



## LAKESWOOD CITY COUNCIL AGENDA

Monday, April 20, 2020

7:00 P.M.

Residents can virtually attend City Council meetings by watching them live on the city's YouTube channel:

<https://www.youtube.com/user/cityoflakewoodwa>

Those who do not have access to YouTube can call in to listen by telephone via Zoom: Dial +1(253) 215- 8782 and enter participant ID: 151082920.

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Page No.

### CALL TO ORDER

### ROLL CALL

### PLEDGE OF ALLEGIANCE

### PUBLIC COMMENTS

*Participation in Public Comments will only be accepted via email at this time. Comments should be sent to Briana Schumacher, City Clerk at [bschumacher@cityoflakewood.us](mailto:bschumacher@cityoflakewood.us). Comments received up to one hour before the meeting will be provided to the City Council electronically. Comments received after that deadline will be provided to the City Council after the meeting.*

## C O N S E N T   A G E N D A

(3) A. Approval of the minutes of the City Council meeting of April 6, 2020.

(8) B. Motion No. 2020-19

Authorizing the award of a construction contract to Miles Resources, LLC, in the amount of \$6,034,066.10, for the construction of the Veterans Drive SW improvement project.

(12) C. Motion No. 2020-20

Authorizing the award of a contract to McDonough & Sons, Inc., in the amount of \$272,384.50, for the 2020-2025 Street Sweeping service.

*Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.*

<http://www.cityoflakewood.us>

(15) D. Ordinance No. 733

Approving a site-specific rezone at 11918 and 11920 Nyanza Road SW known as the Durr rezone.

(20) E. Resolution No. 2020-03

Ratifying Pierce County Ordinance 2019-70s amending the Pierce County Countywide Planning Policies and designating 14 countywide centers.

## **R E G U L A R   A G E N D A**

### **RESOLUTION**

(85) Resolution No. 2020-04

Adopting an amended Six-Year (2020-2025) Comprehensive Transportation Improvement Program.

### **UNFINISHED BUSINESS**

### **NEW BUSINESS**

(107) Motion No. 2020-21

Amending the Rental Housing Safety Program (RHSP) Administrative Procedures.

### **REPORTS BY THE CITY MANAGER**

### **CITY COUNCIL COMMENTS**

### **ADJOURNMENT**

*Persons requesting special accommodations or language interpreters should contact the City Clerk, 253-983-7705, as soon as possible in advance of the Council meeting so that an attempt to provide the special accommodations can be made.*



## LