capacity based upon zoning, allowed density, land division patterns, and other factors than is needed to accommodate the growth target of the associated geography. In many cases, these urban growth areas have been in existence for a decade or more, contain existing development patterns which are urban in character, and are served by sanitary sewer and other urban infrastructure. These areas are largely expected to remain within the urban growth area consistent with their urban character. Expansion of these urban growth area boundaries that do not comply with provisions in the Amendments and Transition section of these policies is acknowledged to be inconsistent with CPPs and is strongly discouraged.



Centers

~~Centers are to be areas of concentrated employment and/or housing within UGAs which serve as the hubs of transit and transportation systems. Centers and connecting corridors are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. Centers are an important part of the regional strategy (VISION 2040) for urban growth and are required to be addressed in the Countywide Planning Policies. Centers will become focal points for growth within the county's UGA and will be areas where public investment is directed.~~

~~Centers are to:~~

- ~~• be priority locations for accommodating growth;~~
- ~~• strengthen existing development patterns;~~
- ~~• promote housing opportunities close to employment;~~
- ~~• support development of an extensive multimodal transportation system which reduces dependency on automobiles;~~
- ~~• reduce congestion and improve air quality; and~~
- ~~• maximize the benefit of public investment in infrastructure and services.~~

~~VISION 2040, the adopted regional growth strategy, identifies several centers as an integral feature for accommodating residential and employment growth. The strategy describes Regional Growth Centers, and other centers that may be designated through countywide processes or locally. Regional Growth Centers once regionally designated are located either in Metropolitan Cities, or in Core Cities. VISION 2040 also identifies Manufacturing/Industrial Centers, which consist primarily of manufacturing and industrial uses. Pierce County has five Regional Growth Centers and two Manufacturing/Industrial Centers that have been adopted into the regional growth strategy. Pierce County Regional Growth Centers are located in Tacoma, which is a Metropolitan City, and in Lakewood and Puyallup, which are Core Cities.~~

~~Regional Growth Centers in the Metropolitan City Tacoma Central Business District
Tacoma Mall~~

~~Regional Growth Centers in Core Cities Lakewood
Puyallup Downtown Puyallup South Hill~~

~~Currently there are no designated Countywide Centers.~~

~~Manufacturing/Industrial Centers are areas where employee or land intensive uses will be located. These centers differ from Regional Growth Centers in that they consist of an extensive land base and the exclusion of non-manufacturing or manufacturing supportive uses is an essential feature of their character. These areas are characterized by a significant amount of manufacturing, industrial, and advanced technology employment uses. Large retail and non-related office uses are discouraged. Other than caretakers' residences, housing is prohibited within Manufacturing/Industrial Centers. However, these centers should be linked to high density housing areas by an efficient multimodal~~



1 transportation system. The efficiency of rail and overland freight to markets is the critical element
2 for manufacturers and industries located in these centers.

3
4 The designated Manufacturing/Industrial Centers, within Pierce County are as follows:

5
6 Manufacturing/Industrial Centers

7 Frederickson Port of Tacoma
8

9 Within Pierce County, a limited number of additional centers may be designated through
10 amendment of the Countywide Planning Policies consistent with the process below.

11
12 Designated centers may vary substantially in the number of households and jobs they contain
13 today. The intent of the Countywide Planning Policies is that Regional Growth Centers become
14 attractive places to live and work, while supporting efficient public services such as transit and
15 being responsive to the local market for jobs and housing.

16
17 The Countywide Planning Policies establish target levels for housing and employment needed to
18 achieve the benefit of a center. Some centers will reach these levels over the next twenty years,
19 while for others the criteria set a path for growth over a longer term, providing capacity to
20 accommodate growth beyond the twenty year horizon.

21
22 County-Level Centers Designation Process

23 The County and any municipality in the County that is planning to include a Metropolitan City
24 Center, Regional Growth Center, Countywide Center or Manufacturing / Industrial Center within its
25 boundaries shall specifically define the area of such center within its comprehensive plan. The
26 comprehensive plan shall include policies aimed at focusing growth within the center and along
27 corridors consistent with the applicable criteria contained within the Countywide Planning Policies.
28 The County or municipality shall adopt regulations that reinforce the center's designation.

29
30 No more often than once every two years, the Pierce County Regional Council (PCRC) shall invite
31 jurisdictions with centers already adopted in their comprehensive plan that seek to be designated as
32 centers in the Countywide Planning Policies to submit a request for such designation. Said request
33 shall be processed in accordance with established procedures for amending the Countywide
34 Planning Policies.

35
36 Each jurisdiction seeking to have a center designated in the Countywide Planning Policies shall
37 provide the PCRC with a report demonstrating that the proposed center meets the minimum criteria
38 for designation together with a statement and map describing the center, its consistency with the
39 applicable Countywide Planning Policies, and how adopted regulations will serve the center.

40
41 Transit services shall be defined in the broadest sense and shall include local and regional bus
42 service, rail where appropriate, vanpool, carpool, and other transportation demand measures
43 designed to reduce vehicle trips.

44 The minimum designation criteria to establish a candidate center by type are as follows:

45
46 Metropolitan City Center

47 Area: up to 1-1/2 square miles in size;

48 Capital Facilities: served by sanitary sewers;



1 ~~Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum~~
2 ~~of 15,000 employees;~~
3 ~~Population: a minimum of ten households per gross acre; and Transit: serve as a focal point for~~
4 ~~regional and local transit services.~~

5
6 Regional Growth Center

7 ~~Area: up to 1 1/2 square miles in size; Capital Facilities: served by sanitary sewers;~~
8 ~~Employment: a minimum of 2,000 employees;~~
9 ~~Population: a minimum of seven households per gross acre; and Transit: serve as a focal point for~~
10 ~~regional and local transit services.~~

11
12 Countywide Center

13 ~~Area: up to one square mile in size;~~
14 ~~Capital Facilities: served by sanitary sewers; Employment: a minimum of 1,000 employees;~~
15 ~~Population: a minimum of 6 households per gross acre; and Transit: serve as a focal point for local~~
16 ~~transit services.~~

17
18 Manufacturing / Industrial Center

19 ~~Capital Facilities: served by sanitary sewers;~~
20 ~~Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and Transportation: within~~
21 ~~one mile of a state or federal highway or national rail line.~~

22
23 ~~The minimum criteria report and statement shall be reviewed by the Growth Management~~
24 ~~Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the~~
25 ~~Transportation Coordination Committee (TCC) for consistency with transportation improvements~~
26 ~~plans of WSDOT, and with Pierce Transit's comprehensive plan. The coordinating committees shall~~
27 ~~provide joint recommendation to the PCRC.~~

28
29 ~~Once included in the Countywide Planning Policies, the jurisdiction where a center is located may~~
30 ~~go on to seek regional designation of the center from the Puget Sound Regional Council (PSRC) in~~
31 ~~accordance with its established criteria and process.~~

32
33 ~~In order to be designated a Regional Growth Center the center should meet the regional criteria and~~
34 ~~requirements including those in VISION 2040, the regional growth, economic and transportation~~
35 ~~strategy as may be amended and designated by the Puget Sound Regional Council.~~

36
37 ~~After county level designation occurs within the Countywide Planning Policies and until regional-~~
38 ~~level designation by the PSRC occurs the center shall be considered a "candidate" Regional Growth~~
39 ~~Center.~~

40
41 ~~Each jurisdiction which designates a Regional Growth Center shall establish 20-year household and~~
42 ~~employment growth targets for that Center. The expected range of targets will reflect the diversity of~~
43 ~~the various centers and allow communities to effectively plan for needed services. The target ranges~~
44 ~~not only set a policy for the level of growth envisioned for each center, but also for the timing and~~
45 ~~funding of infrastructure improvements. Reaching the target ranges will require careful planning of~~
46 ~~public investment and providing incentives for private investments. Three candidate regional centers~~
47 ~~have been included into the Countywide Planning Policies. One of the candidate centers is a~~
48 ~~Regional Growth Center and two candidate centers are Manufacturing/Industrial Centers.~~



1
2 **Candidate Regional Centers**

3 ~~University Place—Candidate Regional Growth Center Sumner/Pacific—Candidate~~
4 ~~Industrial/Manufacturing Center South Tacoma—Candidate Industrial/Manufacturing Center~~

5
6 **Urban Growth Outside of Centers**

7
8 A variety of urban land uses and areas of growth will occur outside of designated centers but within
9 the UGA. Local land use plans will guide the location, scale, timing and design of development
10 within UGAs. The UGA will be where the majority of future growth and development will be
11 targeted. Development should be encouraged which complements the desired focus of growth into
12 centers and supports a multimodal transportation system. For example, policies which encourage
13 infill and revitalization of communities would help to achieve the regional and statewide objectives
14 of a compact and concentrated development pattern within urban areas. The Countywide Planning
15 Policies provide guidance for development and the provision of urban services to support
16 development within the UGA.

17
18 **Satellite Cities and Towns**

19
20 The cities and towns in the rural areas are a significant part of Pierce County's diversity and
21 heritage. They have an important role as local trade and community centers. These cities and towns
22 are the appropriate providers of local rural services for the community. They also contribute to the
23 variety of development patterns and housing choices within the county. As municipalities, these
24 cities and towns provide urban services and are located within the County's designated UGA. The
25 urban services, residential densities and mix of land uses may differ from those of the large,
26 contiguous portion of the UGA in Pierce County.

27
28 **Centers of Local Importance**

29
30 ~~CoLIs are designated for the purpose of identifying local centers and activity nodes that are~~
31 ~~consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact,~~
32 ~~pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of~~
33 ~~appropriate housing options, or be in an established industrial area.~~

34
35 **Countywide Planning Policy**

36
37 UGA-1. The County shall designate the countywide urban growth area and Potential Annexation
38 Areas within it, in consultations between the County and each municipality.

39
40 1.1 County referral of proposed urban growth area and Potential Annexation Area
41 designations to the Pierce County Regional Council (PCRC).

42
43 1.1.1 The PCRC may refer the proposed designations to the Growth
44 Management Coordinating Committee (GMCC), or its successor entity for
45 technical advice and for a report.

46 1.1.2 The PCRC may conduct public meetings to review the proposed
47 designation and, at such meetings, may accept oral or written comments
48 and communications from the public.



1.1.3 At the conclusion of its review and analysis, the PCRC shall make a recommendation to the County and to the municipalities in the County.

1.2 Once adopted by the County, the urban growth area and Potential Annexation Area designations shall not be changed except in accordance with the Countywide Policy on "Amendments and Transition."

1.2.1 A jurisdiction shall not be required to modify existing urban growth area boundaries or Potential Annexation Areas in order to reduce the residential or employment capacity to conform to adopted growth targets reflecting VISION 2040's Regional Growth Strategy. Jurisdictions shall, however, consider the adopted growth targets when updating their local comprehensive plans.

1.2.2 Growth targets are the minimum number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth. These targets are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs.

UGA-2. The following specific factors and criteria shall dictate the size and boundaries of urban growth areas:

2.1 Size

2.1.1 Urban growth areas must be of sufficient size to accommodate the urban growth projected to occur over the succeeding 20-year planning period taking into account the following:

- a. land with natural constraints, such as critical areas (environmentally-sensitive land);
- b. agricultural land to be preserved;
- c. greenbelts and open space;
- d. New Fully Contained Communities pursuant to RCW § 36.70A.350;
- e. maintaining a supply of developable land sufficient to allow market forces to operate and precluding the possibility of a land monopoly but no more than is absolutely essential to achieve the above purpose;
- f. existing projects with development potential at various stages of the approval or permitting process (i.e., the "pipeline");
- g. land use patterns created by subdivisions, short plats or large lot divisions;
- h. build-out of existing development and areas which are currently only partially built out;
- i. follow existing parcel boundary lines.

2.1.2 The County, and each municipality in the County, shall cooperatively develop and propose objective standards and criteria to disaggregate the State Office of Financial Management's Countywide growth forecasts and



VISION 2040 Regional Growth Strategy forecasts for the allocation of projected population to the County and municipalities, taking into account the availability and concurrency of public facilities and services with the impact of development, as well as the VISION 2040 Regional Growth Strategy.

2.1.3 The County shall use a consistent countywide targeting process for allocating population and employment growth consistent with the regional vision, including establishing:

- a. local employment targets,
- b. local housing targets based on population projections, and
- c. local housing and employment targets for each designated regional growth center.

2.2 Boundaries

2.2.1 Any of the following shall be considered in determining the location of urban growth area boundaries:

- a. geographic, topographic, and manmade features;
- b. public facility and service availability, limits and extensions;
- c. jurisdictional boundaries including special improvement districts;
- d. location of designated natural resource lands and critical areas;
- e. avoidance of unserviceable islands of County land surrounded by other jurisdictional entities;
- f. Destination 2030 urban/rural line and PSCAA burn ban line.

Phasing of Development within the Urban Growth Area

2.3 The County and each municipality in the County shall seek to direct growth as follows:

- a. first to cities and towns, centers and urbanized areas with existing infrastructure capacity;
- b. second to areas that are already urbanized such that infrastructure improvements can be easily extended; and
- c. last to areas requiring major infrastructure improvements.

2.3.1 Capital facilities plans shall identify existing, planned, and future infrastructure needs within Urban Growth Areas.

2.3.2 The County and each municipality in the County should identify appropriate levels of service and concurrency standards that address schools, sewer, water, and parks.

2.3.3 The County and each municipality in the County shall identify appropriate levels of service and multimodal concurrency standards that address roads.

2.4 The urban growth area in unincorporated portions of the County shall be limited to the following:

- 2.4.1 build-out of existing partially developed areas with urban services;



- 2.4.2 new fully contained communities;
- 2.4.3 redevelopment corridors.

2.5 The County's urban growth area may be extended to allow for build-out of newly developed areas only if development capacity within Potential Annexation Areas and growth in the areas identified in Policy 2.5 is determined to be inadequate to meet total population and employment projections consistent with the other policies set forth herein.

2.6 Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.

2.7 The urban growth areas in existence prior to the adoption of VISION 2040 may contain capacity beyond that needed to accommodate the growth target per regional geography for the succeeding 20-year planning period based upon existing zoning designations, allowed density, existing land division patterns, and similar factors. It is permissible for such areas to continue to be designated as urban growth areas. Expansion of these urban growth areas boundaries is acknowledged to be inconsistent with the CPPs and strongly discouraged if the urban growth area expansion is not in accordance with policy AT-2.3.

UGA-3. Potential Annexation Areas shall be designated through the Pierce county Comprehensive Plan in consultation with cities and towns.

3.1 A city or town shall first identify a Potential Annexation Area(s) within its respective Comprehensive Plan;

3.2 Potential Annexation Area boundaries shall be determined with consideration for the following additional factors;

- 3.2.1 the VISION 2040 document, including Multicounty Planning Policies;
- 3.2.2 the carrying capacity of the land considering natural resources, agricultural land and environmentally-sensitive lands;
- 3.2.3 population, housing, and employment projections;
- 3.2.4 financial capabilities and urban services capacities;
- 3.2.5 consistency and compatibility with neighborhood, local and regional plans;
- 3.2.6 the existing land use and subdivision pattern;
- 3.2.7 property access and ownership.

3.3 Potential Annexation Areas should not overlap or leave unincorporated urban islands between cities and towns.

3.3.1 Future requests to establish a new Potential Annexation Area shall not result in an overlap with an existing Potential Annexation Area or create islands between cities and towns.

3.3.2 Cities and towns with existing Potential Annexation Area overlaps should work toward resolving the existing overlaps.



3.4 The urban service areas and satellite urban growth areas as designated through the Pierce County Comprehensive Plan as of June 30, 2013 shall be recognized as designated Potential Annexation Areas.

3.4.1 Urban service area designations approved by the Pierce County Council through its 2013 Comprehensive Plan Amendment Cycle shall be recognized as a Potential Annexation Area.

3.4.2 Boundaries of the Potential Annexation Areas should not split parcels. Efforts should be put forth to resolve split parcels prior to the initial designation of Potential Annexation Areas.

Annexation within the Urban Growth Area

UGA-4. Pierce County, in conjunction with its cities and towns, shall establish a strategy for future annexations within the urban growth area.

4.1 Annexation is preferred over incorporation within the urban growth area.

4.2 The Potential Annexation Areas as identified in the Pierce County Comprehensive Plan shall be the foundation to an annexation strategy.

4.2.1 Cities and towns are allowed to annex territory only within their adopted Potential Annexation Area as identified in the Pierce County Comprehensive Plan.

4.2.2 Annexation of an area should be phased to coincide with a city or town's ability to coordinate the provision of a full range of urban services to the areas proposed for annexation.

4.3 The County and its cities and towns should proactively coordinate the annexation of unincorporated areas within the urban growth area that are within each respective city or town's Potential Annexation Area.

4.3.1 The County and each city and town should work towards the establishment of annexation plans and joint planning agreements, with an exception for lands associated with Joint Base Lewis McChord and Camp Murray.

4.3.1.1 A joint planning agreement is to serve as a mechanism where the County or a city can, prior to notice of annexation, identify potential objections and resolutions.

4.3.1.2 An annexation plan should identify a potential schedule for annexation of areas with a city or town.

4.3.2 The County should explore and implement financial incentives for a city or town to annex areas associated with its respective Potential Annexation Area.



- 1 4.3.2.1 Financial incentives may include the establishment of a County
2 level grant fund to assist in financial challenges a city or town
3 may have in annexing an area.
4 4.3.2.2 Financial incentives may include the elimination or reduction in a
5 fee associated with a County service to a city or town in
6 exchange for annexing an area.
7
8 4.3.3 The County, and cities and towns, should explore potential partnerships in
9 grant funding opportunities to overcome obstacles associated with
10 annexing specific areas.
11
12 4.3.4 Cities and towns should recognize the financial impacts experienced by the
13 County when annexation only encompasses commercial or greenfield
14 areas and avoids existing residential development.
15
16 4.3.4.1 Cities and towns are encouraged to include a mix of existing
17 commercial, residential, and greenfield areas, where appropriate,
18 in future annexation proposals.
19

20 4.4 The County should prioritize the adopted Potential Annexation Areas for
21 annexation.
22

- 23 4.4.1 The County's highest priority should be Potential Annexation Areas
24 representing unincorporated "islands" between cities and towns; and,
25 4.4.2 The County shall support annexation for areas in which a joint planning
26 agreement exists between the County and appropriate city or town.
27

28 *Urban Public Services* 29

30 UGA-5. Within the delineated urban growth areas, the County, and each municipality in the
31 County, shall adopt measures to ensure that growth and development are timed and
32 phased consistent with the provision of adequate public facilities and services.
33

34 5.1 "Adequacy" shall be defined by locally established service level standards for local
35 facilities and services both on the site and off-site. For facilities and services
36 provided by other agencies, adequacy shall be defined by level of service
37 standards mutually agreed upon by the service provider and the jurisdiction
38 served. The definition of levels of service standards may allow for the phasing-in
39 of such standards as may be provided in the capital facilities element of County or
40 municipal comprehensive plans.
41

42 5.2 "Public facilities" include:
43

- 44 5.2.1 Streets, roads, highways, sidewalks, street and road lighting systems, and
45 traffic signals;
46 5.2.2 Domestic water systems;
47 5.2.3 Sanitary sewer systems;
48 5.2.4 Storm sewer systems;



- 5.2.5 Park and recreational facilities;
- 5.2.6 Schools.

5.3 "Public services" include:

- 5.3.1 Fire protection and suppression;
- 5.3.2 Law enforcement;
- 5.3.3 Public health;
- 5.3.4 Education;
- 5.3.5 Recreation;
- 5.3.6 Environmental protection;
- 5.3.7 Other governmental services, including power, transit and libraries.

5.4 Public Sanitary Sewer Service. The following policies shall be applicable to the provision of public sanitary sewer service in the County and its municipalities:

5.4.1 Relationship of Sewer Interceptors to Comprehensive Plans. The timing, phasing and location of sewer interceptor expansions shall be included in the capital facilities element of the applicable municipal or County comprehensive plans and shall be consistent with Countywide Planning Policies, the Urban Growth Area boundaries and the local comprehensive land use plan. The phased expansions shall be coordinated among the County and the municipalities therein and shall give priority to existing unserved urbanized areas within the Urban Growth Area except as provided in 3.4.2 a. and b. below.

5.4.2 Public Sewer Interceptor and Service Extensions/Expansions:

- a. Public sewer interceptors shall only extend or expand outside of Urban Growth Areas where:
 - (i) sewer service will remedy ground water contamination and other health problems by replacing septic systems, or
 - (ii) a formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area, or
 - (iii) an interceptor will convey wastewater originating within a designated Urban Growth Area to sewerage facilities in another designated Urban Growth Area, or
- b. New sanitary sewer service inside Urban Growth Areas must follow phasing of capital facilities as provided in the municipality's adopted comprehensive plan or any adopted Sewer Master Plan unless:
 - (i) sewer service will remedy ground water contamination and other health problems by replacing septic systems and community on-site sewage systems, or
 - (ii) a new municipality incorporates, or
 - (iii) a formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area;



- (iv) an interceptor will convey wastewater originating within a designated Urban Growth Area to sewerage facilities in another designated Urban Growth Area.
- c. New sanitary sewer service connections from interceptors shall not be made available to properties outside the Urban Growth Area except as provided in (a) above.
- d. Sanitary Sewer service shall not be provided in areas designated "rural," except as provided in 3.4.2(a)(i)(ii)
- e. A sewer interceptor or trunk line constructed or planned for construction through a rural area to convey wastewater from a designated Urban Growth Area to sewerage facilities in a designated Urban Growth Area shall not constitute a change of conditions that can be used as the basis for a change in land use designation or urban/rural designation, either for adjacent or nearby properties.

5.4.3 On-Site and Community Sewage Systems

- a. In order to protect the public health and safety of the citizens of Pierce County and of the municipalities in the County, to preserve and protect environmental quality including, but not limited to, water quality and to protect aquifer recharge areas, to work toward the goal of eliminating the development of new residential and commercial uses on on-site and community sewage systems within the urban areas in the unincorporated County or within municipal boundaries consistent with the Countywide Planning Policies, the County and each municipality shall adopt policies on the use of on-site and community sewage including:
 - (i) the most current Tacoma-Pierce County Board of Health Land Use Regulations for On-Site and Community Sewerage Systems
 - (ii) policies which require connection to sanitary sewers when they are available in the following circumstances:
 - (a) if a septic system fails,
 - (b) for all new development except existing single-family lots,
 - (c) for development with dry sewer systems.
 - (iii) if sewer service is not available, dry sewer facilities shall be required unless the local jurisdiction has adopted criteria that otherwise must be met.
- b. New industrial development on community or on-site sewage systems shall not be allowed in urban areas in the unincorporated County or within municipal boundaries. Sanitary facilities necessary for recreation sites may be exempt from this policy.
- c. It is not the intent of these policies to require any individual property owner on an existing, properly permitted and functioning septic system to connect to a public sewer unless:
 - (i) the septic system fails;
 - (ii) or the system is not in compliance with the most current version of the Tacoma-Pierce County Board of Health Land Use Regulations or the current use of the property changes;
 - (iii) or the density of development on the property increases;



- (iv) or the existing septic system was originally permitted as an interim system to be abandoned when sewers became available;
- (v) or a municipality had a mandatory policy.

5.4.4 Achieving an adopted Level of Sewer Service

- a. The County, each municipality, and sewer providers shall work together to achieve adopted levels of service for sewers. All sewer service providers shall work with municipalities to process sewer permits in a manner that allows municipalities to comply with timelines imposed under RCW 36.70B.080(1).
- b. The County, each municipality, and their sewer providers shall work to secure funding sources to achieve the adopted levels of sewer service such as:
 - (i) Grants
 - (ii) Public Works Trust Fund
 - (iii) State Revolving Fund
 - (iv) Centennial Clean Water Fund
 - (v) Municipally imposed surcharges to fund sewer improvements in the jurisdictions where the surcharges are collected.

5.4.5 The availability or potential for availability of sewer treatment plant capacity shall not be used to justify expansion of the sewer system or development in a manner inconsistent with the Countywide Planning Policy, Urban Growth Area boundaries and the applicable municipal or County comprehensive land use plans.

5.5 Non-Municipal Service-Provision Entities

5.5.1 Special purpose districts shall conform their capital facility and service plans so as to be consistent with the capital facility element of the County or municipal comprehensive plans.

5.5.2 Where facilities and services will be provided by special purpose, improvement or facility service provision entities, such entities shall coordinate the provision of facilities and services with the County, and each affected municipality in the County, so that new growth and development is, in fact, served by adequate public facilities and services at the time of development.

5.6 The County, and each municipality in the County, shall adopt plans and implementation measures to ensure that sprawl and leapfrog development are discouraged in accordance with the following:

5.6.1 Urban growth within UGA boundaries is located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development;

5.6.2 Urban growth is located next in areas already characterized by urban growth that will be served by a combination of both existing public



facilities and services and any additional needed public facilities and services that are provided by either public or private sources;

5.6.3 "Urban growth" refers to a predominance of areas or uses within the Urban Growth Area which exhibit one or a combination of the following:

- a. intensive use of land for buildings and structures;
- b. high percentage of impermeable surfaces;
- c. incompatibility with the primary use of land for the production of food, other agricultural products or fiber, or the extraction of mineral resources;
- d. need for urban governmental services.

5.6.4 "Characterized by urban growth" refers to:

- a. land having urban growth on it;
- b. land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

5.6.5 Urban government services shall be provided primarily by cities and urban government services shall not be provided in rural areas.

5.7 Public facilities and services will be considered available "*at the time of development*" as follows:

5.7.1 As to all public facilities and services other than transportation, if the facility or service is in place at the time demand is created, or if the County or municipality has made appropriate provision to meet the demand for the public facility or service through one or more of the following techniques:

- a. inclusion of the public facility or service in the applicable County or municipal capital facilities plan element and specification of the full source of the funding for such project;
- b. impact fees;
- c. required land dedication;
- d. assessment districts;
- e. users fees and charges;
- f. utility fees;
- g. other.

5.7.2 As to transportation facilities, if needed transportation improvements are within the then existing 6-year capital facilities plan element and program, but only if a specific financial commitment to the transportation improvement project has been made.

5.7.3 Public facilities and services will not be considered available at the time of development unless they are provided consistently with the applicable level of service standards adopted in the capital facilities element of the Comprehensive Plan.



1 5.8 Public facility and service *adequacy* shall be determined by the County, and each
2 municipality in the County, based upon:

3
4 5.8.1 The specific public facility or service;

5
6 5.8.2 The adopted or established level of service standard

- 7 a. established by each municipality for local facilities and services;
8 b. by mutual agreement between provider and municipality served for
9 other facilities and services;
10 c. established through interlocal agreements for cross-jurisdictional
11 facilities and services.

12
13 5.8.3 The current usage of the existing public facilities and services, existing
14 development commitments and obligations, the vested or non-vested status
15 of pipeline approvals or existing lots of record, and new development
16 applications.

17
18 5.8.4 Where development projects partially meet adequacy of public facilities
19 and services standards, development approval may be authorized for that
20 portion of the project that meets the adequacy standards or the project may
21 be phased to coincide with the phasing of future availability of adequate
22 public facilities and services.

23
24 5.9 Facility and service provision/extension to new development areas shall be subject
25 to the following:

26
27 5.9.1 Imposition of requirement for payment of the full, but fair, share of costs of
28 needed facilities and services on the new development through:

- 29 a. impact fees;
30 b. assessment districts;
31 c. user fees and charges;
32 d. surcharges;
33 e. dedication;
34 f. utility fees;
35 g. other, as appropriate.

36
37 5.9.2 Consideration of the total impact of the facility or service extension on the
38 achievement of other policies, goals and objectives, in addition to the
39 impact on the area being served.

40
41 5.9.3 If necessary to minimize off-site impacts, specify that such service
42 extensions (e.g., sewer, water) are *not* subject to connection by intervening
43 landowners.
44
45



1 *Joint Planning*

2
3 UGA-6. Joint planning. Joint planning between local governments can provide numerous
4 possible benefits, including but not limited to:
5 a. More efficient delivery of services;
6 b. Shared use of public facilities;
7 c. Coordinated permitting processes;
8 d. Cost-sharing for planning and construction of public facilities (e.g., water, sewer
9 infrastructure, parks, etc.);
10 e. Consistent development standards;
11 f. Shared regional data, including GIS data;
12 g. Proactive identification of potential issues.

13
14 6.1 Joint planning may be municipal-municipal as well as municipal-County. The
15 County and each municipality shall jointly plan for the designated urban growth
16 area of that municipality (outside of municipal corporate limits) and may include
17 municipal utility service areas. Joint municipal-municipal planning may occur in
18 those other areas where the respective jurisdictions agree such planning would be
19 beneficial.

20
21 6.2 Any jurisdiction initiating joint planning with one or more other jurisdictions shall
22 do so by submitting a written proposal from its legislative authority to the
23 legislative authority of the other jurisdiction(s). In forming its proposal, the
24 initiating jurisdiction should consider the Joint Planning Framework recommended
25 by the Pierce County Regional Council, April 15, 1993, and adopted by
26 Resolution No. R93-127 of the Pierce County Council, July 13, 1993. The
27 proposal shall include, but not be limited to, the following:

- 28
29 6.2.1 Size of the proposed joint planning study area;
30 6.2.2 Location of the proposed study area in relation to urban growth boundaries;
31 6.2.3 Description of the issues proposed to be addressed in the joint planning
32 process;
33 6.2.4 Proposed end-product of the joint planning process (e.g., amendments to
34 comprehensive plans or implementing ordinances of each jurisdiction,
35 interlocal agreement, etc.);
36 6.2.5 Proposed resources (e.g., staff, funding, technology, etc.) to be provided by
37 the initiating jurisdiction toward completing the joint planning process;
38 6.2.6 Evidence that notification of the joint planning process will be provided to
39 residents, property owners, businesses, service providers, special districts, or
40 other parties affected by the proposed joint planning process.

41
42 6.3 A jurisdiction receiving a proposal for joint municipal-County planning shall
43 respond by either:

- 44
45 6.3.1 issuing a resolution of its legislative authority indicating an intent to
46 enter into a joint planning process as proposed; or
47 6.3.2 entering into discussions with the proposing jurisdiction regarding
48 alternatives to joint planning proposal; or



6.3.3 proposing to Pierce County that the proposal be included as part of an appropriate community planning process, if mutually agreeable to all jurisdictions involved.

6.4 If at any time Pierce County receives more proposals for participation in joint planning than its resources will provide, the County shall forward the proposals to the Pierce County Regional Council (PCRC) for consideration and a recommendation on prioritization based on planning needs. The PCRC shall consider proposals for joint planning that have been forwarded to them, and prioritize the proposals according to the probable benefit to the County as a whole. Prioritization shall be based on the information included in the proposal, plus other criteria agreed upon by the PCRC. These criteria could include, but are not limited to:

6.4.1 Rate of growth in the proposed study area;

6.4.2 Scope of existing municipal utility provision in the proposed study area;

6.4.3 Existence of special districts serving both the proposed study area and the municipality;

6.4.4 Degree to which development standards or comprehensive plan policies may differ between jurisdictions within the proposed study area;

6.4.5 Criteria 4.5.1 through 4.5.3 below.

6.5 When joint planning is required, the joint planning effort shall determine and resolve issues including, but not limited to, the following:

6.5.1 How zoning, subdivision and other land use approvals in designated urban growth areas of municipalities will be coordinated;

6.5.2 How appropriate service level standards for determining adequacy and availability of public facilities and services will be coordinated;

6.5.3 How the rate, timing, and sequencing of boundary changes will be coordinated;

6.5.4 How the provision of capital improvements to an area will be coordinated;

6.5.5 To what extent a jurisdiction(s) may exercise extra jurisdictional responsibility.

6.6 Joint planning may be based upon factors including, but not limited to, the following:

6.6.1 Contemplated changes in municipal and special purpose district boundaries;

6.6.2 The likelihood that development, capital improvements, or regulations will have significant impacts across a jurisdictional boundary;

6.6.3 The consideration of how public facilities and services are and should be provided and by which jurisdiction(s).



UGA-7. Urban Development Standards.

7.1 The provisions of this section shall apply to all municipalities and urban growth areas located in the County.

7.2 The following development standards shall be the minimum required for urban development and shall apply to all new development in urban growth areas, except as provided in Section 5.6 below.

7.2.1 Streets, Roads and Arterials. All public streets, roads, and arterials shall be constructed to the minimum requirements outlined in the City and County Design Standards adopted pursuant to RCW 35.78.030 and RCW 43.32.020. Curbs, gutters, and sidewalks will be required on both sides. Private streets and roads may be approved, but shall be required to meet these requirements.

7.2.2 Street Lighting. Street lighting shall be required at signalized intersections. Street lighting in new subdivisions shall be provided at all intersections controlled by a traffic signal or sign, and at certain road corners, elbows, and cul-de-sacs. Installation and maintenance of street lighting in subdivisions shall be the responsibility of the developer or homeowner's association unless the local jurisdiction assumes responsibility. When ownership of the street lighting has not been assumed by the local jurisdiction, the light standards shall be located on private property.

7.2.3 Domestic Water. A domestic water system must meet requirements under RCW 70.119 and WAC 246-290 for group "A" systems, or the functional equivalent.

7.2.4 Storm Water Facilities. A storm water drainage system shall be designed and constructed in accordance with the Department of Ecology Storm Drainage Technical Manual or a locally adopted storm water manual approved by DOE.

7.2.5 Sanitary Sewer. (Refer to policy 3.4)

7.2.6 The County and each municipality shall develop policies that require developers to extend sewers to their developments to design the facilities to allow further extension to adjacent unsewered areas.

7.2.7 Fire Protection. Fire protection and flow requirements shall be in accordance with Pierce County Code Chapter 15.12.

7.2.8 Solid Waste and Recycling. Garbage pick-up shall be provided weekly, and recycling and yard waste pick-up biweekly, consistent with federal and state laws and regulations.

7.3 It is desired by the signatories to these policies that the following Urban Development Standards be the minimum goals for urban developments in Urban Growth Areas.

7.3.1 Street Cleaning. Standards for street cleaning shall be discussed and should be developed, consistent with requirements of federal and state water quality standards.

7.3.2 Transit. Urban transit service plans adopted by the Pierce County Public Transit Benefit Authority.



7.3.3 Library. Appropriate jurisdictions should provide 450 square feet of library space per 1,000 persons.

7.3.4 Parks and Recreation. Provisions for parks at a level of 3.0 acres of neighborhood/community parks per 1,000 population should be made for all plats and short plats as required by RCW 58.17. Such provision can be made either through dedication to the public of land, or through provision of funds, as mitigation, for park land purposes.

7.4 All development within an urban growth area shall be provided services pursuant to the provision of this agreement and the joint planning agreements adopted pursuant to it. It is recognized that the County may provide certain urban services within an Urban Growth Area, and that cities may provide certain urban services within the same area, but outside their current municipal boundaries.

7.5 The County and each municipality shall enter into an interlocal cooperation agreement providing for the approval and delivery of public facilities and services in the Urban Growth Area. Such further agreements shall include, where appropriate, provisions relating to services such as law enforcement and schools and the services of special purpose districts and other service providers.

7.6 Ordinances allowing low impact development standards and create environmentally-sensitive development shall be allowed as alternative development standards. Any other ordinances allowing variances and deviations to the urban development standards may be adopted by each responsible jurisdiction for those limited circumstances necessary to allow for recognition of community plans and goals, recognized historic character, or special physical or engineering circumstances, as long as such variances and deviations are otherwise consistent with these policies. A legislative authority adopting a variance or deviation to the minimum urban development standards under this section must inform the Pierce County Regional Council (PCRC) of such adoption.

UGA-8. The County and each municipality shall adopt within their respective comprehensive plans, policies to ensure that development within the urban growth area uses land efficiently, provides for a wide variety of uses, conserves natural resources, and allows for the connection of communities to an efficient, transit-oriented, multimodal transportation system. Policies shall:

8.1 provide for more choices in housing types and moderate increases in density to achieve at least an average net density of four units per acre;

8.2 support infill and compact development; and

8.3 provide for land uses that encourage travel by foot, bike and transit.

UGA-9. The County and each municipality shall provide for conveniently located, appropriately scaled commercial development to serve the immediate local needs of the surrounding community by encouraging revitalization of underused commercial areas before establishing new areas.



- UGA-10. The County and each municipality shall adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty year projected population and employment growth.
- UGA-11. The County and each municipality neighboring Joint Base Lewis-McChord should develop planning provisions, including development regulations that encourage adjacent land uses that are compatible with military uses.
- UGA-12. Satellite Cities and Towns are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These cities and towns may include the core of small to medium sized cities and towns and may also be located in unincorporated areas. Often Satellite Cities and Towns include a strong public presence because they are the location of city hall, main street and other public spaces.
- UGA-13. Satellite Cities and Towns will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.
- 13.1 Satellite Cities and Towns will be developed at a higher density than surrounding urban and rural areas;
- 13.2 Small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving the neighborhood character.
- UGA-14. At a minimum, Satellite Cities and Towns will be served by State Routes which connect them to other centers and to the regional high capacity transit system. In some instances, Satellite Cities and Towns may have direct connections to the local public transportation system.

OVERALL POLICIES FOR NON-INDUSTRIAL CENTERS

Concepts and Principles

~~UGA 15. Centers shall be designated based upon the following:~~

~~15.1 Consistency with specific criteria for centers adopted in the Countywide Planning Policies;~~

~~15.2 The center's location in the County and its potential for fostering a logical and desirable countywide transportation system and distribution of centers;~~

~~15.3 The total number of centers in the County that can be reasonably developed based on projected growth over the next twenty years;~~

~~15.4 Environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the center and that the jurisdiction is capable of ensuring concurrent urban services to new development;~~



1
2 15.5 If a jurisdiction designates a center, it must also adopt the center's designation and
3 provisions in its comprehensive plans and development regulations to ensure that
4 growth targeted to centers is achieved and urban services will be provided;

5
6 15.6 Centers shall be characterized by all of the following:

7
8 15.6.1 Clearly defined geographic boundaries;

9 15.6.2 Intensity/density of land uses sufficient to support high capacity transit;

10 15.6.3 Pedestrian-oriented land uses and amenities;

11 15.6.4 Pedestrian connections shall be provided throughout;

12 15.6.5 Urban design standards which reflect the local community;

13 15.6.6 Provisions to reduce single occupancy vehicle use especially during peak
14 hours and commute times;

15 15.6.7 Provisions for bicycle use;

16 15.6.8 Sufficient public open spaces and recreational opportunities;

17 15.6.9 Uses which provide both daytime and nighttime activities; and

18 15.6.10 Centers shall be located in urban growth areas.

19
20 UGA 16. Each jurisdiction which designates a center within its comprehensive plan shall define
21 the type of center and specify the exact geographic boundaries of the center. Centers
22 shall not exceed one and one-half square miles of land and Countywide centers shall not
23 exceed one square mile of land. Infrastructure and services shall be either present and
24 available or planned and financed consistent with the expected rate of growth.

25
26 16.1 Infrastructure and services shall be either present and available or planned and
27 financed consistent with the expected rate of growth.

28 16.2 Priority for transportation and infrastructure funds shall be given to designated
29 centers.

30
31 *Design Features of Centers*

32
33 UGA 17. The County and each jurisdiction that designates a center within its comprehensive plan
34 shall encourage density and development to achieve targeted growth.

35
36 17.1 Any of the following approaches could be used to implement center development:

37
38 17.1.1 Encouraging higher residential densities within centers;

39 17.1.2 Avoiding creation of large blocks of single use zones;

40 17.1.3 Allowing for greater intensity of use within centers;

41 17.1.4 Increasing building heights, greater floor/area ratios within centers;

42 17.1.5 Minimizing setbacks within centers;

43 17.1.6 Allowing buildings to locate close to street to enhance pedestrian
44 accessibility; and

45 17.1.7 Encouraging placement of parking to rear of structures.

46
47 17.2 Designated centers are expected to receive a significant share of projected growth
48 in conjunction with periodic disaggregation of countywide population allocations.



1
2 ~~UGA 18. Centers shall provide necessary capital facilities needed to accommodate the projected~~
3 ~~growth in population and employment. Facilities include, but are not limited to, roads,~~
4 ~~sewers and other utilities, schools, parks, and open space. In order to provide balance~~
5 ~~between higher intensity of use within centers, public and/or private open space shall be~~
6 ~~provided.~~

7
8 ~~UGA 19. Streetscape amenities (landscaping, furniture, etc.) shall be provided within centers to~~
9 ~~create a pedestrian friendly environment.~~

10
11 ~~UGA 20. The following regulatory mechanisms shall be used within centers.~~

12
13 ~~20.1 Adopt development standards that encourage pedestrian scaled development such~~
14 ~~as those that address:~~

15
16 ~~20.1.1 interconnections between buildings and sidewalks;~~

17 ~~20.1.2 pedestrian links between residential and non-residential areas;~~

18 ~~20.1.3 street trees/furniture; and~~

19 ~~20.1.4 minimizing separations between uses.~~

20
21 *~~Transportation, Parking and Circulation~~*

22
23 ~~UGA 21. To encourage transit use within centers, jurisdictions shall establish mechanisms to limit~~
24 ~~the use of single occupancy vehicles. Such mechanisms should include:~~

25
26 ~~21.1 charges for parking;~~

27 ~~21.2 limiting the number of off-street parking spaces;~~

28 ~~21.3 establishing minimum and maximum parking requirements;~~

29 ~~21.4 commute trip reduction (CTR) measures and other transportation demand~~
30 ~~management measures;~~

31 ~~21.5 development of commuter programs for multiple employers not otherwise affected~~
32 ~~by the CTR law; and~~

33 ~~21.6 providing nonmotorized transportation facilities.~~

34
35 ~~UGA 22. Centers should receive a high priority for the location of high capacity transit stations~~
36 ~~and/or transit centers.~~

37
38 ~~UGA 23. Locate higher densities/intensities of use close to transit stops within centers and seek~~
39 ~~opportunities to:~~

40
41 ~~23.1 create a core area to support transit and high occupancy vehicle use;~~

42 ~~23.2 allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.)~~
43 ~~within centers; and~~

44 ~~23.3 establish incentives for developers to provide transit and transportation demand~~
45 ~~management supportive amenities.~~



UGA 24. ~~Allow on-street parking within centers in order to narrow the streetscape, provide a buffer between moving traffic and pedestrians, and provide common parking areas.~~

UGA 25. ~~Provisions for non-motorized transportation shall be provided, including but not limited to:~~

- ~~25.1 bicycle-friendly roadway design;~~
- ~~25.2 wider outside lane or shared parking/bike lanes;~~
- ~~25.3 bike-activated signals;~~
- ~~25.4 covered, secure bicycle parking at all places of employment;~~
- ~~25.5 bicycle racks; and~~
- ~~25.6 pedestrian pathways.~~

Implementation Strategies

UGA 26. ~~Jurisdictions should consider incentives for development within centers such as:~~

- ~~26.1 streamlined permitting;~~
- ~~26.2 financial incentives;~~
- ~~26.3 density bonuses or transfer of development rights;~~
- ~~26.4 using SEPA Planned Action provisions to streamline environmental review by conducting environmental analysis during planning and providing permit applicants and public with more certainty of how impacts will be addressed; and~~
- ~~26.5 shared mitigation such as stormwater detention and joint parking.~~

UGA 27. ~~Improve transit service efficiency through the development of transportation infrastructure within and between countywide and regional centers.~~

UGA 28. ~~Design roadway and nonmotorized networks to promote more and better utilize transit services.~~

METROPOLITAN CITY CENTER

Concepts and Principles

UGA 29. ~~Metropolitan City Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts and regional centers of commerce. Metropolitan City Centers may also serve national or international roles.~~

Design

UGA 30. ~~Metropolitan City Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support high capacity transit and shall plan to meet the following criteria:~~



- ~~30.1 a minimum of 50 employees per gross acre of non-residential lands;~~
~~30.2 a minimum of 15 households per gross acre;~~
~~30.3 a minimum of 30,000 employees; and~~
~~30.4 not exceed a maximum of 1 1/2 square miles in size.~~

Transportation, Parking and Circulation

~~UGA 31. Metropolitan City Centers shall be planned to have fast and frequent high capacity transit and other forms of transit.~~

~~UGA 32. A Metropolitan City Center shall meet at minimum the following criteria for consideration as a candidate for countywide center:~~

- ~~32.1 Area: up to 1 1/2 square miles in size;~~
~~32.2 Capital Facilities: served by sanitary sewers;~~
~~32.3 Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;~~
~~32.4 Population: a minimum of ten households per gross acre; and~~
~~32.5 Transit: serve as a focal point for regional and local transit services.~~

REGIONAL GROWTH CENTER

Concepts and Principles

~~UGA 33. Regional Growth Centers are locations that include a dense mix of business, commercial, residential and cultural activity within a compact area. Regional Growth Centers are targeted for employment and residential growth, and provide excellent transportation service, including fast, convenient high capacity transit service, as well as investment in major public amenities.~~

Design Features of Centers

~~UGA 34. Regional Growth Centers shall plan to meet the following criteria:~~

- ~~34.1 A minimum of 25 employees per gross acre of non-residential lands; and~~
~~34.2 A minimum of 10 households per gross acre; and/or~~
~~34.3 A minimum of 15,000 employees; and~~
~~34.4 Not to exceed a maximum of 1 1/2 square miles in size; and~~
~~34.5 Planning policies recognizing the need to receive a significant share of the regional growth.~~

Transportation, Parking and Circulation

~~UGA 35. Regional Growth Centers shall plan to have fast and frequent high capacity transit, as well as other forms of transit.~~



UGA 36. ~~A Regional Growth Center shall meet at a minimum the following criteria for consideration as a candidate for countywide center:~~

~~36.1 Area: up to 1 1/2 square miles in size;~~

~~36.2 Capital Facilities: served by sanitary sewers;~~

~~36.3 Employment: a minimum of 2,000 employees;~~

~~36.4 Population: a minimum of seven households per gross acre; and~~

~~36.5 Transit: serve as a focal point for regional and local transit services.~~

COUNTYWIDE CENTER

Concepts and Principles

UGA 37. ~~Countywide Centers are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These centers may include the core of small to medium-sized cities and may also be located in unincorporated areas. Often Countywide Centers include a strong public presence because they are the location of city hall, main street, and other public spaces.~~

~~Countywide Centers are also potentially candidates for designation as regional centers.~~

Design Features of Centers

UGA 38. ~~Countywide Centers shall be characterized by a compact urban form that includes a moderately dense mix of locally oriented retail, jobs and housing that promotes walking, transit usage and community activity.~~

~~38.1 Countywide Centers shall be developed at a higher density than surrounding urban areas to take advantage of connecting centers.~~

~~38.2 Small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving neighborhood character.~~

UGA 39. ~~Countywide Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support transit. Each Countywide Center shall plan to meet the following criteria:~~

~~39.1 A minimum of 15 employees per gross acre of non-residential lands;~~

~~39.2 A minimum of 7 households per gross acre;~~

~~39.3 A minimum of 2,000 employees; and~~

~~39.4 Not to exceed a maximum of 1 square mile in size.~~

Transportation, Parking and Circulation

UGA 40. ~~At a minimum, Countywide Centers shall plan to be served by public transit and/or ferries which connect them to other centers, to surrounding residential communities, and to the regional high capacity transit system. Countywide Centers should have direct connections to high capacity local and regional transit hubs.~~



UGA 41. ~~Minimum criteria for designation as Countywide Center:~~

- ~~41.1 Area: up to one square mile in size;~~
- ~~41.2 Capital Facilities: served by sanitary sewers;~~
- ~~41.3 Employment: a minimum of 1,000 employees;~~
- ~~41.4 Population: a minimum of six households per gross acre; and~~
- ~~41.5 Transit: serve as a focal point for local transit services.~~

MANUFACTURING/INDUSTRIAL CENTER

Concepts and Principles

UGA 42. ~~Manufacturing/Industrial Centers shall be locally determined and designated based on the following steps:~~

- ~~42.1 Consistency with specific criteria for Manufacturing/Industrial Centers adopted within the Countywide Planning Policies;~~
- ~~42.2 Consideration of the Center's location in the County and region, especially relative to existing and proposed transportation facilities;~~
- ~~42.3 Consideration of the total number of Manufacturing/Industrial Centers in the County that are needed over the next twenty years based on projected need for manufacturing/industrial land to satisfy regional projections of demand for manufacturing/industrial land uses;~~
- ~~42.4 Environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development; and~~
- ~~42.5 Adoption within the jurisdiction's comprehensive plan of the center's designation and provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is achieved.~~

Design Features of Centers

UGA 43. ~~Manufacturing/Industrial Centers shall be characterized by the following:~~

- ~~43.1 Clearly defined geographic boundaries;~~
- ~~43.2 Intensity of land uses sufficient to support alternatives to single-occupant vehicle use;~~
- ~~43.3 Direct access to regional highway, rail, air and/or waterway systems for the movement of goods;~~
- ~~43.4 Provisions to prohibit housing; and~~
- ~~43.5 Identified transportation linkages to high density housing areas.~~

UGA 44. ~~Provisions to achieve targeted employment growth should include:~~

- ~~44.1 Preservation and encouragement of the aggregation of vacant land parcels sized for manufacturing/industrial uses;~~
- ~~44.2 Prohibition of land uses which are not compatible with manufacturing/industrial, manufacturing/industrial supportive, and advanced technology uses;~~



- 1 44.3 ~~Limiting the size and number of offices and retail uses and allowing only as an~~
2 ~~accessory use to serve the needs of employees within centers; and~~
3 44.4 ~~Reuse and intensification of the land.~~

4
5 *~~Transportation, Parking and Circulation~~*

6
7 UGA 45. ~~Transportation network within Manufacturing/Industrial Centers should provide for the~~
8 ~~needs of freight movement and employees by ensuring a variety of transportation modes~~
9 ~~such as transit, rail, and trucking facilities.~~

10
11 UGA 46. ~~The transportation system within Manufacturing/Industrial Centers shall be built to~~
12 ~~accommodate truck traffic and acceleration. Review of projects should consider~~
13 ~~infrastructure enhancements such as:~~

- 14
15 46.1 ~~turn lanes and turn pockets to allow turning vehicles to move out of through traffic~~
16 ~~lanes;~~
17 46.2 ~~designing turn lanes with a width to allow freight vehicles to turn without~~
18 ~~interrupting the flow of traffic in other lanes;~~
19 46.3 ~~designing the far side of intersections with acceleration lanes for trucking vehicles~~
20 ~~and heavy loads to facilitate traffic flow;~~
21 46.4 ~~constructing climbing lanes where necessary to allow for slow moving vehicles;~~
22 46.5 ~~providing off street truck loading facilities to separate goods loading and~~
23 ~~unloading; and~~
24 46.6 ~~arterial grade separations with rail freight and designation of Heavy Haul corridors~~
25 ~~or truck only lanes.~~

26
27 *~~Implementation Strategies~~*

28
29 UGA 47. ~~All jurisdictions will support transportation capital improvement projects which support~~
30 ~~access and movement of goods to Manufacturing/Industrial Centers.~~

31
32 UGA 48. ~~Jurisdictions having a designated Manufacturing/Industrial Center shall:~~

- 33
34 48.1 ~~Plan for and fund capital facility improvement projects which support the~~
35 ~~movement of goods;~~
36 48.2 ~~Coordinate with utility providers to ensure that utility facilities are available to~~
37 ~~serve such centers;~~
38 48.3 ~~Provide buffers around the center to reduce conflicts with adjacent land uses;~~
39 48.4 ~~Facilitate land assembly;~~
40 48.5 ~~Assist in recruiting appropriate businesses; and~~
41 48.6 ~~Encourage employers to participate in commute trip reduction program.~~

42
43 UGA 49. ~~A Manufacturing/Industrial Center shall meet at a minimum the following criteria for~~
44 ~~consideration as a candidate for Countywide Center:~~

- 45
46 49.1 ~~Capital Facilities: served by sanitary sewers;~~
47 49.2 ~~Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and~~
48 49.3 ~~Transportation: within one mile of a state or federal highway or national rail line.~~



1
2 **Prioritization of Funding for Centers**
3

4 ~~UGA 50. Regional and countywide transportation and economic development funds should be~~
5 ~~prioritized for centers and transportation and infrastructure servicing centers in Pierce~~
6 ~~County that have been designated regionally; it is also appropriate for countywide and~~
7 ~~local funding to be directed to centers and transportation and infrastructure servicing~~
8 ~~centers designated exclusively at the countywide level or identified locally by a~~
9 ~~jurisdiction.~~

10
11 **Centers of Local Importance (CoLI)**
12

13 *Concepts and Principles*
14

15 ~~UGA 51. A CoLI may be located in either an urban or rural area, and shall include activities~~
16 ~~that provide a focal point or sense of place for a community and its surrounding area.~~
17

18 *Design Features of CoLIs*
19

20 ~~UGA 52. A CoLI is characterized by a concentration of land uses or activities that provide a~~
21 ~~sense of place or gathering place for the community and neighborhood residents. A~~
22 ~~CoLI should include one or more the following characteristics:~~
23

- 24 ~~52.1 Civic services~~
- 25 ~~52.2 Commercial areas~~
- 26 ~~52.3 Recreational areas~~
- 27 ~~52.4 Industrial areas~~
- 28 ~~52.5 Cultural facilities/activities~~
- 29 ~~52.6 Historic buildings or sites~~
- 30 ~~52.7 Residential areas~~
- 31

32 ~~UGA 53. The size of a CoLI and the mix and density of uses are to be locally determined to~~
33 ~~meet community goals.~~
34

35 ~~UGA 54. Each jurisdiction shall define the role that the CoLI plays in supporting planned~~
36 ~~growth.~~
37

38 ~~UGA 55. A variety of appropriate transportation options and pedestrian-friendly design should~~
39 ~~be available or planned within a CoLI.~~
40

41 *Implementation Strategies*
42

43 ~~UGA 56. A CoLI shall be locally adopted; approval by the PCRC or other regional~~
44 ~~organization shall not be required.~~
45

- 46 ~~56.1 A jurisdiction shall document how an area meets the Design Features (UGA 51~~
47 ~~through UGA 55) of a CoLI in its comprehensive plan.~~



- 1 56.2 The documentation should include examples, plans, or other information that
2 supports the designation of a CoLI.
3 56.3 An area adopted as a CoLI shall be definitively delineated on a map within a
4 jurisdiction's comprehensive plan.
5 56.4 A CoLI shall have appropriate land use designations, zoning regulations, and
6 infrastructure plans for existing and planned development.
7 56.5 A comprehensive plan that utilizes an alternative label to refer to a CoLI shall
8 be accompanied with adopted findings of fact that recognizes the area as a CoLI
9 per the Pierce County CPPs.

10
11 UGA 57. A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI
12 or recognize formally adopted CoLIs that meet the criteria.

13
14 57.1 The notice shall be provided to the PCRC 60 days (minimum) prior to the
15 expected dated of adoption.

16 57.2 The notice shall provide information that identifies the location of the proposed
17 CoLI and documents how the location meets the CoLI policies.

18
19 UGA 58. A locally adopted CoLI shall be recognized in Appendix B of the CPPs.

20
21 58.1 Jurisdictions shall forward a map of locally adopted CoLIs together with the
22 comprehensive plan citations to the PCRC for inclusion into Appendix B. The
23 adopted CoLIs shall be attached to the CPP publications as Appendix B for ease
24 of reference. Appendix B shall not be considered a component of the CPPs and,
25 accordingly, an update to Appendix B shall not constitute an amendment to the
26 CPPs requiring ratification by Pierce County jurisdictions.

27
28 **"NEW SECTION"**

29
30 **COUNTYWIDE PLANNING POLICY ON REGIONAL, COUNTYWIDE AND**
31 **CENTERS OF LOCAL IMPORTANCE**

32
33 **Centers**

34
35 **Centers Overview**

36 The Puget Sound regional growth strategy identifies Centers as an integral feature for
37 accommodating residential and employment growth. The strategy describes Regional Growth
38 Centers and other Centers that may be designated. Regional Growth Centers, once regionally
39 designated, are located either in Metropolitan Cities or in Core Cities. The strategy also
40 identifies Regional Manufacturing/Industrial Centers, which consist primarily of manufacturing
41 and industrial uses.

42
43 Centers are areas of concentrated employment and/or housing within Urban Growth Areas
44 (UGAs) which serve as the hubs of transit and transportation systems. Centers and connecting
45 corridors are integral to creating compact urban development that conserves resources and
46 creates additional transportation, housing, and shopping choices. Centers are an important part of
47 the regional strategy for urban growth and are required to be addressed in the Countywide



1 Planning Policies. Centers are, or will become, focal points for growth within the county's UGA
2 and are areas where public investment is directed.

3
4 C-1. The purpose of Regional Growth Centers and Countywide Centers is to:

- 5 • Be priority locations for accommodating growth;
- 6 • strengthen existing development patterns;
- 7 • promote housing opportunities close to employment;
- 8 • support development of an extensive multimodal transportation system which reduces
9 dependency on automobiles;
- 10 • reduce congestion and improve air quality; and
- 11 • maximize the benefit of public investment in infrastructure and services.

12
13 C-2. The purpose of Manufacturing/Industrial Centers is to:

- 14 • Recognize strategically located concentrations of industrial activity as essential
15 resources for the local economy;
- 16 • protect and leverage critical and difficult to replace freight infrastructure;
- 17 • preserve the industrial land base in the long term;
- 18 • support family/living wage jobs;
- 19 • emphasize the importance of freight movement; and
- 20 • preserve the county's supply of industrial land.

21
22 C-3. Centers function as anchors within the region for a high density mix of business,
23 residential, public, cultural and recreational uses, and day and night activity that provide a
24 sense of place and community. They are characterized by their role as the central
25 business districts and regional centers of commerce. Centers may also serve national or
26 international roles.

27
28 C-4. Manufacturing Industrial Centers (MICs) preserve lands for family-wage jobs in basic
29 industries and trade, and provide areas where that employment may grow in the future.
30 MICs form a critical regional resource that provides economic diversity, supports
31 national and international trade, generates substantial revenue for local governments, and
32 offers higher than average wages.

33
34 C-5. Transportation and economic development funds should be prioritized for transportation
35 and infrastructure supporting Centers in Pierce County. Projects that support Regional
36 Growth and/or Manufacturing Industrial Centers (and Candidates), support more than one
37 center, and benefit a variety of user groups will be given higher consideration.

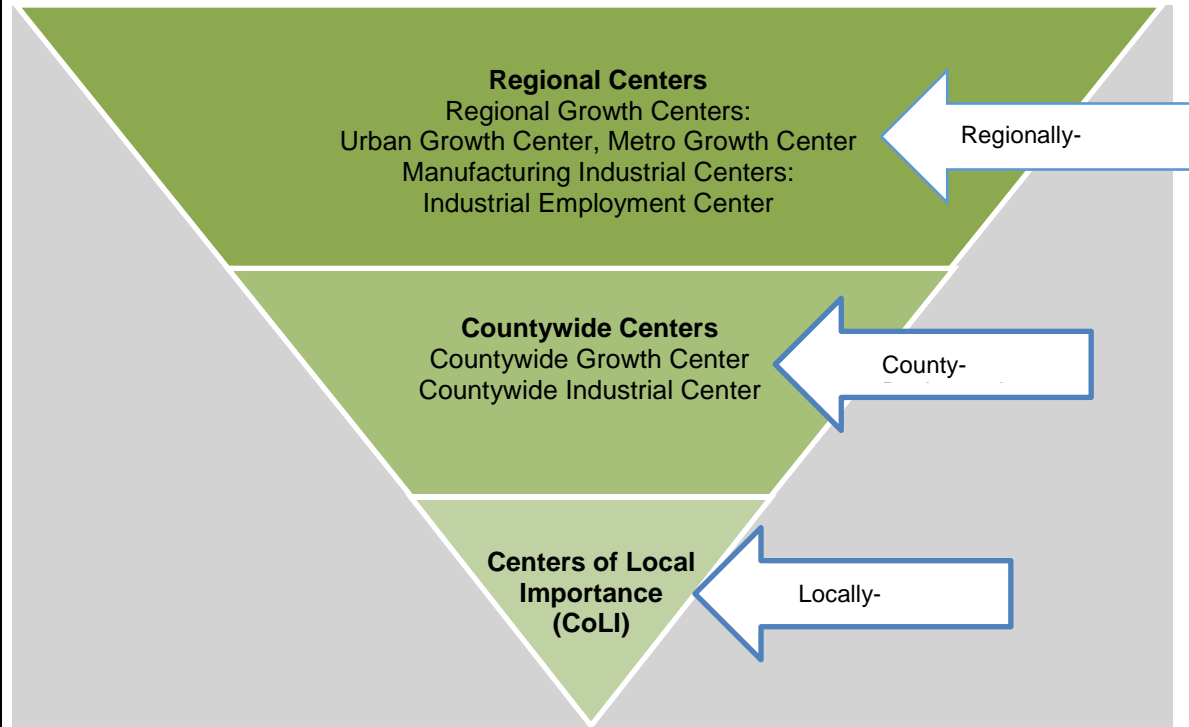
38
39 C-6. Centers must be identified in a Comprehensive Plan with information about the type of
40 Center and the specific geographic boundaries. Capital improvements must be present
41 and available, or be planned and financed, consistent with the expected rate of growth.
42 Such improvements include, but are not limited to, roads, sewers and other utilities,
43 schools, parks, and open space. In order to provide balance between higher intensity of
44 use within Centers, public and/or private open space shall be provided.



Types of Centers

Centers must meet minimum designation criteria, which includes the criteria of the lower category Center type. For example, a Regional Center must meet the designation criteria for a Regional Center as well as the criteria for a Countywide Center.

In March 2018, the Puget Sound Regional Council (PSRC) adopted the Regional Centers Framework Update that established new eligibility and criteria for Regional Centers. Jurisdictions must adhere to the latest eligibility and designation criteria for new Regional Centers as adopted by PSRC.



Center Designation Authority

Regional Centers must be approved by Puget Sound Regional Council (PSRC), in addition to Pierce County Regional Council (PCRC) by amending the Countywide Planning Policies (CPPs).

Countywide Centers and Centers of Local Importance (CoLI) are approved by the Pierce County Regional Council by amending the Countywide Planning Policies.

Center Designation Process

Pierce County and any municipality in the County that is planning to include a county or regionally designated Center within its boundaries shall specifically define the area of such Center within its Comprehensive Plan. The Comprehensive Plan shall include policies aimed at focusing growth within the Center and along corridors consistent with the applicable criteria contained within the Countywide Planning Policies. The County or municipality shall adopt regulations that reinforce the Center's designation.



Beginning in 2019 and once every two years thereafter, the Pierce County Regional Council (PCRC) shall invite jurisdictions to submit requests for designation of new Centers. Said request shall be processed in accordance with established procedures for amending the Countywide Planning Policies.

Each jurisdiction seeking to designate a new Countywide Center shall provide the PCRC with a report demonstrating that the proposed Center:

1. Meets the basic standards for designation;
2. Is characterized and defined in the local Comprehensive Plan;
3. Is consistent with the applicable Countywide Planning Policies, and
4. Is supported and served by adopted local development regulations.

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee (TCC) for consistency with transportation improvements plans of WSDOT, and with Pierce Transit's Comprehensive Plan. The coordinating committees shall provide joint recommendation to the PCRC.

Once included in the Countywide Planning Policies, the jurisdiction where a Center is located may go on to seek regional designation of the Center from the Puget Sound Regional Council (PSRC). Jurisdictions must adhere to the latest eligibility, designation criteria, and process for new Regional Growth Centers as adopted by PSRC as they prepare applications for new Center designation. Countywide Centers should be reviewed for consistency and countywide concurrence prior to submitting for regional designation.

After the Center is designated as a Countywide center within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the Center shall be considered a "candidate" Regional Growth Center or Manufacturing/Industrial Center.

Each jurisdiction which designates a Regional Growth Center shall establish 20-year household and employment growth targets for that Center. The expected range of targets will reflect the diversity of the various Centers and allow communities to effectively plan for needed services. The target ranges not only set a policy for the level of growth envisioned for each Center, but also for the timing and funding of infrastructure improvements. Reaching the target ranges will require careful planning of public investment and providing incentives for private investments.

Amending an Existing Countywide Center

Once a Center has been designated in the Countywide Planning Policies, the affiliated jurisdiction may request an amendment to the Center. The Center amendment process shall be limited to a vote of the PCRC though submission of a report explaining the requested amendment and affirming that the amended Center will be consistent with the Countywide Center basic standards and the Countywide Planning Policies.

Urban Growth Outside of Centers

A variety of urban land uses and areas of growth will occur outside of designated Centers but within the Urban Growth Area (UGA). Local land use plans will guide the location, scale, timing and design of development within UGAs. The UGA will be where the majority of future growth



1 and development will be targeted. Development should be encouraged which complements the
2 desired focus of growth into Centers and supports a multimodal transportation system. For
3 example, policies which encourage infill and revitalization of communities would help to
4 achieve the regional and statewide objectives of a compact and concentrated development pattern
5 within urban areas. The Countywide Planning Policies provide guidance for development and the
6 provision of urban services to support development within the UGA. Jurisdictions with Centers
7 should plan connections with adjacent neighborhoods and other centers to encourage access to
8 Centers and connectivity across the county.

9 10 **Regional Growth Centers (RGCs)**

11 Regional Growth Centers are locations of more compact, pedestrian-oriented development with a
12 mix of housing, jobs, retail, services, and other destinations. The region's plans identify Centers
13 as areas that should receive a significant share of the region's population and employment growth
14 compared with other parts of the urban area, while providing improved access and mobility—
15 especially for walking, biking, and transit.

16
17 Regional Growth Centers are locations that include a dense mix of business, commercial,
18 residential, and cultural activity within a compact area. Regional Growth Centers are targeted for
19 employment and residential growth, and provide excellent transportation service, including fast,
20 convenient high capacity transit service, as well as investment in major public amenities.

21
22 The following Pierce County Regional Growth Centers have been adopted into the PSRC
23 Regional Growth Strategy:

- 24 • Tacoma Central Business District
- 25 • Tacoma Mall
- 26 • Lakewood
- 27 • Puyallup Downtown
- 28 • Puyallup South Hill
- 29 • University Place

30
31 C-7. The County and each jurisdiction that designates a Center within its Comprehensive Plan
32 shall encourage density and development to achieve targeted growth. Any of the
33 following approaches could be used to implement Center development:

- 34 1. Encouraging higher residential densities within Centers;
- 35 2. Avoiding creation of large blocks of single-use zones;
- 36 3. Allowing for greater intensity of use within Centers;
- 37 4. Increasing building heights, greater floor/area ratios within Centers;
- 38 5. Minimizing setbacks within Centers;
- 39 6. Allowing buildings to locate close to street to enhance pedestrian accessibility; and
- 40 7. Encouraging placement of parking to rear of structures.

41
42 C-8. Designated Centers are expected to receive a significant share of projected growth in
43 conjunction with periodic disaggregation of Countywide population allocations.

44
45 C-9. Centers shall provide necessary capital facilities needed to accommodate the projected
46 growth in population and employment.



1 C-10. Streetscape amenities (landscaping, furniture, etc.) should be provided within Centers to
2 create a walkable environment.

3
4 C-11. To encourage transit use within Centers, jurisdictions should establish mechanisms to
5 limit the use of single occupancy vehicles. Such mechanisms could include:
6 1. charges for parking;
7 2. limiting the number of off-street parking spaces;
8 3. establishing minimum and maximum parking requirements;
9 4. commute trip reduction (CTR) measures and other transportation demand management
10 measures;
11 5. development of commuter programs for multiple employers not otherwise affected by
12 the CTR law; and
13 6. providing nonmotorized transportation facilities.

14
15 C-12. Centers receive a high priority for the location of high-capacity transit stations and/or
16 transit Centers.

17
18 C-13. Higher residential densities and uses that support high density residential should be
19 located close to transit stops within Centers and seek opportunities to:
20 1. create a core area to support transit and high occupancy vehicle use;
21 2. allow/encourage all types of transit facilities (transit Centers, bus pullouts, etc.) within
22 Centers; and
23 3. establish incentives for developers to provide transit and transportation demand
24 management supportive amenities.

25
26 C-14. Provisions for non-motorized transportation shall be provided, such as:
27 1. bicycle-friendly roadway design;
28 2. wider outside lane or shared parking/bike lanes;
29 3. bike-activated signals;
30 4. covered, secure bicycle parking at all places of employment;
31 5. bicycle racks; and
32 6. pedestrian pathways.

33
34 C-15. Jurisdictions should consider incentives for development within Centers such as:
35 1. streamlined permitting;
36 2. financial incentives;
37 3. density bonuses or transfer of development rights;
38 4. using SEPA provisions to streamline environmental review; and
39 5. shared mitigation such as stormwater detention and joint parking.

40
41 C-16. Regional Growth Centers should be planned to have fast and frequent high capacity transit,
42 as well as other modes of transportation options.

43
44 C-17. Jurisdictions should individually and collectively coordinate with transit agencies to
45 improve transit service infrastructure and efficiency within and between Countywide and
46 Regional Centers.
47



1 C-18. Roadways and nonmotorized networks should be designed to promote efficient transit
2 services.

3
4 **C.19. Designation Requirements for Regional Growth Centers (RGCs)**

- 5 1. Consistency with specific criteria for Centers adopted in the Countywide Planning
6 Policies;
- 7 2. Consistency with the Puget Sound Regional Council's current Regional Growth Center
8 criteria;
- 9 3. The Center's location in the County and its potential for fostering a logical and desirable
10 Countywide transportation system and distribution of Centers;
- 11 4. Consideration of the total number of Centers in the County that can be reasonably
12 developed based on projected growth over the next twenty years;
- 13 5. Environmental analysis which shall include demonstration that urban services including
14 an adequate supply of drinking water are available to serve projected growth within the
15 Center and that the jurisdiction is capable of ensuring concurrent urban services to new
16 development;
- 17 6. If a jurisdiction designates a Center, it must also adopt the Center's designation and
18 provisions in its Comprehensive Plan and development regulations to ensure that growth
19 targeted to Centers is achieved and urban services will be provided;
- 20 7. Centers shall be characterized by all of the following:
 - 21 • Clearly defined geographic boundaries;
 - 22 • Intensity/density of land uses sufficient to support high-capacity transit;
 - 23 • A diversity of land uses;
 - 24 • Pedestrian-oriented land uses and amenities;
 - 25 • Pedestrian connections shall be provided throughout;
 - 26 • Urban design standards which reflect the local community;
 - 27 • Provisions to reduce single-occupancy vehicle use, especially during peak hours and
28 commute times;
 - 29 • Provisions for bicycle use;
 - 30 • Sufficient public open spaces and recreational opportunities, including placemaking
31 and public gathering places;
 - 32 • Uses which provide both daytime and nighttime activities; and
 - 33 • Located in urban growth areas.

34
35 **Regional Manufacturing/Industrial Centers (MICs)**

36 Regional Manufacturing/Industrial Centers are areas where employee- or land-intensive uses are
37 located. These Centers differ from Regional Growth Centers in that they consist of an extensive
38 land base and the exclusion of non-manufacturing or manufacturing-supportive uses is an
39 essential feature of their character. These areas are characterized by a significant amount of
40 manufacturing, industrial, and advanced technology employment uses. Large retail and non-
41 related office uses are discouraged. Other than caretakers' residences, housing is prohibited
42 within Manufacturing/Industrial Centers. However, these Centers should be linked to high
43 density housing areas by an efficient multimodal transportation system. The efficiency of rail and
44 overland freight to markets is the critical element for manufacturers and industries located in
45 these Centers.



1 The following Manufacturing/Industrial Centers have been adopted into the Regional Growth
2 Strategy for Pierce County:

- 3 • Frederickson
- 4 • Port of Tacoma
- 5 • Sumner/Pacific
- 6 • *South Tacoma – Candidate Manufacturing/Industrial Center*

7
8 C-20. Provisions to achieve targeted employment growth should include:

- 9 1. Preservation and encouragement of the aggregation of vacant land parcels sized for
10 manufacturing/industrial uses;
- 11 2. Prohibition of land uses which are not compatible with manufacturing/industrial,
12 manufacturing/industrial supportive, and advanced technology uses;
- 13 3. Limiting the size and number of offices and retail uses as accessory use and only to
14 serve the needs of employees within Center; and
- 15 4. Reuse and/or intensification of the land use consistent with the mix of uses envisioned
16 for the MIC.

17
18 C-21. The transportation network within Manufacturing/Industrial Centers should provide for the
19 needs of freight movement and employees by ensuring a variety of transportation modes
20 such as roads, rail, and various trucking facilities. Non-motorized facilities and transit
21 services should be creatively provided when it makes sense and is safe providing the MIC
22 with alternative transportation to single occupancy vehicles (SOVs), and transportation
23 demand management strategies if transit is unavailable or is not feasible.

24
25 C-22. The transportation system, including but not limited to: road, rail, dock, and port terminal,
26 within Manufacturing/Industrial Centers shall be built, protected, and maintained. to
27 accommodate existing and future industrial uses.

28
29 C-23. All jurisdictions should support transportation capital improvement projects which improve
30 access and movement of goods to, in, and from Manufacturing/Industrial Centers.

31
32 C-24. To be designated as a Regional Manufacturing/Industrial Center (MICs), the following
33 criteria shall be met.

- 34 1. Consistency with specific criteria for Manufacturing/Industrial Centers adopted within
35 the Countywide Planning Policies and the Multi-County Planning Policies;
- 36 2. Consideration of the Center's location in the County and region, especially relative to
37 existing and proposed transportation facilities;
- 38 3. Consideration of the total number of Manufacturing/Industrial Centers in the County
39 that are needed over the next twenty years based on projected need for
40 manufacturing/industrial land to satisfy regional projections of demand for
41 manufacturing/industrial land uses;
- 42 4. Environmental analysis which shall include demonstration that the jurisdiction is capable
43 of concurrent service to new development; and
- 44 5. Adoption within the jurisdiction's Comprehensive Plan of the Center's designation and
45 provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is
46 achieved.
- 47 6. Manufacturing/Industrial Centers shall be characterized by the following:



- a. Clearly defined geographic boundaries;
 - b. Intensity of land uses sufficient to support alternatives to single-occupant vehicle use;
 - c. Direct access to regional highway, rail, air and/or waterway systems for the movement of goods;
 - d. Provisions to prohibit housing; and
 - e. Identified transportation linkages to high-density housing areas.
7. Jurisdictions having a designated Manufacturing/Industrial Center shall:
- f. Plan for and fund capital facility improvement projects which support the movement of goods;
 - g. Coordinate with utility providers to ensure that utility facilities are available to serve such Centers;
 - h. Provide buffers around the Center to reduce conflicts with adjacent land uses;
 - i. Facilitate land assembly;
 - j. Assist in recruiting appropriate businesses; and
 - k. Encourage employers to participate in commute trip reduction program.

Countywide Centers

Through the 2018 Centers Framework Update, designation of Countywide Centers remains delegated to a Countywide process while a baseline of consistent regional standards for each county to use was adopted. PSRC reviews and certifies Countywide planning policies, but PSRC's role does not include review of Countywide Centers.

Designated Centers may vary substantially in the number of households and jobs they contain today. The intent of the Countywide Planning Policies is that Centers become attractive places to live and work, while supporting efficient public services such as transit and being responsive to the local market for jobs and housing.

Countywide Growth Centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood Centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.

Countywide Industrial Centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy.

Within Pierce County, a limited number of additional Centers may be designated through amendment of the Countywide Planning Policies consistent with the basic standards and process included below.

C-25. Countywide Centers are local focal points where people come together for a variety of activities, including business, shopping, living, and recreation. These Centers may include the core of small to medium-sized cities and may also be located in unincorporated urban areas. Often Countywide Centers include a strong public presence because they are the location of city hall, main street, and other public spaces.

C-26. A jurisdiction may apply for status as a candidate Countywide Center if it satisfies all required criteria included below, has a minimum of 7 activity units per acre, and is



planning for at least 16 activity units per acre. The application for Countywide Center would not be regionally designated until the Center achieves at least 10 activity units per acre. Activity units means the sum of population and jobs units per gross acre per PSRC.

C-27. Countywide Centers are potential candidates for designation as Regional Centers.

Pierce County has the following Countywide Growth Centers:

- | | |
|--|--|
| <ul style="list-style-type: none"> • Sumner Town Center • 6th Avenue (Tacoma) • Lincoln (Tacoma) • Lower Pacific (Tacoma) • McKinley (Tacoma) • Narrows (Tacoma) • James Center (Tacoma/Fircrest/University Place) | <ul style="list-style-type: none"> • Proctor (Tacoma) • South Tacoma Way (Tacoma) • Tacoma Central (Tacoma) • Upper Pacific (Tacoma) • Upper Portland Avenue (Tacoma) • Ruston Point (Tacoma/Ruston) • Downtown Bonney Lake |
|--|--|

C-28. To be designated as a Countywide Center the following criteria shall be met.

Countywide Growth Center	Countywide Industrial Center
Center must meet each the following criteria:	Center must meet each the following criteria:
Identified as a Center in the local Comprehensive Plan and adopted regulations.	Identified as a Center in the local Comprehensive Plan and adopted regulations.
Identified as a Countywide Center in the Countywide Planning Policies	Identified as a Countywide Center in the Countywide Planning Policies
Located within a city, multiple adjacent cities, or unincorporated urban area	Located within a city, multiple adjacent cities, or unincorporated urban area
Demonstration that the Center is a local planning and investment priority: <ul style="list-style-type: none"> Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure 	Demonstration that the Center is a local planning and investment priority: <ul style="list-style-type: none"> Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended Clear evidence that area is a local priority for investment, such as planning efforts, or infrastructure
The Center is a location for compact, mixed-use development; including: <ul style="list-style-type: none"> A minimum existing activity unit density of 10 activity units per acre Planning and zoning for a minimum mix of uses of 20 percent high density residential and 20 percent employment, unless unique circumstances make these percentages not possible to achieve. 	The Center supports industrial sector employment: <ul style="list-style-type: none"> Minimum 1,000 existing jobs and/or 500 acres of industrial land Defined transportation demand management strategies in place At least 75% of land area zoned for core industrial uses*



- Capacity and planning for additional growth of 16 activity units per acre or more.

The Center supports multi-modal transportation, including:

- Transit service**
- Pedestrian infrastructure and amenities
- Street pattern that supports walkability
- Bicycle infrastructure and amenities
- Compact, walkable size of one-quarter mile squared (160 acres), the size may increase to up to half-mile transit walkshed (500 acres) if more than two points within the center are served by transit services.

- Industrial retention strategies in place
- Capacity and planning for additional growth
- Important county role and concentration of industrial land or jobs with evidence of long-term demand

***"Core industrial uses": Core industrial zoning is characterized by allowing, and preferring, most industrial uses. Incompatible land uses are generally prohibited but may be allowed in limited instances.*

***Transit is defined as existing or planned options such as bus, train, or ferry service.*

Centers of Local Importance (CoLIs)

CoLIs are designated for the purpose of identifying local Centers and activity nodes that are consistent with PSRC Multi-County Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or be in an established industrial area.

A CoLI is characterized by a concentration of land uses or activities that provide a sense of place or gathering place for the community and neighborhood residents. A CoLI should include two or more of the following characteristics:

- Civic services
- Commercial areas
- Recreational areas
- Industrial areas
- Cultural facilities/activities
- Historic buildings or sites
- Residential areas

C-29. CoLIs may only be located in a town or city without a Countywide or Regional Center located in Pierce County. CoLIs may be allowed in an urban unincorporated area.

C-30. Local comprehensive plans should include policies that direct development regulations, including zoning, of the CoLI to uses that provide a focal point or sense of place for a community and its surrounding area.

C-31. The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.

C-32. Each jurisdiction defines the role that the CoLI plays in supporting planned growth.



1 C-33. A variety of appropriate transportation options and walkable design should be available
2 or planned within a CoLI.

3
4 A CoLI shall be locally adopted; approval by the PCRC or other regional organization shall not
5 be required.

- 6 • A jurisdiction shall document how an area meets the Design Features of a CoLI in its
7 Comprehensive Plan.
- 8 • The documentation should include examples, plans, or other information that supports the
9 designation of a CoLI.
- 10 • An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's
11 Comprehensive Plan.
- 12 • A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure
13 plans for existing and planned development.
- 14 • A Comprehensive Plan that utilizes an alternative label to refer to a CoLI shall be
15 accompanied with adopted findings of fact that recognizes the area as a CoLI per the Pierce
16 County CPPs.

17
18 A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI or recognize
19 formally adopted CoLIs that meet the criteria.

- 20 1. The notice shall be provided to the PCRC 60 days (minimum) prior to the expected dated of
21 adoption.
- 22 2. The notice shall provide information that identifies the location of the proposed CoLI and
23 documents how the location meets the CoLI policies.

24
25 A locally adopted CoLI will be recognized in the Countywide Planning Policies Appendix.
26 Jurisdictions shall forward a map of locally adopted CoLIs together with the Comprehensive
27 Plan citations to the PCRC for inclusion into Appendix B. The adopted CoLIs shall be attached
28 to the CPP publications as Appendix B for ease of reference. Appendix B shall not be considered
29 a component of the CPPs and, accordingly, an update to Appendix B shall not constitute an
30 amendment to the CPPs requiring ratification by Pierce County jurisdictions.
31



INTERLOCAL AGREEMENT

**AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES**

This agreement is entered into by and among the cities and towns of Pierce County and Pierce County. This agreement is made pursuant to the provisions of the Interlocal Cooperation Act of 1967, Chapter 39.34 RCW. This agreement has been authorized by the legislative body of each jurisdiction pursuant to formal action and evidenced by execution of the signature page of this agreement.

BACKGROUND:

- A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.
- B. The Pierce County Countywide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement or by a new interlocal agreement. The Pierce County Countywide Planning Policies may be amended upon the adoption of amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of ratification.
- C. Demonstration of ratification shall be by execution of an interlocal agreement or the absence of a legislative action to disapprove a proposed amendment. A jurisdiction shall be deemed as casting an affirmative vote if it has not taken legislative action to disapprove a proposed amendment within 180 days from the date the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement.
- D. The Pierce County Council formally authorized the Pierce County Executive to enter into an interlocal agreement on October 8, 2019.
- E. The amendment proposing changes to policies reflects revised structure and criteria for Regional and Countywide Centers as approved through the Puget Sound Regional Council's March 22, 2018 Regional Centers Framework update document.



1
2 F. The Pierce County Regional Council recommended adoption of the proposed
3 policy changes at its January 17, 2019 meeting.
4

5 PURPOSE:
6

7 This agreement is entered into by the cities and towns of Pierce County and Pierce
8 County for the purpose of ratifying and approving the attached amendment to the Pierce
9 County Countywide Planning Policies (Attachment).
10

11 DURATION:
12

13 This agreement shall become effective upon execution by 60 percent of the jurisdictions
14 in Pierce County, representing 75 percent of the total Pierce County population as
15 designated by the State Office of Financial Management at the time of the proposed
16 ratification. This agreement will remain in effect until subsequently amended or
17 repealed as provided by the Pierce County Countywide Planning Policies.
18

19 SEVERABILITY:
20

21 If any of the provisions of this agreement are held illegal, invalid or unenforceable, the
22 remaining provisions shall remain in full force and effect.
23

24 FILING:
25

26 A copy of this agreement shall be filed with the Secretary of State, Washington
27 Department of Commerce, the Pierce County Auditor and each city and town clerk.
28

29 IN WITNESS WHEREOF, this agreement has been executed by each member
30 jurisdiction as evidenced by the signature page affixed to this agreement.
31



INTERLOCAL AGREEMENT
AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES

Signature Page

The legislative body of the undersigned jurisdiction has authorized execution of the Interlocal Agreement, Amendments to the Pierce County Countywide Planning Policies.

IN WITNESS WHEREOF

This agreement has been executed by _____
(Name of City/Town/County)

BY: _____
(Mayor/Executive)

DATE: _____

Approved:

BY: _____
(Director/Manager/Chair of the Council)

Approved as to Form:

BY: _____
(City Attorney/Prosecutor)

Approved:

BY: _____
(Pierce County Executive)



Attachment

Proposed Amendment

to the

Pierce County Countywide Planning

to

Revise Policies addressing the designation of Regional Centers, Countywide
Centers, and Centers of Local Important



1
2 *Only those portions of the Countywide Planning Policies that are proposed to be amended are*
3 *shown. Remainder of text, maps, tables, and/or figures is unchanged.*
4

5 **COUNTYWIDE PLANNING POLICY**
6 **ON RURAL AREAS**
7

8 **Background - Growth Management Act**
9

10 The Washington State Growth Management Act requires that county comprehensive plans
11 include a rural element that includes lands that are not designated for urban growth, agriculture,
12 forest, or mineral resources. This element is guided by multiple sections in the GMA related to
13 rural areas, including RCW 36.70A.030 (Definitions), RCW 36.70A.011 (Findings - Rural
14 lands), RCW 36.70A.070 (5) (Comprehensive plans - Mandatory elements - Rural Element); and
15 others.
16

17 Rural elements are intended to recognize the importance of rural lands and rural character to
18 Washington's economy, its people, and its environment, while respecting regional differences. In
19 the rural element, counties are to foster land use patterns and develop a local vision of rural
20 character that will: help preserve rural-based economies and traditional rural lifestyles;
21 encourage the economic prosperity of rural residents; foster opportunities for small-scale, rural-
22 based employment and self-employment; permit the operation of rural-based agricultural,
23 commercial, recreational, and tourist businesses that are consistent with existing and planned
24 land use patterns; be compatible with the use of the land by wildlife and for fish and wildlife
25 habitat; foster the private stewardship of the land and preservation of open space; and enhance
26 the rural sense of community and quality of life.
27

28 While the GMA assigns responsibility for adopting a rural element to counties, all jurisdictions
29 in a county, particularly those surrounded by or adjacent to rural lands, have an interest in what
30 occurs on rural lands. Hence, rural lands are included in the Countywide Planning Policies in
31 order to achieve consistency between and among the plans of cities and the county.
32

33 **VISION 2040 Multicounty Planning Policies (MPPs)**
34

35 VISION 2040 identifies rural lands as permanent and vital parts of the region. It recognizes that
36 rural lands accommodate many activities associated with natural resources, as well as small-scale
37 farming and cottage industries. VISION 2040 emphasizes the preservation of these lands and
38 acknowledges that managing rural growth by directing urban-type development into designated
39 urban lands helps to preserve vital ecosystems and economically productive lands.
40

41 VISION 2040 also acknowledges recent successes in directing growth away from rural lands.
42 However, it acknowledges that conversion pressures from urban development continue today,
43 particularly through vesting, and calls for continued use of rural lands for farming, forestry,
44 recreation, and low-density development supported by rural services. The Multicounty Planning
45 Policies reinforce this and call for minimizing environmental impacts to rural lands, while
46 providing long-term solutions for the environmental and economic sustainability of rural-based
47 industries.
48



1 Centers of Local Importance (CoLI)

2
3 ~~CoLIs are designated for the purpose of identifying local centers and activity nodes that are~~
4 ~~consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact,~~
5 ~~pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety~~
6 ~~of appropriate housing options, or be in an established industrial area.~~
7

8 Countywide Planning Policies

9
10 *Overarching Goal*

- 11
12 Rur-1. The County will sustain the ecological functions, resource value, lifestyle, and
13 character of rural lands for future generations by limiting the types and intensities of
14 development in rural areas.
15

16 *Development Patterns*

- 17
18 Rur-2. Ensure that development in rural areas is consistent with the countywide and
19 regional vision.
20
21 Rur-3. Prohibit urban net densities in rural areas.
22
23 Rur-4. Review and revise criteria and regulations to avoid new fully contained communities outside
24 of the designated urban growth area because of their potential to create sprawl and undermine
25 local, countywide, state, and regional growth management goals.
26
27 Rur-5. In the event that a proposal is made for creating a new fully contained community,
28 the county shall make the proposal available to the Growth Management
29 Coordinating Committee, Pierce County Regional Council, other counties, and to the
30 Regional Council for advance review and comment on countywide and regional
31 impacts.
32
33 Rur-6. Use existing and new tools and strategies to address vested development to
34 ensure that future growth meets existing permitting and development standards
35 and encourage consolidation where appropriate.
36
37 Rur-7. Ensure that development occurring in rural areas is rural in character and is focused
38 into communities and activity areas.
39
40 Rur-8. Accommodate the county's growth first and foremost in the urban area. Ensure that
41 development in rural areas is consistent with the rural vision.
42
43 Rur-9. Direct commercial, retail, and community services that serve rural residents into
44 neighboring cities and existing activity areas to prevent the conversion of rural land into
45 commercial uses.
46
47



1 *Economic Development*

2
3 Rur-10. Support economic activity in rural and natural resource areas at a size and scale that
4 is compatible with the long-term integrity and productivity of these lands.

5
6 Rur-11. Direct commercial, retail, and community services that serve rural residents into
7 neighboring cities and existing activity areas to prevent the conversion of rural land
8 into commercial uses.
9

10 *Environment*

11
12 Rur-12. Contribute to improved ecological functions and more appropriate use of rural lands
13 by minimizing impacts through innovative and environmentally sensitive land use
14 management and development practices.
15

16 Rur-13. Support long-term solutions for the environmental and economic sustainability of
17 agriculture and forestry within rural areas.
18

19 *Transportation*

20
21 Rur-14. Avoid construction of major roads and capacity expansion on existing roads in rural
22 and resource areas. Where increased roadway capacity is warranted to support safe
23 and efficient travel through rural areas, appropriate rural development regulations
24 and strong commitments to access management should be in place prior to
25 authorizing such capacity expansion in order to prevent unplanned growth in rural
26 areas.
27

28 Rur-15. Maintain the long-term viability of permanent rural land by avoiding the
29 construction of new highways and major roads in rural areas.
30

31 Rur-16. Promote transit service to and from existing cities in rural areas.
32

33 *Public Services*

34
35 Rur-17. Do not provide urban services in rural areas. Design services for limited access when
36 they are needed to solve isolated health and sanitation problems, so as not to increase
37 the development potential of the surrounding rural area.
38

39 Rur-18. Encourage the design of public facilities and utilities in rural areas to be at a size and
40 scale appropriate to rural locations, so as not to increase development pressure.
41

42 Rur-19. Work with schools, institutions, and other community facilities serving rural
43 residents in neighboring cities and towns and design these facilities in keeping with
44 the size and scale of the local community.
45

46 Rur-20. Apply development regulations in rural areas that would mitigate the impact of
47 roadway projects that may lead to unplanned growth in the rural area.
48



1 ~~Rur 21. A CoLI may be located in a rural designated area.~~

2
3 ~~21.1 A CoLI within a rural area shall encompass similar design features as identified~~
4 ~~in UGA 51 through UGA 55.~~

5
6 ~~21.2 To be officially recognized, a CoLI within a rural area shall meet the same~~
7 ~~implementation strategy/process as set forth in UGA 56 through UGA 58.~~



1 **COUNTYWIDE PLANNING POLICY ON URBAN GROWTH AREAS,**
2 **PROMOTION OF CONTIGUOUS AND ORDERLY DEVELOPMENT**
3 **AND PROVISION OF URBAN SERVICES TO SUCH DEVELOPMENT**
4

5 **Background - Requirements of Growth Management Act**
6

7 The Washington State Growth Management Act has as planning goals the encouragement of
8 development in urban areas where adequate public facilities and services exist or can be provided in
9 an efficient manner [RCW 36.70A.020(1)], the reduction of sprawl (*i.e.*, the inappropriate or
10 premature conversion of undeveloped land into low-density development) [RCW 36.70A.020(2)],
11 and the provision of adequate public facilities and services necessary to support urban development
12 at the time the development is available for occupancy and use (without decreasing current service
13 levels below locally established minimum standards) [RCW 36.70A.020(12)] as planning goals.
14

15 The Growth Management Act further requires (1) that the County designate an "urban growth area"
16 (UGA) or areas within which urban growth shall be encouraged and outside of which growth shall
17 occur only if it is not "urban" in character; (2) that each municipality in the County be included
18 within an UGA; (3) that an UGA include territory outside of existing municipal boundaries only if
19 such territory is characterized by urban growth or is adjacent to territory that is already characterized
20 by urban growth. [RCW 36.70A.110(1); for definition of "urban growth" see RCW
21 36.70A.030(17).]
22

23 The designated UGAs shall be of adequate size and appropriate permissible densities so as to
24 accommodate the urban growth that is projected by the State Office of Financial Management to
25 occur in the County for the succeeding 20-year period. While each UGA shall permit urban
26 densities, it shall also include greenbelt and open space areas [RCW 36.70A.110(2)].
27

28 As to the timing and sequencing of urban growth and development over the 20-year planning
29 period, urban growth shall occur *first* in areas already characterized by urban growth that have
30 existing public facility and service capacities to service such development, *second* in areas already
31 characterized by urban growth that will be served by a combination of both existing public facilities
32 and services and any additional needed public facilities and services that are provided by either
33 public or private sources [RCW 36.70A.110(3)]. Urban government services shall be provided
34 primarily by cities, and it is not appropriate that urban governmental services be extended to or
35 expanded in rural areas except in those limited circumstances shown to be necessary to protect basic
36 public health and safety and environment and when such services are financially supportable at rural
37 densities and do not permit urban development [RCW 36.70A.110(4)].
38

39 The Growth Management Act Amendments expressly require that countywide planning policies
40 address the implementation of UGA designations [RCW 36.70A.210(3)(a)], the promotion of
41 contiguous and orderly development, the provision of urban services to such development [RCW
42 36.70A.210(3)(b)], and the coordination of joint county and municipal planning within UGAs
43 [RCW 36.70A.210(3)(f)].
44

45 **VISION 2040 Multicounty Planning Policies (MPPs)**
46

47 VISION 2040 calls for a more efficient, sustainable, and strategic use of the region's land. It
48 identifies urban lands as a critical component to accommodate population and employment growth



1 in a sustainable way. VISION 2040 calls for directing development to the region's existing urban
2 lands, especially in centers and compact communities, and limiting growth on rural lands. The
3 Regional Growth Strategy found in VISION 2040 allocates 93 percent of the region's future
4 population growth and 97 percent of its employment growth into the existing urban growth area.
5 Cities are divided into four distinct groups: Metropolitan Cities, Core Cities, Large Cities, and
6 Small Cities. An additional geography is Unincorporated Urban Growth Areas. VISION 2040
7 recognizes that unincorporated urban lands are often similar in character to cities they are adjacent
8 to, calling for them to be affiliated with adjacent cities for joint planning purposes and future
9 annexation.

10
11 VISION 2040 recognizes that compact development creates vibrant, livable, and healthy urban
12 communities that offer economic opportunities for all, provide housing and transportation choices,
13 and use our resources wisely. The Multicounty Planning Policies support the effective use of urban
14 land and include provisions that address brownfield and contaminated site clean-up, the
15 development of compact communities and centers with pedestrian-friendly, transit-oriented
16 locations and a mix of residences, jobs, retail, and other amenities, and the siting of facilities and
17 major public amenities in compact urban communities and centers.

18
19 VISION 2040 recognizes that centers provide easy access to jobs, services, shopping, and
20 entertainment. With their mix of uses and pedestrian-friendly design, they can rely less on forms
21 of transportation that contribute to air pollution and greenhouse gas emissions. VISION 2040
22 identifies 27 regional growth centers. These places play an important role as locations of the
23 region's most significant business, governmental, and cultural facilities. The 18 cities that have
24 one or more regional growth centers are expected to accommodate a significant portion of the
25 region's residential growth (53 percent) and employment growth (71 percent).

26
27 VISION 2040 calls for local jurisdictions with regional growth centers to adopt housing and
28 employment targets for each center. Eight regional manufacturing/industrial centers have also
29 been designated. These are locations for more intensive commercial and industrial activity.
30 Both regional growth centers and regional manufacturing/industrial centers are focal points for
31 economic development and transportation infrastructure investments. Subregional centers,
32 including downtowns in suburban cities and other neighborhood centers, also play an important
33 role in VISION 2040's *Regional Growth Strategy*. These, too, are strategic locations for
34 concentrating jobs, housing, shopping, and recreational opportunities. VISION 2040 calls for
35 each of the region's cities to develop one or more central places as compact mixed-use hubs for
36 concentrating residences, jobs, shops, and community facilities.

37
38 Urban services addressed in VISION 2040 include wastewater and stormwater systems, solid
39 waste, energy, telecommunications, emergency services, and water supply. An overarching goal of
40 VISION 2040 is to provide sufficient and efficient public services and facilities in a manner that is
41 healthy, safe, and economically viable. Conservation is a major theme throughout VISION 2040.
42 The Multicounty Planning Policies address increasing recycling and reducing waste and
43 encouraging more efficient use of water, low-impact development techniques, and renewable and
44 alternative energy. The Multicounty Planning Policies also address siting of public facilities and
45 the appropriateness and scale of particular public services.

46
47 VISION 2040 calls for jurisdictions to invest in facilities and amenities that serve centers and
48 restrict urban facilities in rural and resource areas. The Multicounty Planning Policies also



discourage schools and other institutions serving urban residents from locating outside the urban growth area.

Principles of Understanding Between Pierce County and the Municipalities in Pierce County

While following the goals and regulations of the Growth Management Act, Pierce County and the municipalities in Pierce County will strive to protect the individual identities and spirit of each of our cities and of the rural areas and unincorporated communities.

Further agreements will be necessary to carry out the framework of joint planning adopted herein. These agreements will be between the County and each city and between the various cities.

The services provided within our communities by special purpose districts are of vital importance to our citizens. Consistent with the adopted regional strategy, these districts will be part of future individual and group negotiations under the framework adopted by the County and municipal governments.

While the Growth Management Act defines sewer service as an urban service, Pierce County currently is a major provider of both sewer transmission and treatment services. The County and municipalities recognize that it is appropriate for the County and municipalities to continue to provide sewer transmission and treatment services.

The County recognizes that unincorporated lands within UGAs are often Potential Annexation Areas for cities. Although annexation is preferred, these are also areas where incorporation of new cities could occur. The County will work with existing municipalities and emerging communities to make such transitions efficiently. The identification of "Potential Annexation Areas" (PAAs) is intended to serve as the foundation for future strategies to annex areas within the urban growth area. A Potential Annexation Area refers to an unincorporated area within the designated urban growth area which a city or town has identified as being appropriate for annexation at some point in the future. A Potential Annexation Area designation does not obligate a jurisdiction to annex an area within a defined timeline. It is the County's authority, in consultation with cities and towns, to adopt the urban growth area(s), and identify individual Potential Annexation Areas.

In order to promote logical, orderly, and systematic annexations of the urban growth area(s), the County in partnership with cities and towns, should establish joint planning agreements and annexation plans prior to expanding or adding to existing PAAs. Creation of new PAAs prior to the annexation of existing PAAs may directly impact Pierce County government and its service obligations and may undermine the transition of existing unincorporated lands into cities and towns.

The County encourages cities and towns to annex land within its respective PAAs. The County recognizes cities and towns may not have a financial incentive to annex areas that will require more expenditures than the revenue produced through property or sales tax. Jurisdictions need to be creative in identifying potential financial incentives, in addition to establishing partnerships to overcome the financial obstacles. As a means to allocate resources, the County should prioritize the PAAs, with the highest being unincorporated "islands" between cities and towns. Pierce County shall support future annexations for areas in which a joint planning agreement exists between the County and appropriate city or town.



1 At the same time, annexations and incorporations have direct and significant impacts on the revenue
2 of county government, and therefore, may affect the ability of the County to fulfill its role as a
3 provider of certain regional services. The municipalities will work closely with the County to
4 develop appropriate revenue sharing and contractual services arrangements that facilitate the goals
5 of GMA.

6
7 The Countywide Planning Policies are intended to be the consistent "theme" of growth management
8 planning among the County and municipalities. The policies also spell out processes and
9 mechanisms designed to foster open communication and feedback among the jurisdictions. The
10 County and the cities and towns will adhere to the processes and mechanisms provided in the
11 policies.

12 **Growth Targets**

13 The Regional Growth Strategy set forth in VISION 2040 provides guidance for the distribution of
14 future population and employment growth through the year 2040 within the Central Puget Sound
15 Region. This strategy in combination with the Office of Financial Management's population
16 forecasts provide a framework for establishing growth targets consistent with the requirements of
17 the Growth Management Act. Consistent with VISION 2040, these growth targets are the *minimum*
18 number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within
19 the appropriate planning horizon and are informational tools integrated into local land use plans to
20 assist in formulating future residential and employment land needs. These targets are to be
21 developed through a collaborative countywide process that ensures all jurisdictions are
22 accommodating a fair share of growth.

23
24
25 Achievement of the future envisioned by VISION 2040 will be challenging. Jurisdictions in some
26 regional geographies will likely be planning for growth targets that are above or below the policy
27 direction set by the Regional Growth Strategy because they are on a front- or back-loaded
28 growth trajectory toward 2040. In other regional geographies, recent growth has been at such
29 significant odds with the policy direction set by the Regional Growth Strategy (such as recent
30 growth in unincorporated urban Pierce County from 2000 to 2007 has already accounted for
31 more than half of the 40-year growth allocation), that the 2040 goal will likely be exceeded. In
32 such cases, jurisdictions are asked to set growth targets as close to VISION 2040 as reasonably
33 possible in an effort to "bend the trend" of future growth to more closely conform to the
34 Regional Growth Strategy. If a jurisdiction's adopted target is lower or higher than expected
35 from a straight-line application of the Regional Growth Strategy, certification by the Puget
36 Sound Regional Council (PSRC) will be based on the actions and measures taken or proposed to
37 be put in place to bend the trend, not just on an assessment of the adopted targets.

38
39 It is recognized that some of the urban growth areas in existence prior to the adoption of VISION
40 2040 may contain more potential housing and employment capacity based upon zoning, allowed
41 density, land division patterns, and other factors than is needed to accommodate the growth
42 target of the associated geography. In many cases, these urban growth areas have been in
43 existence for a decade or more, contain existing development patterns which are urban in
44 character, and are served by sanitary sewer and other urban infrastructure. These areas are
45 largely expected to remain within the urban growth area consistent with their urban character.
46 Expansion of these urban growth area boundaries that do not comply with provisions in the
47 Amendments and Transition section of these policies is acknowledged to be inconsistent with
48 CPPs and is strongly discouraged.



Centers

Centers are to be areas of concentrated employment and/or housing within UGAs which serve as the hubs of transit and transportation systems. Centers and connecting corridors are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. Centers are an important part of the regional strategy (VISION 2040) for urban growth and are required to be addressed in the Countywide Planning Policies. Centers will become focal points for growth within the county's UGA and will be areas where public investment is directed.

Centers are to:

- be priority locations for accommodating growth;
- strengthen existing development patterns;
- promote housing opportunities close to employment;
- support development of an extensive multimodal transportation system which reduces dependency on automobiles;
- reduce congestion and improve air quality; and
- maximize the benefit of public investment in infrastructure and services.

VISION 2040, the adopted regional growth strategy, identifies several centers as an integral feature for accommodating residential and employment growth. The strategy describes Regional Growth Centers, and other centers that may be designated through countywide processes or locally. Regional Growth Centers once regionally designated are located either in Metropolitan Cities, or in Core Cities. VISION 2040 also identifies Manufacturing/Industrial Centers, which consist primarily of manufacturing and industrial uses. Pierce County has five Regional Growth Centers and two Manufacturing/Industrial Centers that have been adopted into the regional growth strategy. Pierce County Regional Growth Centers are located in Tacoma, which is a Metropolitan City, and in Lakewood and Puyallup, which are Core Cities.

Regional Growth Centers in the Metropolitan City

Tacoma Central Business District

Tacoma Mall

Regional Growth Centers in Core Cities

Lakewood

Puyallup

Downtown Puyallup

South Hill

Currently there are no designated Countywide Centers.

Manufacturing/Industrial Centers are areas where employee or land intensive uses will be located. These centers differ from Regional Growth Centers in that they consist of an extensive land base and the exclusion of non-manufacturing or manufacturing supportive uses is an essential feature of their character. These areas are characterized by a significant amount of manufacturing, industrial, and advanced technology employment uses. Large retail and non-related office uses are



discouraged. Other than caretakers' residences, housing is prohibited within Manufacturing/Industrial Centers. However, these centers should be linked to high density housing areas by an efficient multimodal transportation system. The efficiency of rail and overland freight to markets is the critical element for manufacturers and industries located in these centers.

The designated Manufacturing/Industrial Centers, within Pierce County are as follows:

Manufacturing/Industrial Centers

Frederickson-

Port of Tacoma

Within Pierce County, a limited number of additional centers may be designated through amendment of the Countywide Planning Policies consistent with the process below.

Designated centers may vary substantially in the number of households and jobs they contain today. The intent of the Countywide Planning Policies is that Regional Growth Centers become attractive places to live and work, while supporting efficient public services such as transit and being responsive to the local market for jobs and housing.

The Countywide Planning Policies establish target levels for housing and employment needed to achieve the benefit of a center. Some centers will reach these levels over the next twenty years, while for others the criteria set a path for growth over a longer term, providing capacity to accommodate growth beyond the twenty year horizon.

County-Level Centers Designation Process

The County and any municipality in the County that is planning to include a Metropolitan City Center, Regional Growth Center, Countywide Center or Manufacturing / Industrial Center within its boundaries shall specifically define the area of such center within its comprehensive plan. The comprehensive plan shall include policies aimed at focusing growth within the center and along corridors consistent with the applicable criteria contained within the Countywide Planning Policies. The County or municipality shall adopt regulations that reinforce the center's designation.

No more often than once every two years, the Pierce County Regional Council (PCRC) shall invite jurisdictions with centers already adopted in their comprehensive plan that seek to be designated as centers in the Countywide Planning Policies to submit a request for such designation. Said request shall be processed in accordance with established procedures for amending the Countywide Planning Policies.

Each jurisdiction seeking to have a center designated in the Countywide Planning Policies shall provide the PCRC with a report demonstrating that the proposed center meets the minimum criteria for designation together with a statement and map describing the center, its consistency with the applicable Countywide Planning Policies, and how adopted regulations will serve the center.

Transit services shall be defined in the broadest sense and shall include local and regional bus service, rail where appropriate, vanpool, carpool, and other transportation demand measures designed to reduce vehicle trips.

The minimum designation criteria to establish a candidate center by type are as follows:-

Metropolitan City Center

Area: up to 1 1/2 square miles in size;



Capital Facilities: served by sanitary sewers;
Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;
Population: a minimum of ten households per gross acre; and
Transit: serve as a focal point for regional and local transit services.

Regional Growth Center

Area: up to 1 1/2 square miles in size;
Capital Facilities: served by sanitary sewers;
Employment: a minimum of 2,000 employees;
Population: a minimum of seven households per gross acre; and
Transit: serve as a focal point for regional and local transit services.

Countywide Center

Area: up to one square mile in size;
Capital Facilities: served by sanitary sewers;
Employment: a minimum of 1,000 employees;
Population: a minimum of 6 households per gross acre; and
Transit: serve as a focal point for local transit services.

Manufacturing / Industrial Center

Capital Facilities: served by sanitary sewers;
Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and
Transportation: within one mile of a state or federal highway or national rail line.

The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination Committee (TCC) for consistency with transportation improvements plans of WSDOT, and with Pierce Transit's comprehensive plan. The coordinating committees shall provide joint recommendation to the PCRC.

Once included in the Countywide Planning Policies, the jurisdiction where a center is located may go on to seek regional designation of the center from the Puget Sound Regional Council (PSRC) in accordance with its established criteria and process.

In order to be designated a Regional Growth Center the center should meet the regional criteria and requirements including those in VISION 2040, the regional growth, economic and transportation strategy as may be amended and designated by the Puget Sound Regional Council.

After county-level designation occurs within the Countywide Planning Policies and until regional-level designation by the PSRC occurs the center shall be considered a "candidate" Regional Growth Center.

Each jurisdiction which designates a Regional Growth Center shall establish 20-year household and employment growth targets for that Center. The expected range of targets will reflect the diversity of the various centers and allow communities to effectively plan for needed services. The target ranges not only set a policy for the level of growth envisioned for each center, but also for the timing and funding of infrastructure improvements. Reaching the target ranges will require careful



1 planning of public investment and providing incentives for private investments. Three candidate
2 regional centers have been included into the Countywide Planning Policies. One of the candidate
3 centers is a Regional Growth Center and two candidate centers are Manufacturing/Industrial
4 Centers.

5 Candidate Regional Centers

6 University Place—Candidate Regional Growth Center

7 Sumner/Pacific—Candidate Industrial/Manufacturing Center

8 South Tacoma—Candidate Industrial/Manufacturing Center

9 Urban Growth Outside of Centers

10
11 A variety of urban land uses and areas of growth will occur outside of designated centers but within
12 the UGA. Local land use plans will guide the location, scale, timing and design of development
13 within UGAs. The UGA will be where the majority of future growth and development will be
14 targeted. Development should be encouraged which complements the desired focus of growth into
15 centers and supports a multimodal transportation system. For example, policies which encourage
16 infill and revitalization of communities would help to achieve the regional and statewide objectives
17 of a compact and concentrated development pattern within urban areas. The Countywide Planning
18 Policies provide guidance for development and the provision of urban services to support
19 development within the UGA.
20
21

22 Satellite Cities and Towns

23
24 The cities and towns in the rural areas are a significant part of Pierce County's diversity and
25 heritage. They have an important role as local trade and community centers. These cities and towns
26 are the appropriate providers of local rural services for the community. They also contribute to the
27 variety of development patterns and housing choices within the county. As municipalities, these
28 cities and towns provide urban services and are located within the County's designated UGA. The
29 urban services, residential densities and mix of land uses may differ from those of the large,
30 contiguous portion of the UGA in Pierce County.
31
32

33 Centers of Local Importance

34
35 CoLIs are designated for the purpose of identifying local centers and activity nodes that are
36 consistent with VISION 2040's Multi-county Planning Policies. Such areas promote compact,
37 pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of
38 appropriate housing options, or be in an established industrial area.
39

40 Countywide Planning Policy

41
42 UGA-1. The County shall designate the countywide urban growth area and Potential
43 Annexation Areas within it, in consultations between the County and each
44 municipality.

45 1.1 County referral of proposed urban growth area and Potential Annexation Area
46 designations to the Pierce County Regional Council (PCRC).
47



- 1.1.1 The PCRC may refer the proposed designations to the Growth Management Coordinating Committee (GMCC), or its successor entity for technical advice and for a report.
- 1.1.2 The PCRC may conduct public meetings to review the proposed designation and, at such meetings, may accept oral or written comments and communications from the public.
- 1.1.3 At the conclusion of its review and analysis, the PCRC shall make a recommendation to the County and to the municipalities in the County.
- 1.2 Once adopted by the County, the urban growth area and Potential Annexation Area designations shall not be changed except in accordance with the Countywide Policy on “Amendments and Transition.”
- 1.2.1 A jurisdiction shall not be required to modify existing urban growth area boundaries or Potential Annexation Areas in order to reduce the residential or employment capacity to conform to adopted growth targets reflecting VISION 2040’s Regional Growth Strategy. Jurisdictions shall, however, consider the adopted growth targets when updating their local comprehensive plans.
- 1.2.2 Growth targets are the minimum number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth. These targets are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs.

UGA-2. The following specific factors and criteria shall dictate the size and boundaries of urban growth areas:

2.1 Size

- 2.1.1 Urban growth areas must be of sufficient size to accommodate the urban growth projected to occur over the succeeding 20-year planning period taking into account the following:
- a. land with natural constraints, such as critical areas (environmentally-sensitive land);
 - b. agricultural land to be preserved;
 - c. greenbelts and open space;
 - d. New Fully Contained Communities pursuant to RCW § 36.70A.350;
 - e. maintaining a supply of developable land sufficient to allow market forces to operate and precluding the possibility of a land monopoly but no more than is absolutely essential to achieve the above purpose;



- f. existing projects with development potential at various stages of the approval or permitting process (i.e., the "pipeline");
- g. land use patterns created by subdivisions, short plats or large lot divisions;
- h. build-out of existing development and areas which are currently only partially built out;
- i. follow existing parcel boundary lines.

2.1.2. The County, and each municipality in the County, shall cooperatively develop and propose objective standards and criteria to disaggregate the State Office of Financial Management's Countywide growth forecasts and VISION 2040 Regional Growth Strategy forecasts for the allocation of projected population to the County and municipalities, taking into account the availability and concurrency of public facilities and services with the impact of development, as well as the VISION 2040 Regional Growth Strategy.

2.1.3 The County shall use a consistent countywide targeting process for allocating population and employment growth consistent with the regional vision, including establishing:

- a. local employment targets,
- b. local housing targets based on population projections, and
- c. local housing and employment targets for each designated regional growth center.

2.2 Boundaries

2.2.1 Any of the following shall be considered in determining the location of urban growth area boundaries:

- a. geographic, topographic, and manmade features;
- b. public facility and service availability, limits and extensions;
- c. jurisdictional boundaries including special improvement districts;
- d. location of designated natural resource lands and critical areas;
- e. avoidance of unserviceable islands of County land surrounded by other jurisdictional entities;
- f. Destination 2030 urban/rural line and PSCAA burn ban line.

Phasing of Development within the Urban Growth Area

2.3 The County and each municipality in the County shall seek to direct growth as follows:

- a. first to cities and towns, centers and urbanized areas with existing infrastructure capacity;
- b. second to areas that are already urbanized such that infrastructure improvements can be easily extended; and
- c. last to areas requiring major infrastructure improvements.

2.3.1 Capital facilities plans shall identify existing, planned, and future infrastructure needs within Urban Growth Areas.



- 2.3.2 The County and each municipality in the County should identify appropriate levels of service and concurrency standards that address schools, sewer, water, and parks.
- 2.3.3 The County and each municipality in the County shall identify appropriate levels of service and multimodal concurrency standards that address roads.
- 2.4 The urban growth area in unincorporated portions of the County shall be limited to the following:
- 2.4.1 build-out of existing partially developed areas with urban services;
- 2.4.2 new fully contained communities;
- 2.4.3 redevelopment corridors.
- 2.5 The County's urban growth area may be extended to allow for build-out of newly developed areas only if development capacity within Potential Annexation Areas and growth in the areas identified in Policy 2.5 is determined to be inadequate to meet total population and employment projections consistent with the other policies set forth herein.
- 2.6 Encourage efficient use of urban land by maximizing the development potential of existing urban lands, such as advancing development that achieves zoned density.
- 2.7 The urban growth areas in existence prior to the adoption of VISION 2040 may contain capacity beyond that needed to accommodate the growth target per regional geography for the succeeding 20-year planning period based upon existing zoning designations, allowed density, existing land division patterns, and similar factors. It is permissible for such areas to continue to be designated as urban growth areas. Expansion of these urban growth areas boundaries is acknowledged to be inconsistent with the CPPs and strongly discouraged if the urban growth area expansion is not in accordance with policy AT-2.3.

UGA-3. Potential Annexation Areas shall be designated through the Pierce county Comprehensive Plan in consultation with cities and towns.

- 3.1 A city or town shall first identify a Potential Annexation Area(s) within its respective Comprehensive Plan;
- 3.2 Potential Annexation Area boundaries shall be determined with consideration for the following additional factors;
- 3.2.1 the VISION 2040 document, including Multicounty Planning Policies;
- 3.2.2 the carrying capacity of the land considering natural resources, agricultural land and environmentally-sensitive lands;
- 3.2.3 population, housing, and employment projections;
- 3.2.4 financial capabilities and urban services capacities;



- 1 3.2.5 consistency and compatibility with neighborhood, local and regional
2 plans;
3 3.2.6 the existing land use and subdivision pattern;
4 3.2.7 property access and ownership.
5
6 3.3 Potential Annexation Areas should not overlap or leave unincorporated urban
7 islands between cities and towns.
8
9 3.3.1 Future requests to establish a new Potential Annexation Area shall not
10 result in an overlap with an existing Potential Annexation Area or create
11 islands between cities and towns.
12 3.3.2 Cities and towns with existing Potential Annexation Area overlaps should
13 work toward resolving the existing overlaps.
14
15 3.4 The urban service areas and satellite urban growth areas as designated through
16 the Pierce County Comprehensive Plan as of June 30, 2013 shall be recognized
17 as designated Potential Annexation Areas.
18
19 3.4.1 Urban service area designations approved by the Pierce County Council
20 through its 2013 Comprehensive Plan Amendment Cycle shall be
21 recognized as a Potential Annexation Area.
22 3.4.2 Boundaries of the Potential Annexation Areas should not split parcels.
23 Efforts should be put forth to resolve split parcels prior to the initial
24 designation of Potential Annexation Areas.
25

26 *Annexation within the Urban Growth Area*
27

28 UGA-4. Pierce County, in conjunction with its cities and towns, shall establish a strategy for
29 future annexations within the urban growth area.
30

- 31 4.1 Annexation is preferred over incorporation within the urban growth area.
32
33 4.2 The Potential Annexation Areas as identified in the Pierce County
34 Comprehensive Plan shall be the foundation to an annexation strategy.
35
36 4.2.1 Cities and towns are allowed to annex territory only within their adopted
37 Potential Annexation Area as identified in the Pierce County
38 Comprehensive Plan.
39 4.2.2 Annexation of an area should be phased to coincide with a city or town's
40 ability to coordinate the provision of a full range of urban services to the
41 areas proposed for annexation.
42
43 4.3 The County and its cities and towns should proactively coordinate the
44 annexation of unincorporated areas within the urban growth area that are within
45 each respective city or town's Potential Annexation Area.
46
47 4.3.1 The County and each city and town should work towards the
48 establishment of annexation plans and joint planning agreements, with an



exception for lands associated with Joint Base Lewis McChord and Camp Murray.

4.3.1.1 A joint planning agreement is to serve as a mechanism where the County or a city can, prior to notice of annexation, identify potential objections and resolutions.

4.3.1.2 An annexation plan should identify a potential schedule for annexation of areas with a city or town.

4.3.2 The County should explore and implement financial incentives for a city or town to annex areas associated with its respective Potential Annexation Area.

4.3.2.1 Financial incentives may include the establishment of a County level grant fund to assist in financial challenges a city or town may have in annexing an area.

4.3.2.2 Financial incentives may include the elimination or reduction in a fee associated with a County service to a city or town in exchange for annexing an area.

4.3.3 The County, and cities and towns, should explore potential partnerships in grant funding opportunities to overcome obstacles associated with annexing specific areas.

4.3.4 Cities and towns should recognize the financial impacts experienced by the County when annexation only encompasses commercial or greenfield areas and avoids existing residential development.

4.3.4.1 Cities and towns are encouraged to include a mix of existing commercial, residential, and greenfield areas, where appropriate, in future annexation proposals.

4.4 The County should prioritize the adopted Potential Annexation Areas for annexation.

4.4.1 The County's highest priority should be Potential Annexation Areas representing unincorporated "islands" between cities and towns; and,

4.4.2 The County shall support annexation for areas in which a joint planning agreement exists between the County and appropriate city or town.

Urban Public Services

UGA-5. Within the delineated urban growth areas, the County, and each municipality in the County, shall adopt measures to ensure that growth and development are timed and phased consistent with the provision of adequate public facilities and services.

5.1 "Adequacy" shall be defined by locally established service level standards for local facilities and services both on the site and off-site. For facilities and services provided by other agencies, adequacy shall be defined by level of



service standards mutually agreed upon by the service provider and the jurisdiction served. The definition of levels of service standards may allow for the phasing-in of such standards as may be provided in the capital facilities element of County or municipal comprehensive plans.

5.2 "Public facilities" include:

- 5.2.1 Streets, roads, highways, sidewalks, street and road lighting systems, and traffic signals;
- 5.2.2 Domestic water systems;
- 5.2.3 Sanitary sewer systems;
- 5.2.4 Storm sewer systems;
- 5.2.5 Park and recreational facilities;
- 5.2.6 Schools.

5.3 "Public services" include:

- 5.3.1 Fire protection and suppression;
- 5.3.2 Law enforcement;
- 5.3.3 Public health;
- 5.3.4 Education;
- 5.3.5 Recreation;
- 5.3.6 Environmental protection;
- 5.3.7 Other governmental services, including power, transit and libraries.

5.4 Public Sanitary Sewer Service. The following policies shall be applicable to the provision of public sanitary sewer service in the County and its municipalities:

5.4.1 Relationship of Sewer Interceptors to Comprehensive Plans. The timing, phasing and location of sewer interceptor expansions shall be included in the capital facilities element of the applicable municipal or County comprehensive plans and shall be consistent with Countywide Planning Policies, the Urban Growth Area boundaries and the local comprehensive land use plan. The phased expansions shall be coordinated among the County and the municipalities therein and shall give priority to existing unserved urbanized areas within the Urban Growth Area except as provided in 3.4.2 a. and b. below.

5.4.2 Public Sewer Interceptor and Service Extensions/Expansions:

- a. Public sewer interceptors shall only extend or expand outside of Urban Growth Areas where:
 - (i) sewer service will remedy ground water contamination and other health problems by replacing septic systems, or
 - (ii) a formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area, or
 - (iii) an interceptor will convey wastewater originating within a designated Urban Growth Area to sewerage facilities in another designated Urban Growth Area, or



- 1 b. New sanitary sewer service inside Urban Growth Areas must follow
2 phasing of capital facilities as provided in the municipality's adopted
3 comprehensive plan or any adopted Sewer Master Plan unless:
4 (i) sewer service will remedy ground water contamination and
5 other health problems by replacing septic systems and
6 community on-site sewage systems, or
7 (ii) a new municipality incorporates, or
8 (iii) a formal binding agreement to service an approved planned
9 development was made prior to the establishment of the Urban
10 Growth Area;
11 (iv) an interceptor will convey wastewater originating within a
12 designated Urban Growth Area to sewerage facilities in
13 another designated Urban Growth Area.
14 c. New sanitary sewer service connections from interceptors shall not
15 be made available to properties outside the Urban Growth Area
16 except as provided in (a) above.
17 d. Sanitary Sewer service shall not be provided in areas designated
18 "rural," except as provided in 3.4.2(a)(i)(ii)
19 e. A sewer interceptor or trunk line constructed or planned for
20 construction through a rural area to convey wastewater from a
21 designated Urban Growth Area to sewerage facilities in a designated
22 Urban Growth Area shall not constitute a change of conditions that
23 can be used as the basis for a change in land use designation or
24 urban/rural designation, either for adjacent or nearby properties.

25 5.4.3 On-Site and Community Sewage Systems

- 26 a. In order to protect the public health and safety of the citizens of
27 Pierce County and of the municipalities in the County, to preserve
28 and protect environmental quality including, but not limited to,
29 water quality and to protect aquifer recharge areas, to work toward
30 the goal of eliminating the development of new residential and
31 commercial uses on-site and community sewage systems within
32 the urban areas in the unincorporated County or within municipal
33 boundaries consistent with the Countywide Planning Policies, the
34 County and each municipality shall adopt policies on the use of on-
35 site and community sewage including:
36 (i) the most current Tacoma-Pierce County Board of Health Land
37 Use Regulations for On-Site and Community Sewerage
38 Systems
39 (ii) policies which require connection to sanitary sewers when they
40 are available in the following circumstances:
41 (a) if a septic system fails,
42 (b) for all new development except existing single-family
43 lots,
44 (c) for development with dry sewer systems.
45 (iii) if sewer service is not available, dry sewer facilities shall be
46 required unless the local jurisdiction has adopted criteria
47 that otherwise must be met.



- b. New industrial development on community or on-site sewage systems shall not be allowed in urban areas in the unincorporated County or within municipal boundaries. Sanitary facilities necessary for recreation sites may be exempt from this policy.
- c. It is not the intent of these policies to require any individual property owner on an existing, properly permitted and functioning septic system to connect to a public sewer unless:
 - (i) the septic system fails;
 - (ii) or the system is not in compliance with the most current version of the Tacoma-Pierce County Board of Health Land Use Regulations or the current use of the property changes;
 - (iii) or the density of development on the property increases;
 - (iv) or the existing septic system was originally permitted as an interim system to be abandoned when sewers became available;
 - (v) or a municipality had a mandatory policy.

5.4.4 Achieving an adopted Level of Sewer Service

- a. The County, each municipality, and sewer providers shall work together to achieve adopted levels of service for sewers. All sewer service providers shall work with municipalities to process sewer permits in a manner that allows municipalities to comply with timelines imposed under RCW 36.70B.080(1).
- b. The County, each municipality, and their sewer providers shall work to secure funding sources to achieve the adopted levels of sewer service such as:
 - (i) Grants
 - (ii) Public Works Trust Fund
 - (iii) State Revolving Fund
 - (iv) Centennial Clean Water Fund
 - (v) Municipally imposed surcharges to fund sewer improvements in the jurisdictions where the surcharges are collected.

5.4.5 The availability or potential for availability of sewer treatment plant capacity shall not be used to justify expansion of the sewer system or development in a manner inconsistent with the Countywide Planning Policy, Urban Growth Area boundaries and the applicable municipal or County comprehensive land use plans.

5.5 Non-Municipal Service-Provision Entities

5.5.1 Special purpose districts shall conform their capital facility and service plans so as to be consistent with the capital facility element of the County or municipal comprehensive plans.

5.5.2 Where facilities and services will be provided by special purpose, improvement or facility service provision entities, such entities shall coordinate the provision of facilities and services with the County, and each affected municipality in the County, so that new growth and



development is, in fact, served by adequate public facilities and services at the time of development.

5.6 The County, and each municipality in the County, shall adopt plans and implementation measures to ensure that sprawl and leapfrog development are discouraged in accordance with the following:

5.6.1 Urban growth within UGA boundaries is located first in areas already characterized by urban growth that have existing public facility and service capacities to serve such development;

5.6.2 Urban growth is located next in areas already characterized by urban growth that will be served by a combination of both existing public facilities and services and any additional needed public facilities and services that are provided by either public or private sources;

5.6.3 "Urban growth" refers to a predominance of areas or uses within the Urban Growth Area which exhibit one or a combination of the following:

- a. intensive use of land for buildings and structures;
- b. high percentage of impermeable surfaces;
- c. incompatibility with the primary use of land for the production of food, other agricultural products or fiber, or the extraction of mineral resources;
- d. need for urban governmental services.

5.6.4 "Characterized by urban growth" refers to:

- a. land having urban growth on it;
- b. land located in relationship to an area with urban growth on it as to be appropriate for urban growth.

5.6.5 Urban government services shall be provided primarily by cities and urban government services shall not be provided in rural areas.

5.7 Public facilities and services will be considered available "*at the time of development*" as follows:

5.7.1 As to all public facilities and services other than transportation, if the facility or service is in place at the time demand is created, or if the County or municipality has made appropriate provision to meet the demand for the public facility or service through one or more of the following techniques:

- a. inclusion of the public facility or service in the applicable County or municipal capital facilities plan element and specification of the full source of the funding for such project;
- b. impact fees;
- c. required land dedication;
- d. assessment districts;
- e. users fees and charges;
- f. utility fees;
- g. other.

5.7.2 As to transportation facilities, if needed transportation improvements are within the then existing 6-year capital facilities plan element and program,



- but only if a specific financial commitment to the transportation improvement project has been made.
- 5.7.3 Public facilities and services will not be considered available at the time of development unless they are provided consistently with the applicable level of service standards adopted in the capital facilities element of the Comprehensive Plan.
- 5.8 Public facility and service *adequacy* shall be determined by the County, and each municipality in the County, based upon:
- 5.8.1 The specific public facility or service;
- 5.8.2 The adopted or established level of service standard
- a. established by each municipality for local facilities and services;
 - b. by mutual agreement between provider and municipality served for other facilities and services;
 - c. established through interlocal agreements for cross-jurisdictional facilities and services.
- 5.8.3 The current usage of the existing public facilities and services, existing development commitments and obligations, the vested or non-vested status of pipeline approvals or existing lots of record, and new development applications.
- 5.8.4 Where development projects partially meet adequacy of public facilities and services standards, development approval may be authorized for that portion of the project that meets the adequacy standards or the project may be phased to coincide with the phasing of future availability of adequate public facilities and services.
- 5.9 Facility and service provision/extension to new development areas shall be subject to the following:
- 5.9.1 Imposition of requirement for payment of the full, but fair, share of costs of needed facilities and services on the new development through:
- a. impact fees;
 - b. assessment districts;
 - c. user fees and charges;
 - d. surcharges;
 - e. dedication;
 - f. utility fees;
 - g. other, as appropriate.
- 5.9.2 Consideration of the total impact of the facility or service extension on the achievement of other policies, goals and objectives, in addition to the impact on the area being served.
- 5.9.3 If necessary to minimize off-site impacts, specify that such service extensions (e.g., sewer, water) are *not* subject to connection by intervening landowners.



1 *Joint Planning*

2
3 UGA-6. Joint planning. Joint planning between local governments can provide numerous
4 possible benefits, including but not limited to:

- 5 a. More efficient delivery of services;
6 b. Shared use of public facilities;
7 c. Coordinated permitting processes;
8 d. Cost-sharing for planning and construction of public facilities (e.g., water, sewer
9 infrastructure, parks, etc.);
10 e. Consistent development standards;
11 f. Shared regional data, including GIS data;
12 g. Proactive identification of potential issues.

13
14 6.1 Joint planning may be municipal-municipal as well as municipal-County. The
15 County and each municipality shall jointly plan for the designated urban growth
16 area of that municipality (outside of municipal corporate limits) and may include
17 municipal utility service areas. Joint municipal-municipal planning may occur
18 in those other areas where the respective jurisdictions agree such planning would
19 be beneficial.

20
21 6.2 Any jurisdiction initiating joint planning with one or more other jurisdictions
22 shall do so by submitting a written proposal from its legislative authority to the
23 legislative authority of the other jurisdiction(s). In forming its proposal, the
24 initiating jurisdiction should consider the Joint Planning Framework
25 recommended by the Pierce County Regional Council, April 15, 1993, and
26 adopted by Resolution No. R93-127 of the Pierce County Council, July 13,
27 1993. The proposal shall include, but not be limited to, the following:

- 28
29 6.2.1 Size of the proposed joint planning study area;
30 6.2.2 Location of the proposed study area in relation to urban growth
31 boundaries;
32 6.2.3 Description of the issues proposed to be addressed in the joint planning
33 process;
34 6.2.4 Proposed end-product of the joint planning process (e.g., amendments to
35 comprehensive plans or implementing ordinances of each jurisdiction,
36 interlocal agreement, etc.);
37 6.2.5 Proposed resources (e.g., staff, funding, technology, etc.) to be provided
38 by the initiating jurisdiction toward completing the joint planning process;
39 6.2.6 Evidence that notification of the joint planning process will be provided to
40 residents, property owners, businesses, service providers, special districts,
41 or other parties affected by the proposed joint planning process.

42
43 6.3 A jurisdiction receiving a proposal for joint municipal-County planning shall
44 respond by either:

- 45
46 6.3.1 issuing a resolution of its legislative authority indicating an intent to
47 enter into a joint planning process as proposed; or



- 1 6.3.2 entering into discussions with the proposing jurisdiction regarding
2 alternatives to joint planning proposal; or
3 6.3.3 proposing to Pierce County that the proposal be included as part of an
4 appropriate community planning process, if mutually agreeable to all
5 jurisdictions involved.
6
- 7 6.4 If at any time Pierce County receives more proposals for participation in joint
8 planning than its resources will provide, the County shall forward the
9 proposals to the Pierce County Regional Council (PCRC) for consideration
10 and a recommendation on prioritization based on planning needs. The PCRC
11 shall consider proposals for joint planning that have been forwarded to them,
12 and prioritize the proposals according to the probable benefit to the County as
13 a whole. Prioritization shall be based on the information included in the
14 proposal, plus other criteria agreed upon by the PCRC. These criteria could
15 include, but are not limited to:
16
- 17 6.4.1 Rate of growth in the proposed study area;
18 6.4.2 Scope of existing municipal utility provision in the proposed study
19 area;
20 6.4.3 Existence of special districts serving both the proposed study area and
21 the municipality;
22 6.4.4 Degree to which development standards or comprehensive plan policies
23 may differ between jurisdictions within the proposed study area;
24 6.4.5 Criteria 4.5.1 through 4.5.3 below.
25
- 26 6.5 When joint planning is required, the joint planning effort shall determine and
27 resolve issues including, but not limited to, the following:
28
- 29 6.5.1 How zoning, subdivision and other land use approvals in designated
30 urban growth areas of municipalities will be coordinated;
31 6.5.2 How appropriate service level standards for determining adequacy and
32 availability of public facilities and services will be coordinated;
33 6.5.3 How the rate, timing, and sequencing of boundary changes will be
34 coordinated;
35 6.5.4 How the provision of capital improvements to an area will be
36 coordinated;
37 6.5.5 To what extent a jurisdiction(s) may exercise extra jurisdictional
38 responsibility.
39
- 40 6.6 Joint planning may be based upon factors including, but not limited to, the
41 following:
42
- 43 6.6.1 Contemplated changes in municipal and special purpose district
44 boundaries;
45 6.6.2 The likelihood that development, capital improvements, or regulations
46 will have significant impacts across a jurisdictional boundary;
47 6.6.3 The consideration of how public facilities and services are and should be
48 provided and by which jurisdiction(s).



UGA-7. Urban Development Standards.

7.1 The provisions of this section shall apply to all municipalities and urban growth areas located in the County.

7.2 The following development standards shall be the minimum required for urban development and shall apply to all new development in urban growth areas, except as provided in Section 5.6 below.

7.2.1 Streets, Roads and Arterials. All public streets, roads, and arterials shall be constructed to the minimum requirements outlined in the City and County Design Standards adopted pursuant to RCW 35.78.030 and RCW 43.32.020. Curbs, gutters, and sidewalks will be required on both sides. Private streets and roads may be approved, but shall be required to meet these requirements.

7.2.2 Street Lighting. Street lighting shall be required at signalized intersections. Street lighting in new subdivisions shall be provided at all intersections controlled by a traffic signal or sign, and at certain road corners, elbows, and cul-de-sacs. Installation and maintenance of street lighting in subdivisions shall be the responsibility of the developer or homeowner's association unless the local jurisdiction assumes responsibility. When ownership of the street lighting has not been assumed by the local jurisdiction, the light standards shall be located on private property.

7.2.3 Domestic Water. A domestic water system must meet requirements under RCW 70.119 and WAC 246-290 for group "A" systems, or the functional equivalent.

7.2.4 Storm Water Facilities. A storm water drainage system shall be designed and constructed in accordance with the Department of Ecology Storm Drainage Technical Manual or a locally adopted storm water manual approved by DOE.

7.2.5 Sanitary Sewer. (Refer to policy 3.4)

7.2.6 The County and each municipality shall develop policies that require developers to extend sewers to their developments to design the facilities to allow further extension to adjacent unsewered areas.

7.2.7 Fire Protection. Fire protection and flow requirements shall be in accordance with Pierce County Code Chapter 15.12.

7.2.8 Solid Waste and Recycling. Garbage pick-up shall be provided weekly, and recycling and yard waste pick-up biweekly, consistent with federal and state laws and regulations.

7.3 It is desired by the signatories to these policies that the following Urban Development Standards be the minimum goals for urban developments in Urban Growth Areas.



- 7.3.1 Street Cleaning. Standards for street cleaning shall be discussed and should be developed, consistent with requirements of federal and state water quality standards.
- 7.3.2 Transit. Urban transit service plans adopted by the Pierce County Public Transit Benefit Authority.
- 7.3.3 Library. Appropriate jurisdictions should provide 450 square feet of library space per 1,000 persons.
- 7.3.4 Parks and Recreation. Provisions for parks at a level of 3.0 acres of neighborhood/community parks per 1,000 population should be made for all plats and short plats as required by RCW 58.17. Such provision can be made either through dedication to the public of land, or through provision of funds, as mitigation, for park land purposes.
- 7.4 All development within an urban growth area shall be provided services pursuant to the provision of this agreement and the joint planning agreements adopted pursuant to it. It is recognized that the County may provide certain urban services within an Urban Growth Area, and that cities may provide certain urban services within the same area, but outside their current municipal boundaries.
- 7.5 The County and each municipality shall enter into an interlocal cooperation agreement providing for the approval and delivery of public facilities and services in the Urban Growth Area. Such further agreements shall include, where appropriate, provisions relating to services such as law enforcement and schools and the services of special purpose districts and other service providers.
- 7.6 Ordinances allowing low impact development standards and create environmentally-sensitive development shall be allowed as alternative development standards. Any other ordinances allowing variances and deviations to the urban development standards may be adopted by each responsible jurisdiction for those limited circumstances necessary to allow for recognition of community plans and goals, recognized historic character, or special physical or engineering circumstances, as long as such variances and deviations are otherwise consistent with these policies. A legislative authority adopting a variance or deviation to the minimum urban development standards under this section must inform the Pierce County Regional Council (PCRC) of such adoption.
- UGA-8. The County and each municipality shall adopt within their respective comprehensive plans, policies to ensure that development within the urban growth area uses land efficiently, provides for a wide variety of uses, conserves natural resources, and allows for the connection of communities to an efficient, transit-oriented, multimodal transportation system. Policies shall:
- 8.1 provide for more choices in housing types and moderate increases in density to achieve at least an average net density of four units per acre;
- 8.2 support infill and compact development; and



8.3 provide for land uses that encourage travel by foot, bike and transit.

UGA-9. The County and each municipality shall provide for conveniently located, appropriately scaled commercial development to serve the immediate local needs of the surrounding community by encouraging revitalization of underused commercial areas before establishing new areas.

UGA-10. The County and each municipality shall adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty year projected population and employment growth.

UGA-11. The County and each municipality neighboring Joint Base Lewis-McChord should develop planning provisions, including development regulations that encourage adjacent land uses that are compatible with military uses.

UGA-12. Satellite Cities and Towns are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These cities and towns may include the core of small to medium sized cities and towns and may also be located in unincorporated areas. Often Satellite Cities and Towns include a strong public presence because they are the location of city hall, main street and other public spaces.

UGA-13. Satellite Cities and Towns will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.

13.1 Satellite Cities and Towns will be developed at a higher density than surrounding urban and rural areas;

13.2 Small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving the neighborhood character.

UGA-14. At a minimum, Satellite Cities and Towns will be served by State Routes which connect them to other centers and to the regional high capacity transit system. In some instances, Satellite Cities and Towns may have direct connections to the local public transportation system.

OVERALL POLICIES FOR NON-INDUSTRIAL CENTERS

Concepts and Principles

~~UGA-15. Centers shall be designated based upon the following:~~

~~15.1 Consistency with specific criteria for centers adopted in the Countywide Planning Policies;~~



- 15.2—The center's location in the County and its potential for fostering a logical and desirable countywide transportation system and distribution of centers;
- 15.3—The total number of centers in the County that can be reasonably developed based on projected growth over the next twenty years;
- 15.4—Environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the center and that the jurisdiction is capable of ensuring concurrent urban services to new development;
- 15.5—If a jurisdiction designates a center, it must also adopt the center's designation and provisions in its comprehensive plans and development regulations to ensure that growth targeted to centers is achieved and urban services will be provided;
- 15.6—Centers shall be characterized by all of the following:
- 15.6.1—Clearly defined geographic boundaries;
 - 15.6.2—Intensity/density of land uses sufficient to support high-capacity transit;
 - 15.6.3—Pedestrian-oriented land uses and amenities;
 - 15.6.4—Pedestrian connections shall be provided throughout;
 - 15.6.5—Urban design standards which reflect the local community;
 - 15.6.6—Provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;
 - 15.6.7—Provisions for bicycle use;
 - 15.6.8—Sufficient public open spaces and recreational opportunities;
 - 15.6.9—Uses which provide both daytime and nighttime activities; and
 - 15.6.10—Centers shall be located in urban growth areas.

UGA 16. Each jurisdiction which designates a center within its comprehensive plan shall define the type of center and specify the exact geographic boundaries of the center. Centers shall not exceed one and one-half square miles of land and Countywide centers shall not exceed one square mile of land. Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth.

16.1—Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth.

16.2—Priority for transportation and infrastructure funds shall be given to designated centers.

Design Features of Centers

UGA 17. The County and each jurisdiction that designates a center within its comprehensive plan shall encourage density and development to achieve targeted growth.



17.1—Any of the following approaches could be used to implement center development:

- 17.1.1—Encouraging higher residential densities within centers;
- 17.1.2—Avoiding creation of large blocks of single-use zones;
- 17.1.3—Allowing for greater intensity of use within centers;
- 17.1.4—Increasing building heights, greater floor/area ratios within centers;
- 17.1.5—Minimizing setbacks within centers;
- 17.1.6—Allowing buildings to locate close to street to enhance pedestrian accessibility; and
- 17.1.7—Encouraging placement of parking to rear of structures.

17.2—Designated centers are expected to receive a significant share of projected growth in conjunction with periodic disaggregation of countywide population allocations.

UGA 18. Centers shall provide necessary capital facilities needed to accommodate the projected growth in population and employment. Facilities include, but are not limited to, roads, sewers and other utilities, schools, parks, and open space. In order to provide balance between higher intensity of use within centers, public and/or private open space shall be provided.

UGA 19. Streetscape amenities (landscaping, furniture, etc.) shall be provided within centers to create a pedestrian friendly environment.

UGA 20. The following regulatory mechanisms shall be used within centers.

20.1—Adopt development standards that encourage pedestrian scaled development such as those that address:

- 20.1.1—interconnections between buildings and sidewalks;
- 20.1.2—pedestrian links between residential and non-residential areas;
- 20.1.3—street trees/furniture; and
- 20.1.4—minimizing separations between uses.

Transportation, Parking and Circulation

UGA 21. To encourage transit use within centers, jurisdictions shall establish mechanisms to limit the use of single-occupancy vehicles. Such mechanisms should include:

- 21.1—charges for parking;
- 21.2—limiting the number of off-street parking spaces;
- 21.3—establishing minimum and maximum parking requirements;
- 21.4—commute trip reduction (CTR) measures and other transportation demand management measures;
- 21.5—development of commuter programs for multiple employers not otherwise affected by the CTR law; and
- 21.6—providing nonmotorized transportation facilities.



UGA 22. ~~Centers should receive a high priority for the location of high capacity transit stations and/or transit centers.~~

UGA 23. ~~Locate higher densities/intensities of use close to transit stops within centers and seek opportunities to:~~

~~23.1 create a core area to support transit and high occupancy vehicle use;~~

~~23.2 allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.) within centers; and~~

~~23.3 establish incentives for developers to provide transit and transportation demand management supportive amenities.~~

UGA 24. ~~Allow on street parking within centers in order to narrow the streetscape, provide a buffer between moving traffic and pedestrians, and provide common parking areas.~~

UGA 25. ~~Provisions for non motorized transportation shall be provided, including but not limited to:~~

~~25.1 bicycle friendly roadway design;~~

~~25.2 wider outside lane or shared parking/bike lanes;~~

~~25.3 bike activated signals;~~

~~25.4 covered, secure bicycle parking at all places of employment;~~

~~25.5 bicycle racks; and~~

~~25.6 pedestrian pathways.~~

Implementation Strategies

UGA 26. ~~Jurisdictions should consider incentives for development within centers such as:~~

~~26.1 streamlined permitting;~~

~~26.2 financial incentives;~~

~~26.3 density bonuses or transfer of development rights;~~

~~26.4 using SEPA Planned Action provisions to streamline environmental review by conducting environmental analysis during planning and providing permit applicants and public with more certainty of how impacts will be addressed; and~~

~~26.5 shared mitigation such as stormwater detention and joint parking.~~

UGA 27. ~~Improve transit service efficiency through the development of transportation infrastructure within and between countywide and regional centers.~~

UGA 28. ~~Design roadway and nonmotorized networks to promote more and better utilize transit services.~~



METROPOLITAN CITY CENTER

Concepts and Principles

UGA-29. Metropolitan City Centers function as anchors within the region for a high density mix of business, residential, public, cultural and recreational uses, and day and night activity. They are characterized by their historic role as the central business districts and regional centers of commerce. Metropolitan City Centers may also serve national or international roles.

Design

UGA-30. Metropolitan City Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support high capacity transit and shall plan to meet the following criteria:

- 30.1—a minimum of 50 employees per gross acre of non-residential lands;
- 30.2—a minimum of 15 households per gross acre;
- 30.3—a minimum of 30,000 employees; and
- 30.4—not exceed a maximum of 1-1/2 square miles in size.

Transportation, Parking and Circulation

UGA-31. Metropolitan City Centers shall be planned to have fast and frequent high capacity transit and other forms of transit.

UGA-32. A Metropolitan City Center shall meet at minimum the following criteria for consideration as a candidate for countywide center:

- 32.1—Area: up to 1-1/2 square miles in size;
- 32.2—Capital Facilities: served by sanitary sewers;
- 32.3—Employment: a minimum of 25 employees per gross acre of non-residential lands with a minimum of 15,000 employees;
- 32.4—Population: a minimum of ten households per gross acre; and
- 32.5—Transit: serve as a focal point for regional and local transit services.

REGIONAL GROWTH CENTER

Concepts and Principles

UGA-33. Regional Growth Centers are locations that include a dense mix of business, commercial, residential and cultural activity within a compact area. Regional Growth Centers are targeted for employment and residential growth, and provide excellent transportation service, including fast, convenient high capacity transit service, as well as investment in major public amenities.



1 *Design Features of Centers*

2
3 UGA-34. Regional Growth Centers shall plan to meet the following criteria:

- 4
5 34.1 A minimum of 25 employees per gross acre of non-residential lands; and
6 34.2 A minimum of 10 households per gross acre; and/or
7 34.3 A minimum of 15,000 employees; and
8 34.4 Not to exceed a maximum of 1 1/2 square miles in size; and
9 34.5 Planning policies recognizing the need to receive a significant share of the
10 regional growth.

11
12 *Transportation, Parking and Circulation*

13
14 UGA-35. Regional Growth Centers shall plan to have fast and frequent high capacity transit, as
15 well as other forms of transit.

16
17 UGA-36. A Regional Growth Center shall meet at a minimum the following criteria for
18 consideration as a candidate for countywide center:

- 19
20 36.1 Area: up to 1 1/2 square miles in size;
21 36.2 Capital Facilities: served by sanitary sewers;
22 36.3 Employment: a minimum of 2,000 employees;
23 36.4 Population: a minimum of seven households per gross acre; and
24 36.5 Transit: serve as a focal point for regional and local transit services.

25
26 **COUNTYWIDE CENTER**

27
28 *Concepts and Principles*

29
30 UGA-37. Countywide Centers are local focal points where people come together for a variety of
31 activities, including business, shopping, living and recreation. These centers may
32 include the core of small to medium sized cities and may also be located in
33 unincorporated areas. Often Countywide Centers include a strong public presence
34 because they are the location of city hall, main street, and other public spaces.
35 Countywide Centers are also potentially candidates for designation as regional centers.

36
37 *Design Features of Centers*

38
39 UGA-38. Countywide Centers shall be characterized by a compact urban form that includes a
40 moderately dense mix of locally oriented retail, jobs and housing that promotes
41 walking, transit usage and community activity.

- 42
43 38.1 Countywide Centers shall be developed at a higher density than surrounding
44 urban areas to take advantage of connecting centers.
45 38.2 Small scale forms of intensification such as accessory housing units and
46 development of vacant lots and parking lots help achieve the qualities of centers
47 while preserving neighborhood character.
48



UGA 39. Countywide Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support transit. Each Countywide Center shall plan to meet the following criteria:

- 39.1— A minimum of 15 employees per gross acre of non-residential lands;
- 39.2— A minimum of 7 households per gross acre;
- 39.3— A minimum of 2,000 employees; and
- 39.4— Not to exceed a maximum of 1 square mile in size.

Transportation, Parking and Circulation

UGA 40. At a minimum, Countywide Centers shall plan to be served by public transit and/or ferries which connect them to other centers, to surrounding residential communities, and to the regional high capacity transit system. Countywide Centers should have direct connections to high capacity local and regional transit hubs.

UGA 41. Minimum criteria for designation as Countywide Center:

- 41.1— Area: up to one square mile in size;
- 41.2— Capital Facilities: served by sanitary sewers;
- 41.3— Employment: a minimum of 1,000 employees;
- 41.4— Population: a minimum of six households per gross acre; and
- 41.5— Transit: serve as a focal point for local transit services.

MANUFACTURING/INDUSTRIAL CENTER

Concepts and Principles

UGA 42. Manufacturing/Industrial Centers shall be locally determined and designated based on the following steps:

- 42.1— Consistency with specific criteria for Manufacturing/Industrial Centers adopted within the Countywide Planning Policies;
- 42.2— Consideration of the Center's location in the County and region, especially relative to existing and proposed transportation facilities;
- 42.3— Consideration of the total number of Manufacturing/Industrial Centers in the County that are needed over the next twenty years based on projected need for manufacturing/industrial land to satisfy regional projections of demand for manufacturing/industrial land uses;
- 42.4— Environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development; and
- 42.5— Adoption within the jurisdiction's comprehensive plan of the center's designation and provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is achieved.



1 *Design Features of Centers*

2
3 ~~UGA 43. Manufacturing/Industrial Centers shall be characterized by the following:~~

- 4
5 ~~43.1 Clearly defined geographic boundaries;~~
6 ~~43.2 Intensity of land uses sufficient to support alternatives to single-occupant vehicle~~
7 ~~use;~~
8 ~~43.3 Direct access to regional highway, rail, air and/or waterway systems for the~~
9 ~~movement of goods;~~
10 ~~43.4 Provisions to prohibit housing; and~~
11 ~~43.5 Identified transportation linkages to high density housing areas.~~

12
13 ~~UGA 44. Provisions to achieve targeted employment growth should include:~~

- 14
15 ~~44.1 Preservation and encouragement of the aggregation of vacant land parcels sized~~
16 ~~for manufacturing/industrial uses;~~
17 ~~44.2 Prohibition of land uses which are not compatible with manufacturing/industrial,~~
18 ~~manufacturing/industrial supportive, and advanced technology uses;~~
19 ~~44.3 Limiting the size and number of offices and retail uses and allowing only as an~~
20 ~~accessory use to serve the needs of employees within centers; and~~
21 ~~44.4 Reuse and intensification of the land.~~

22
23 *Transportation, Parking and Circulation*

24
25 ~~UGA 45. Transportation network within Manufacturing/Industrial Centers should provide for the~~
26 ~~needs of freight movement and employees by ensuring a variety of transportation~~
27 ~~modes such as transit, rail, and trucking facilities.~~

28
29 ~~UGA 46. The transportation system within Manufacturing/Industrial Centers shall be built to~~
30 ~~accommodate truck traffic and acceleration. Review of projects should consider~~
31 ~~infrastructure enhancements such as:~~

- 32
33 ~~46.1 turn lanes and turn pockets to allow turning vehicles to move out of through~~
34 ~~traffic lanes;~~
35 ~~46.2 designing turn lanes with a width to allow freight vehicles to turn without~~
36 ~~interrupting the flow of traffic in other lanes;~~
37 ~~46.3 designing the far side of intersections with acceleration lanes for trucking~~
38 ~~vehicles and heavy loads to facilitate traffic flow;~~
39 ~~46.4 constructing climbing lanes where necessary to allow for slow moving vehicles;~~
40 ~~46.5 providing off-street truck loading facilities to separate goods loading and~~
41 ~~unloading; and~~
42 ~~46.6 arterial grade separations with rail freight and designation of Heavy Haul~~
43 ~~corridors or truck only lanes.~~



Implementation Strategies

UGA 47. All jurisdictions will support transportation capital improvement projects which support access and movement of goods to Manufacturing/Industrial Centers.

UGA 48. Jurisdictions having a designated Manufacturing/Industrial Center shall:

48.1— Plan for and fund capital facility improvement projects which support the movement of goods;

48.2— Coordinate with utility providers to ensure that utility facilities are available to serve such centers;

48.3— Provide buffers around the center to reduce conflicts with adjacent land uses;

48.4— Facilitate land assembly;

48.5— Assist in recruiting appropriate businesses; and

48.6— Encourage employers to participate in commute trip reduction program.

UGA 49. A Manufacturing/Industrial Center shall meet at a minimum the following criteria for consideration as a candidate for Countywide Center:

49.1— Capital Facilities: served by sanitary sewers;

49.2— Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and

49.3— Transportation: within one mile of a state or federal highway or national rail line.

Prioritization of Funding for Centers

UGA 50. Regional and countywide transportation and economic development funds should be prioritized for centers and transportation and infrastructure servicing centers in Pierce County that have been designated regionally; it is also appropriate for countywide and local funding to be directed to centers and transportation and infrastructure servicing centers designated exclusively at the countywide level or identified locally by a jurisdiction.

Centers of Local Importance (CoLI)

Concepts and Principles

UGA 51 A CoLI may be located in either an urban or rural area, and shall include activities that provide a focal point or sense of place for a community and its surrounding area.

Design Features of CoLIs

UGA 52. A CoLI is characterized by a concentration of land uses or activities that provide a sense of place or gathering place for the community and neighborhood residents. A CoLI should include one or more the following characteristics:

52.1— Civic services

52.2— Commercial areas



- ~~52.3 Recreational areas~~
- ~~52.4 Industrial areas~~
- ~~52.5 Cultural facilities/activities~~
- ~~52.6 Historic buildings or sites~~
- ~~52.7 Residential areas~~

~~UGA 53. The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.~~

~~UGA 54. Each jurisdiction shall define the role that the CoLI plays in supporting planned growth.~~

~~UGA 55. A variety of appropriate transportation options and pedestrian-friendly design should be available or planned within a CoLI.~~

Implementation Strategies

~~UGA 56. A CoLI shall be locally adopted; approval by the PCRC or other regional organization shall not be required.~~

~~56.1 A jurisdiction shall document how an area meets the Design Features (UGA 51 through UGA 55) of a CoLI in its comprehensive plan.~~

~~56.2 The documentation should include examples, plans, or other information that supports the designation of a CoLI.~~

~~56.3 An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's comprehensive plan.~~

~~56.4 A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure plans for existing and planned development.~~

~~56.5 A comprehensive plan that utilizes an alternative label to refer to a CoLI shall be accompanied with adopted findings of fact that recognizes the area as a CoLI per the Pierce County CPPs.~~

~~UGA 57. A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI or recognize formally adopted CoLIs that meet the criteria.~~

~~57.1 The notice shall be provided to the PCRC 60 days (minimum) prior to the expected dated of adoption.~~

~~57.2 The notice shall provide information that identifies the location of the proposed CoLI and documents how the location meets the CoLI policies.~~

~~UGA 58. A locally adopted CoLI shall be recognized in Appendix B of the CPPs.~~

~~58.1 Jurisdictions shall forward a map of locally adopted CoLIs together with the comprehensive plan citations to the PCRC for inclusion into Appendix B. The adopted CoLIs shall be attached to the CPP publications as Appendix B for ease of reference. Appendix B shall not be considered a component of the CPPs and, accordingly, an update to Appendix B shall not constitute an amendment to the CPPs requiring ratification by Pierce County jurisdictions.~~



1 "NEW SECTION"

2
3 **COUNTYWIDE PLANNING POLICY ON REGIONAL, COUNTYWIDE**
4 **AND CENTERS OF LOCAL IMPORTANCE**
5

6 **Centers**
7

8 **Centers Overview**

9 The Puget Sound regional growth strategy identifies Centers as an integral feature for accommodating
10 residential and employment growth. The strategy describes Regional Growth Centers and other Centers
11 that may be designated. Regional Growth Centers, once regionally designated, are located either in
12 Metropolitan Cities or in Core Cities. The strategy also identifies Regional Manufacturing/Industrial
13 Centers, which consist primarily of manufacturing and industrial uses.
14

15 Centers are areas of concentrated employment and/or housing within Urban Growth Areas (UGAs) which
16 serve as the hubs of transit and transportation systems. Centers and connecting corridors are integral to
17 creating compact urban development that conserves resources and creates additional transportation,
18 housing, and shopping choices. Centers are an important part of the regional strategy for urban growth and
19 are required to be addressed in the Countywide Planning Policies. Centers are, or will become, focal points
20 for growth within the county's UGA and are areas where public investment is directed.
21

22 C-1. The purpose of Regional Growth Centers and Countywide Centers is to:

- 23 • Be priority locations for accommodating growth;
- 24 • strengthen existing development patterns;
- 25 • promote housing opportunities close to employment;
- 26 • support development of an extensive multimodal transportation system which reduces
27 dependency on automobiles;
- 28 • reduce congestion and improve air quality; and
- 29 • maximize the benefit of public investment in infrastructure and services.
30

31 C-2. The purpose of Manufacturing/Industrial Centers is to:

- 32 • Recognize strategically located concentrations of industrial activity as essential resources
33 for the local economy;
- 34 • protect and leverage critical and difficult to replace freight infrastructure;
- 35 • preserve the industrial land base in the long term;
- 36 • support family/living wage jobs;
- 37 • emphasize the importance of freight movement; and
- 38 • preserve the county's supply of industrial land.
39

40 C-3. Centers function as anchors within the region for a high density mix of business, residential,
41 public, cultural and recreational uses, and day and night activity that provide a sense of place and
42 community. They are characterized by their role as the central business districts and regional
43 centers of commerce. Centers may also serve national or international roles.
44

45 C-4. Manufacturing Industrial Centers (MICs) preserve lands for family-wage jobs in basic industries
46 and trade, and provide areas where that employment may grow in the future. MICs form a critical



regional resource that provides economic diversity, supports national and international trade, generates substantial revenue for local governments, and offers higher than average wages.

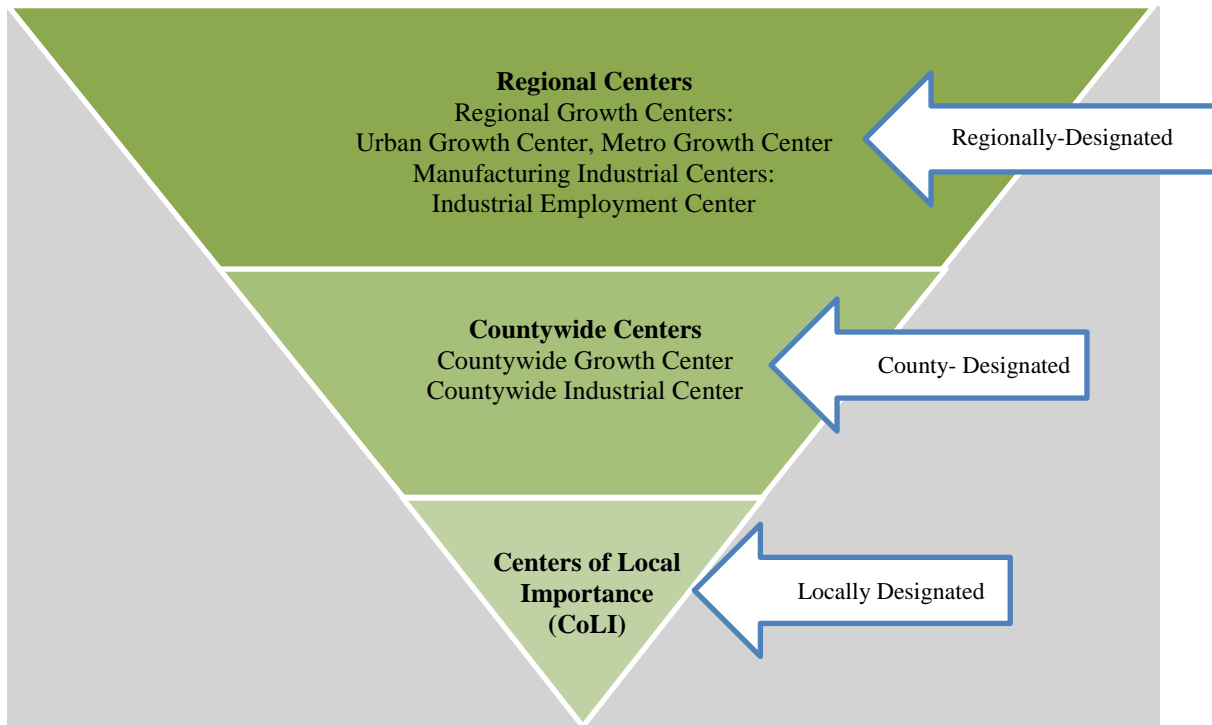
C-5. Transportation and economic development funds should be prioritized for transportation and infrastructure supporting Centers in Pierce County. Projects that support Regional Growth and/or Manufacturing Industrial Centers (and Candidates), support more than one center, and benefit a variety of user groups will be given higher consideration.

C-6. Centers must be identified in a Comprehensive Plan with information about the type of Center and the specific geographic boundaries. Capital improvements must be present and available, or be planned and financed, consistent with the expected rate of growth. Such improvements include, but are not limited to, roads, sewers and other utilities, schools, parks, and open space. In order to provide balance between higher intensity of use within Centers, public and/or private open space shall be provided.

Types of Centers

Centers must meet minimum designation criteria, which includes the criteria of the lower category Center type. For example, a Regional Center must meet the designation criteria for a Regional Center as well as the criteria for a Countywide Center.

In March 2018, the Puget Sound Regional Council (PSRC) adopted the Regional Centers Framework Update that established new eligibility and criteria for Regional Centers. Jurisdictions must adhere to the latest eligibility and designation criteria for new Regional Centers as adopted by PSRC.



1 **Center Designation Authority**

2 Regional Centers must be approved by Puget Sound Regional Council (PSRC), in addition to Pierce
3 County Regional Council (PCRC) by amending the Countywide Planning Policies (CPPs).

4
5 Countywide Centers and Centers of Local Importance (CoLI) are approved by the Pierce County Regional
6 Council by amending the Countywide Planning Policies.

7
8 **Center Designation Process**

9 Pierce County and any municipality in the County that is planning to include a county or regionally
10 designated Center within its boundaries shall specifically define the area of such Center within its
11 Comprehensive Plan. The Comprehensive Plan shall include policies aimed at focusing growth within the
12 Center and along corridors consistent with the applicable criteria contained within the Countywide
13 Planning Policies. The County or municipality shall adopt regulations that reinforce the Center's
14 designation.

15
16 Beginning in 2019 and once every two years thereafter, the Pierce County Regional Council (PCRC) shall
17 invite jurisdictions to submit requests for designation of new Centers. Said request shall be processed in
18 accordance with established procedures for amending the Countywide Planning Policies.

19
20 Each jurisdiction seeking to designate a new Countywide Center shall provide the PCRC with a report
21 demonstrating that the proposed Center:

- 22
23 1. Meets the basic standards for designation;
24 2. Is characterized and defined in the local Comprehensive Plan;
25 3. Is consistent with the applicable Countywide Planning Policies, and
26 4. Is supported and served by adopted local development regulations.
27

28 The minimum criteria report and statement shall be reviewed by the Growth Management Coordinating
29 Committee (GMCC) for consistency with Countywide Planning Policies, the Transportation Coordination
30 Committee (TCC) for consistency with transportation improvements plans of WSDOT, and with Pierce
31 Transit's Comprehensive Plan. The coordinating committees shall provide joint recommendation to the
32 PCRC.
33

34 Once included in the Countywide Planning Policies, the jurisdiction where a Center is located may go on to
35 seek regional designation of the Center from the Puget Sound Regional Council (PSRC). Jurisdictions must
36 adhere to the latest eligibility, designation criteria, and process for new Regional Growth Centers as
37 adopted by PSRC as they prepare applications for new Center designation. Countywide Centers should be
38 reviewed for consistency and countywide concurrence prior to submitting for regional designation.
39

40 After the Center is designated as a Countywide center within the Countywide Planning Policies and until
41 regional-level designation by the PSRC occurs the Center shall be considered a "candidate" Regional
42 Growth Center or Manufacturing/Industrial Center.
43

44 Each jurisdiction which designates a Regional Growth Center shall establish 20-year household and
45 employment growth targets for that Center. The expected range of targets will reflect the diversity of the
46 various Centers and allow communities to effectively plan for needed services. The target ranges not only
47 set a policy for the level of growth envisioned for each Center, but also for the timing and funding of



1 infrastructure improvements. Reaching the target ranges will require careful planning of public investment
2 and providing incentives for private investments.

3 4 **Amending an Existing Countywide Center**

5 Once a Center has been designated in the Countywide Planning Policies, the affiliated jurisdiction may
6 request an amendment to the Center. The Center amendment process shall be limited to a vote of the PCRC
7 though submission of a report explaining the requested amendment and affirming that the amended Center
8 will be consistent with the Countywide Center basic standards and the Countywide Planning Policies.

9 10 **Urban Growth Outside of Centers**

11 A variety of urban land uses and areas of growth will occur outside of designated Centers but within the
12 Urban Growth Area (UGA). Local land use plans will guide the location, scale, timing and design of
13 development within UGAs. The UGA will be where the majority of future growth and development will be
14 targeted. Development should be encouraged which complements the desired focus of growth into Centers
15 and supports a multimodal transportation system. For example, policies which encourage infill and
16 revitalization of communities would help to achieve the regional and statewide objectives of a compact and
17 concentrated development pattern within urban areas. The Countywide Planning Policies provide guidance
18 for development and the provision of urban services to support development within the UGA. Jurisdictions
19 with Centers should plan connections with adjacent neighborhoods and other centers to encourage access
20 to Centers and connectivity across the county.

21 22 **Regional Growth Centers (RGCs)**

23 Regional Growth Centers are locations of more compact, pedestrian-oriented development with a mix of
24 housing, jobs, retail, services, and other destinations. The region's plans identify Centers as areas that
25 should receive a significant share of the region's population and employment growth compared with other
26 parts of the urban area, while providing improved access and mobility—especially for walking, biking, and
27 transit.

28
29 Regional Growth Centers are locations that include a dense mix of business, commercial, residential and
30 cultural activity within a compact area. Regional Growth Centers are targeted for employment and residential
31 growth, and provide excellent transportation service, including fast, convenient high
32 capacity transit service, as well as investment in major public amenities.

33
34 The following Pierce County Regional Growth Centers have been adopted into the PSRC Regional Growth
35 Strategy:

- 36 • Tacoma Central Business District
- 37 • Tacoma Mall
- 38 • Lakewood
- 39 • Puyallup Downtown
- 40 • Puyallup South Hill
- 41 • University Place

42
43 C-7. The County and each jurisdiction that designates a Center within its Comprehensive Plan shall
44 encourage density and development to achieve targeted growth. Any of the following approaches
45 could be used to implement Center development:

- 46 1. Encouraging higher residential densities within Centers;
- 47 2. Avoiding creation of large blocks of single-use zones;
- 48 3. Allowing for greater intensity of use within Centers;



4. Increasing building heights, greater floor/area ratios within Centers;
5. Minimizing setbacks within Centers;
6. Allowing buildings to locate close to street to enhance pedestrian accessibility; and
7. Encouraging placement of parking to rear of structures.

C-8. Designated Centers are expected to receive a significant share of projected growth in conjunction with periodic disaggregation of Countywide population allocations.

C-9. Centers shall provide necessary capital facilities needed to accommodate the projected growth in population and employment.

C-10. Streetscape amenities (landscaping, furniture, etc.) should be provided within Centers to create a walkable environment.

C-11. To encourage transit use within Centers, jurisdictions should establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms could include:

1. charges for parking;
2. limiting the number of off-street parking spaces;
3. establishing minimum and maximum parking requirements;
4. commute trip reduction (CTR) measures and other transportation demand management measures;
5. development of commuter programs for multiple employers not otherwise affected by the CTR law; and
6. providing nonmotorized transportation facilities.

C-12. Centers receive a high priority for the location of high-capacity transit stations and/or transit Centers.

C-13. Higher residential densities and uses that support high density residential should be located close to transit stops within Centers and seek opportunities to:

1. create a core area to support transit and high occupancy vehicle use;
2. allow/encourage all types of transit facilities (transit Centers, bus pullouts, etc.) within Centers; and
3. establish incentives for developers to provide transit and transportation demand management supportive amenities.

C-14. Provisions for non-motorized transportation shall be provided, such as:

1. bicycle-friendly roadway design;
2. wider outside lane or shared parking/bike lanes;
3. bike-activated signals;
4. covered, secure bicycle parking at all places of employment;
5. bicycle racks; and
6. pedestrian pathways.

C-15. Jurisdictions should consider incentives for development within Centers such as:

1. streamlined permitting;
2. financial incentives;
3. density bonuses or transfer of development rights;



4. using SEPA provisions to streamline environmental review; and
5. shared mitigation such as stormwater detention and joint parking.

C-16. Regional Growth Centers should be planned to have fast and frequent high capacity transit, as well as other modes of transportation options.

C-17. Jurisdictions should individually and collectively coordinate with transit agencies to improve transit service infrastructure and efficiency within and between Countywide and Regional Centers.

C-18. Roadways and nonmotorized networks should be designed to promote efficient transit services.

C-19. Designation Requirements for Regional Growth Centers (RGCs)

1. Consistency with specific criteria for Centers adopted in the Countywide Planning Policies;
2. Consistency with the Puget Sound Regional Council's current Regional Growth Center criteria;
3. The Center's location in the County and its potential for fostering a logical and desirable Countywide transportation system and distribution of Centers;
4. Consideration of the total number of Centers in the County that can be reasonably developed based on projected growth over the next twenty years;
5. Environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the Center and that the jurisdiction is capable of ensuring concurrent urban services to new development;
6. If a jurisdiction designates a Center, it must also adopt the Center's designation and provisions in its Comprehensive Plan and development regulations to ensure that growth targeted to Centers is achieved and urban services will be provided;
7. Centers shall be characterized by all of the following:
 - Clearly defined geographic boundaries;
 - Intensity/density of land uses sufficient to support high-capacity transit;
 - A diversity of land uses;
 - Pedestrian-oriented land uses and amenities;
 - Pedestrian connections shall be provided throughout;
 - Urban design standards which reflect the local community;
 - Provisions to reduce single-occupancy vehicle use, especially during peak hours and commute times;
 - Provisions for bicycle use;
 - Sufficient public open spaces and recreational opportunities, including placemaking and public gathering places;
 - Uses which provide both daytime and nighttime activities; and
 - Located in urban growth areas.

Regional Manufacturing/Industrial Centers (MICs)

Regional Manufacturing/Industrial Centers are areas where employee- or land-intensive uses are located. These Centers differ from Regional Growth Centers in that they consist of an extensive land base and the exclusion of non-manufacturing or manufacturing-supportive uses is an essential feature of their character. These areas are characterized by a significant amount of manufacturing, industrial, and advanced technology employment uses. Large retail and non-related office uses are discouraged. Other than



1 caretakers' residences, housing is prohibited within Manufacturing/Industrial Centers. However, these
2 Centers should be linked to high density housing areas by an efficient multimodal transportation system.
3 The efficiency of rail and overland freight to markets is the critical element for manufacturers and
4 industries located in these Centers.

5
6 The following Manufacturing/Industrial Centers have been adopted into the Regional Growth Strategy for
7 Pierce County:

- 8 • Frederickson
- 9 • Port of Tacoma
- 10 • Sumner/Pacific
- 11 • *South Tacoma – Candidate Manufacturing/Industrial Center*

12
13 C-20. Provisions to achieve targeted employment growth should include:

- 14 1. Preservation and encouragement of the aggregation of vacant land parcels sized for
15 manufacturing/industrial uses;
- 16 2. Prohibition of land uses which are not compatible with manufacturing/industrial,
17 manufacturing/industrial supportive, and advanced technology uses;
- 18 3. Limiting the size and number of offices and retail uses as accessory use and only to serve the
19 needs of employees within Center; and
- 20 4. Reuse and/or intensification of the land use consistent with the mix of uses envisioned for the
21 MIC.

22
23 C-21. The transportation network within Manufacturing/Industrial Centers should provide for the needs
24 of freight movement and employees by ensuring a variety of transportation modes such as roads,
25 rail, and various trucking facilities. Non-motorized facilities and transit services should be
26 creatively provided when it makes sense and is safe providing the MIC with alternative
27 transportation to single occupancy vehicles (SOVs), and transportation demand management
28 strategies if transit is unavailable or is not feasible.

29
30 C-22. The transportation system, including but not limited to: road, rail, dock, and port terminal, within
31 Manufacturing/Industrial Centers shall be built, protected, and maintained. to accommodate
32 existing and future industrial uses.

33
34 C-23. All jurisdictions should support transportation capital improvement projects which improve access
35 and movement of goods to, in, and from Manufacturing/Industrial Centers.

36
37 C-24. To be designated as a Regional Manufacturing/Industrial Center (MICs), the following
38 criteria shall be met.

- 39 1. Consistency with specific criteria for Manufacturing/Industrial Centers adopted
40 within the Countywide Planning Policies and the Multi-County Planning Policies;
- 41 2. Consideration of the Center's location in the County and region, especially relative
42 to existing and proposed transportation facilities;
- 43 3. Consideration of the total number of Manufacturing/Industrial Centers in the
44 County that are needed over the next twenty years based on projected need for
45 manufacturing/industrial land to satisfy regional projections of demand for
46 manufacturing/industrial land uses;
- 47 4. Environmental analysis which shall include demonstration that the jurisdiction is
48 capable of concurrent service to new development; and



5. Adoption within the jurisdiction's Comprehensive Plan of the Center's designation and provisions to ensure that job growth targeted to the Manufacturing/Industrial Center is achieved.
6. Manufacturing/Industrial Centers shall be characterized by the following:
 - a. Clearly defined geographic boundaries;
 - b. Intensity of land uses sufficient to support alternatives to single-occupant vehicle use;
 - c. Direct access to regional highway, rail, air and/or waterway systems for the movement of goods;
 - d. Provisions to prohibit housing; and
 - e. Identified transportation linkages to high-density housing areas.
7. Jurisdictions having a designated Manufacturing/Industrial Center shall:
 - a. Plan for and fund capital facility improvement projects which support the movement of goods;
 - b. Coordinate with utility providers to ensure that utility facilities are available to serve such Centers;
 - c. Provide buffers around the Center to reduce conflicts with adjacent land uses;
 - d. Facilitate land assembly;
 - e. Assist in recruiting appropriate businesses; and
 - f. Encourage employers to participate in commute trip reduction program.

Countywide Centers

Through the 2018 Centers Framework Update, designation of Countywide Centers remains delegated to a Countywide process while a baseline of consistent regional standards for each county to use was adopted. PSRC reviews and certifies Countywide planning policies, but PSRC's role does not include review of Countywide Centers.

Designated Centers may vary substantially in the number of households and jobs they contain today. The intent of the Countywide Planning Policies is that Centers become attractive places to live and work, while supporting efficient public services such as transit and being responsive to the local market for jobs and housing.

Countywide Growth Centers serve important roles as places for concentrating jobs, housing, shopping, and recreational opportunities. These are often smaller downtowns, high-capacity transit station areas, or neighborhood Centers that are linked by transit, provide a mix of housing and services, and serve as focal points for local and county investment.

Countywide Industrial Centers serve as important local industrial areas. These areas support living wage jobs and serve a key role in the county's manufacturing/industrial economy.

Within Pierce County, a limited number of additional Centers may be designated through amendment of the Countywide Planning Policies consistent with the basic standards and process included below.

- C-25. Countywide Centers are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These Centers may include the core of small to medium-sized cities and may also be located in unincorporated urban areas. Often Countywide Centers include a strong public presence because they are the location of city hall, main street, and other public spaces.



C-26. A jurisdiction may apply for status as a candidate Countywide Center if it satisfies all required criteria included below, has a minimum of 7 activity units per acre, and is planning for at least 16 activity units per acre. The application for Countywide Center would not be regionally designated until the Center achieves at least 10 activity units per acre. Activity units means the sum of population and jobs units per gross acre per PSRC.

C-27. Countywide Centers are potential candidates for designation as Regional Centers.

Pierce County has the following Countywide Growth Centers:

- [Reserved]

C-28. To be designated as a Countywide Center the following criteria shall be met.

Countywide Growth Center	Countywide Industrial Center
Center must meet each the following criteria: Identified as a Center in the local Comprehensive Plan and adopted regulations. Identified as a Countywide Center in the Countywide Planning Policies Located within a city, multiple adjacent cities, or unincorporated urban area	Center must meet each the following criteria: Identified as a Center in the local Comprehensive Plan and adopted regulations. Identified as a Countywide Center in the Countywide Planning Policies Located within a city, multiple adjacent cities, or unincorporated urban area
Demonstration that the Center is a local planning and investment priority: <ul style="list-style-type: none">○ Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended○ Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure The Center is a location for compact, mixed-use development; including: <ul style="list-style-type: none">○ A minimum existing activity unit density of 10 activity units per acre○ Planning and zoning for a minimum mix of uses of 20 percent high density residential and 20 percent employment, unless unique circumstances make these percentages not possible to achieve.○ Capacity and planning for additional growth of 16 activity units per acre or more. The Center supports multi-modal transportation, including:	Demonstration that the Center is a local planning and investment priority: <ul style="list-style-type: none">○ Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended○ Clear evidence that area is a local priority for investment, such as planning efforts, or infrastructure The Center supports industrial sector employment: <ul style="list-style-type: none">○ Minimum 1,000 existing jobs and/or 500 acres of industrial land○ Defined transportation demand management strategies in place○ At least 75% of land area zoned for core industrial uses*○ Industrial retention strategies in place○ Capacity and planning for additional growth○ Important county role and concentration of industrial land



- Transit service**
- Pedestrian infrastructure and amenities
- Street pattern that supports walkability
- Bicycle infrastructure and amenities
- Compact, walkable size of one-quarter mile squared (160 acres), the size may increase to up to half-mile transit walkshed (500 acres) if more than two points within the center are served by transit services.

or jobs with evidence of long-term demand

**“Core industrial uses”: Core industrial zoning is characterized by allowing, and preferring, most industrial uses. Incompatible land uses are generally prohibited but may be allowed in limited instances.

**Transit is defined as existing or planned options such as bus, train, or ferry service.

Centers of Local Importance (CoLIs)

CoLIs are designated for the purpose of identifying local Centers and activity nodes that are consistent with PSRC Multi-County Planning Policies. Such areas promote compact, pedestrian-oriented development with a mix of uses, proximity to diverse services, and a variety of appropriate housing options, or be in an established industrial area.

A CoLI is characterized by a concentration of land uses or activities that provide a sense of place or gathering place for the community and neighborhood residents. A CoLI should include two or more of the following characteristics:

- Civic services
- Commercial areas
- Recreational areas
- Industrial areas
- Cultural facilities/activities
- Historic buildings or sites
- Residential areas

C-29. CoLIs may only be located in a town or city without a Countywide or Regional Center located in Pierce County. CoLIs may be allowed in an urban unincorporated area.

C-30. Local comprehensive plans should include policies that direct development regulations, including zoning, of the CoLI to uses that provide a focal point or sense of place for a community and its surrounding area.

C-31. The size of a CoLI and the mix and density of uses are to be locally determined to meet community goals.

C-32. Each jurisdiction defines the role that the CoLI plays in supporting planned growth.

C-33. A variety of appropriate transportation options and walkable design should be available or planned within a CoLI.

A CoLI shall be locally adopted; approval by the PCRC or other regional organization shall not be required.



- 1 • A jurisdiction shall document how an area meets the Design Features of a CoLI in its Comprehensive
- 2 Plan.
- 3 • The documentation should include examples, plans, or other information that supports the designation
- 4 of a CoLI.
- 5 • An area adopted as a CoLI shall be definitively delineated on a map within a jurisdiction's
- 6 Comprehensive Plan.
- 7 • A CoLI shall have appropriate land use designations, zoning regulations, and infrastructure plans for
- 8 existing and planned development.
- 9 • A Comprehensive Plan that utilizes an alternative label to refer to a CoLI shall be accompanied with
- 10 adopted findings of fact that recognizes the area as a CoLI per the Pierce County CPPs.

11
12 A jurisdiction shall provide the PCRC notice of its intention to locally adopt a CoLI or recognize formally

- 13 adopted CoLIs that meet the criteria.
- 14 1. The notice shall be provided to the PCRC 60 days (minimum) prior to the expected dated of
 - 15 adoption.
 - 16 2. The notice shall provide information that identifies the location of the proposed CoLI and
 - 17 documents how the location meets the CoLI policies.

18
19 A locally adopted CoLI will be recognized in the Countywide Planning Policies Appendix. Jurisdictions

20 shall forward a map of locally adopted CoLIs together with the Comprehensive Plan citations to the PCRC

21 for inclusion into Appendix B. The adopted CoLIs shall be attached to the CPP publications as Appendix B

22 for ease of reference. Appendix B shall not be considered a component of the CPPs and, accordingly, an

23 update to Appendix B shall not constitute an amendment to the CPPs requiring ratification by Pierce

24 County jurisdictions.

25



INTERLOCAL AGREEMENT

**AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES**

This agreement is entered into by and among the cities and towns of Pierce County and Pierce County. This agreement is made pursuant to the provisions of the Interlocal Cooperation Act of 1967, Chapter 39.34 RCW. This agreement has been authorized by the legislative body of each jurisdiction pursuant to formal action and evidenced by execution of the signature page of this agreement.

BACKGROUND:

- A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with responsibilities, including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.
- B. The Pierce County Countywide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement or by a new interlocal agreement. The Pierce County Countywide Planning Policies may be amended upon the adoption of amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County representing 75 percent of the total Pierce County population as designated by the State Office of Financial Management at the time of ratification.
- C. Demonstration of ratification shall be by execution of an interlocal agreement or the absence of a legislative action to disapprove a proposed amendment. A jurisdiction shall be deemed as casting an affirmative vote if it has not taken legislative action to disapprove a proposed amendment within 180 days from the date the Pierce County Council formally authorizes the Pierce County Executive to enter into an interlocal agreement.
- D. The Pierce County Council formally authorized the Pierce County Executive to enter into an interlocal agreement on October 8, 2019.
- E. The amendment proposing changes to policies reflects revised structure and criteria for Regional and Countywide Centers as approved through the Puget Sound Regional Council's March 22, 2018 Regional Centers Framework update document.



1 F. The proposed new Countywide Centers are based on 14 applications to the
2 Pierce County Regional Council for designation of Countywide Centers in the
3 Pierce County Countywide Planning Policies.
4

5 G. The Pierce County Regional Council recommended adoption of the 14
6 Countywide Centers at its July 18, 2019 meeting.
7

8 **PURPOSE:**
9

10 This agreement is entered into by the cities and towns of Pierce County and Pierce
11 County for the purpose of ratifying and approving the attached amendment to the Pierce
12 County Countywide Planning Policies (Attachment).
13

14 **DURATION:**
15

16 This agreement shall become effective upon execution by 60 percent of the jurisdictions
17 in Pierce County, representing 75 percent of the total Pierce County population as
18 designated by the State Office of Financial Management at the time of the proposed
19 ratification. This agreement will remain in effect until subsequently amended or
20 repealed as provided by the Pierce County Countywide Planning Policies.
21

22 **SEVERABILITY:**
23

24 If any of the provisions of this agreement are held illegal, invalid or unenforceable, the
25 remaining provisions shall remain in full force and effect.
26

27 **FILING:**
28

29 A copy of this agreement shall be filed with the Secretary of State, Washington
30 Department of Commerce, the Pierce County Auditor and each city and town clerk.
31

32 IN WITNESS WHEREOF, this agreement has been executed by each member
33 jurisdiction as evidenced by the signature page affixed to this agreement.
34



INTERLOCAL AGREEMENT
AMENDMENTS TO THE PIERCE COUNTY
COUNTYWIDE PLANNING POLICIES

Signature Page

The legislative body of the undersigned jurisdiction has authorized execution of the Interlocal Agreement, Amendments to the Pierce County Countywide Planning Policies.

IN WITNESS WHEREOF

This agreement has been executed by _____
(Name of City/Town/County)

BY: _____
(Mayor/Executive)

DATE: _____

Approved:

BY: _____
(Director/Manager/Chair of the Council)

Approved as to Form:

BY: _____
(City Attorney/Prosecutor)

Approved:

BY: _____
(Pierce County Executive)



1
2
3
4
5
6
7

Attachment

Proposed Amendment
to the
Pierce County Countywide Planning
to
Designate 14 Countywide Centers



Only those portions of the Countywide Planning Policies that are proposed to be amended are shown. Remainder of text, maps, tables, and/or figures is unchanged.

For purpose of Ratification: Note that this interlocal agreement proposes 14 Countywide Centers. Cities and Towns can consider each of the proposed centers independently. If a city or town does not agree to the designation of 1 of the 14 proposed centers, cross out the appropriate "Center" in dark pen and initial it. In the cover letter that returns the agreement to the County, please indicate if your jurisdiction did not ratify all 14 of the proposed centers.

“AMENDED SECTION”

COUNTYWIDE PLANNING POLICY ON REGIONAL, COUNTYWIDE AND CENTERS OF LOCAL IMPORTANCE

C-27. Countywide Centers are potential candidates for designation as Regional Centers.

Pierce County has the following Countywide Growth Centers:

- Sumner Town Center
- 6th Avenue (Tacoma)
- Lincoln (Tacoma)
- Lower Pacific (Tacoma)
- McKinley (Tacoma)
- Narrows (Tacoma)
- James Center (Tacoma/Fircrest/University Place)
- Proctor (Tacoma)
- South Tacoma Way (Tacoma)
- Tacoma Central (Tacoma)
- Upper Pacific (Tacoma)
- Upper Portland (Tacoma)
- Ruston Point (Tacoma/Ruston)
- Downtown Bonney Lake

FINDINGS OF FACT

The Pierce County Council finds that:

1. The Pierce County Regional Council (PCRC) was created in 1992 by an interlocal agreement among the cities and towns of Pierce County and Pierce County and charged with responsibilities including: serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (GMA) and the Regional Transportation Planning Organization (Chapter 47.80 Revised Code of Washington [RCW]), and developing a consensus among jurisdictions regarding the development and modification of the Countywide Planning Policies.
2. On January 31, 1995, the Pierce County Council passed Resolution No. R95-17 affirming the commitment of the County to continue discussions with other local jurisdictions to resolve implementation of the Growth Management Act.
3. The Growth Management Act required Pierce County to adopt a countywide planning policy in cooperation with the cities and towns located within the County.
4. The Pierce County Countywide Planning Policies (CPPs) are written policy statements which are to be used solely for establishing a countywide framework from which the County and municipal comprehensive plans are developed and adopted.
5. The CPPs were originally adopted on June 30, 1992, and amended on April 9, 1996, December 17, 1996, November 18, 2004, November 17, 2008, June 26, 2012, August 27, 2012, July 11, 2014, July 27, 2014, and November 13, 2018.
6. As a document adopted pursuant to requirements of the Growth Management Act, the CPPs should be incorporated by reference in Title 19D of the Pierce County Code (PCC), "Other Comprehensive Planning Documents."
7. The CPPs are adopted as Chapter 19D.240 PCC.
8. Vision 2040 is the central Puget Sound region's multi-county planning policies.
9. Vision 2040 directs the Puget Sound Regional Council (PSRC) to provide a regional framework for designating and evaluating Regional Growth Centers and Manufacturing Industrial Centers.



- 1 10. The Regional Centers Framework updated in 2018 represents a revised structure
2 and criteria for Regional and Countywide Centers.
- 3
- 4 11. The Regional Center Framework provides for the use of consistent criteria for the
5 designation of Regional and Countywide Centers.
- 6
- 7 12. The Pierce County Countywide Planning Policies are required to be consistent with
8 Vision 2040 and the Regional Centers Framework.
- 9
- 10 13. The proposed amendments to the CPPs are consistent with Vision 2040 and the
11 2018 Regional Centers Framework.
- 12
- 13 14. The proposed 14 new Countywide Centers meet the minimum criteria as specified
14 in the Regional Centers Framework and proposed CPPs.
- 15
- 16 15. The proposed Countywide Centers are located within six cities and towns.
- 17
- 18 16. The cities of Tacoma, Fircrest, and University Place submitted a joint application
19 for James Place.
- 20
- 21 17. The cities of Tacoma and Ruston submitted a joint application for Point Ruston.
- 22
- 23 18. The City of Sumner submitted a single application for Downtown Sumner.
- 24
- 25 19. The City of Bonney Lake submitted a single application for Downtown Bonney
26 Lake.
- 27
- 28 20. The City of Tacoma submitted 10 applications for: 6th Avenue, Lincoln, Lower
29 Pacific, McKinley, Narrows, Proctor, South Tacoma Way, Tacoma Central, Upper
30 Pacific, and Upper Portland Avenue.
- 31
- 32 21. Local jurisdictions have the ability to ratify each of the 14 applications
33 independently.
- 34
- 35 22. The submitted applications are complete and are consistent with the proposed
36 CPPs addressing the designation of Countywide Centers.
- 37
- 38 23. The Pierce County Planning Commission recommended approval of the proposals
39 at its August 27, 2019, meeting.
- 40
- 41 24. The Pierce County Environmental official has determined the proposal is exempt
42 from SEPA per WAC 197-11-800(19), procedural actions.
- 43
- 44 25. The Pierce County Countywide Planning Policies include provisions addressing
45 procedures for amending the Countywide Planning Policies.
- 46
- 47



- 1 26. The proposed amendments to the CPPs shall become effective when 60 percent
2 of the cities, towns, and the County, representing 75 percent of the total population
3 as designated by the State Office of Financial Management at the time of the
4 proposed ratification, become signatories to the agreement.
5
6 27. A demonstration of ratification shall be by execution of an interlocal agreement or
7 the absence of a legislative action to disapprove the proposed amendment.
8
9 28. A jurisdiction shall be deemed as casting an affirmative vote if it has not taken
10 legislative action to disapprove a proposed amendment within 180 days from the
11 date the Pierce County Council formally authorizes the Pierce County Executive to
12 enter into an interlocal agreement.
13
14 29. Per Pierce County Countywide Planning Policy AT 1.2.1, the date that the Pierce
15 County Council formally authorizes the Pierce County Executive to enter into an
16 interlocal agreement shall begin the 180-day ratification period.
17
18 30. The 180-day ratification period shall begin on October 8, 2019 and end on April 5,
19 2020.
20
21 31. A subsequent ordinance of the County Council shall not be necessary to
22 acknowledge the ratification process and amend Section 19D.240 PCC, "Pierce
23 County Countywide Planning Policies."
24
25 32. The Community Development Committee of the County Council, after a properly
26 noticed public hearing, considered oral and written testimony and forwarded its
27 recommendation to the full Council.
28
29 33. The County Council held a public hearing on October 8, 2019, where oral and
30 written testimony was considered.
31
32 34. It is in the public interest to authorize the Pierce County Executive to execute the
33 interlocal agreements.
34
35



January 14, 2020

Pierce County Regional Council
c/o Justin Evans, Chair
2401 South 35th Street
Tacoma, WA 98409

Subject: Interim Centers Map used for 2020 funding cycle

Dear Chair Evans and Councilmembers,

The amendments to the CWPPs containing the new centers policy language, together with the newly adopted countywide centers, were approved by the Pierce County Council ordinance 2019-70s on November 12, 2019, after previous review and approval by the Pierce County Regional Council (PCRC).

Based on the rules for amending the CWPPs, there is now a 180-day period before these are considered “ratified”. This end date, in which the CWPP amendments will be ratified will occur on May 10, 2020, which is after the applications for the 2020 funding cycle will be due, which is expected to occur in late April.

The proposed interim map was created to be utilized during the 2020 round of funding and includes the newly designated countywide centers, which were passed by ordinance 2019-70s, together with the centers that existed prior.

The crosshatched area in the southwest portion of the map indicates Joint Base Lewis–McChord/Camp Murray. JBLM/Camp Murray has been a topic of conversation regarding its status as a “center”, specifically as it relates to scoring for transportation funding. This area has not been officially designated as a “center” on the interim map, nor on the map adopted in ordinance 2019-70s that is out for ratification.

The Puget Sound Regional Council (PSRC) recently provided policies and procedures for the 2020 round of funding in their Policy Framework. Specifically, this includes “military facilities” in the definition of a “local center” (Coli). PSRC then leaves it to the local countywide forum (PCRC) to determine if the facility is actually a “military facility”.

This approach would allow projects benefiting JBLM/Camp Murray to earn points under the “centers” section of the project application. However, it would not classify JBLM/Camp Murray as a center, outside of the interim map identified in section 27 application package. The GMCC appreciates this opportunity to support Pierce County Regional Council.

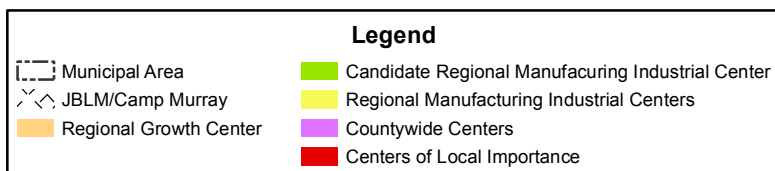
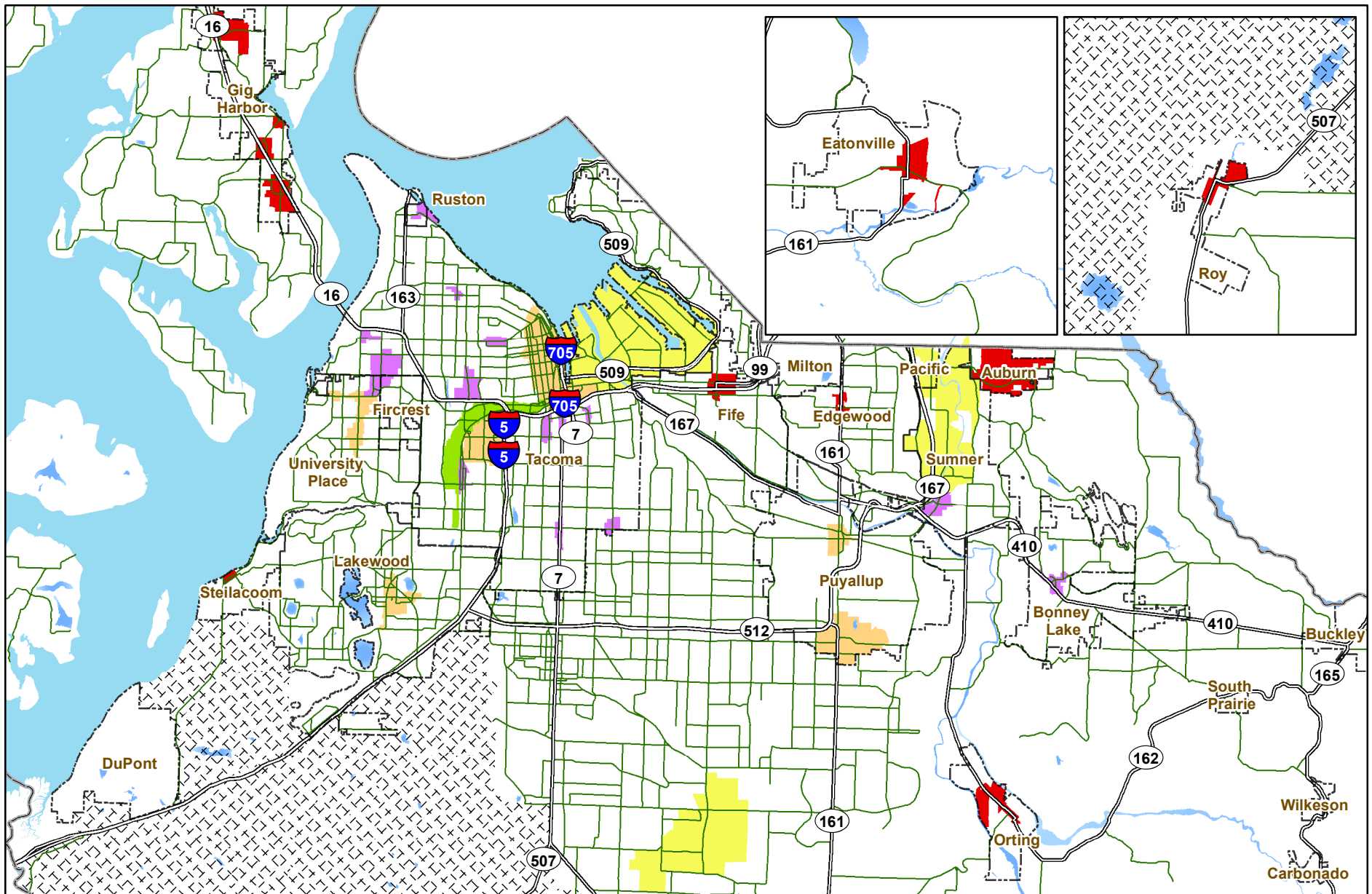
If you have any questions, please do not hesitate to contact me.

Sincerely,

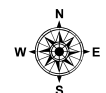
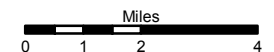
A handwritten signature in blue ink, appearing to read "Chris Larson".

Chris Larson, AICP
Senior Planner
Pierce County Growth Management Coordinating Committee (GMCC), Chair

Copy to:
Pierce County Regional Council (PCRC)
Growth Management Coordination Committee (GMCC)
Transportation Coordinating Committee (TCC)



Interim Regional Centers, Countywide Centers, and Centers of Local Importance for 2020 Funding Competition



Chris Larson

From: Kelly McGourty <KMcGourty@psrc.org>
Sent: Monday, January 13, 2020 10:02 AM
To: Clint Ritter
Subject: Policy Framework for PSRC's Federal Funds

Clint –

Per our conversation last week, I wanted to provide a short summary of the policies and requirements for the countywide project selection processes, as will be detailed in the *Policy Framework for PSRC's Federal Funds*.

As a reminder, the Project Selection Task Force wrapped up their work in December and prepared a recommendation on the policies and procedures for the 2020 process. These include, among other things, the policy focus of support for centers as identified in VISION 2040; the split of funds between the regional and countywide processes; the set-aside amounts and distribution procedures; and the project evaluation criteria. The Transportation Policy Board recommended adoption of the *Framework* yesterday, and the Executive Board is scheduled to adopt it at their meeting on January 23rd.

Specific to the countywide project selection processes, each process must comply with the policies and procedures in the *Policy Framework*. This includes incorporation of the approved project evaluation criteria, although the countywide forums may tailor these as well as include additional criteria suitable for their forums. The definition of “centers” for the countywide processes is broadened to include countywide and locally designated centers. Military facilities are included in the definition of local centers, with each countywide forum having the discretion to determine the definition of a military “facility” for their process.

We are aware that each countywide forum has distinct, and unique, processes. We rely on, and have worked closely with, the countywide transportation forums over the last year, both to receive their feedback on the process as well as to review each countywide program to ensure consistency with the *Framework*. We understand that the Pierce County forum has specific tailored elements in their process that are different from the other three counties, such as a funding cap for transit, a target amount for small cities, and point values for centers classification. The expectation is that all aspects from the 2020 *Framework* will be appropriately incorporated into the established Pierce Countywide process, including how centers are defined and addressed.

Please feel free to contact me if you have any questions or need additional information.

Thank you – Kelly

Kelly McGourty
Director of Transportation Planning
Ph (206)971-3601


Puget Sound Regional Council
1011 Western Ave., Suite 500
Seattle, WA 98104-1035

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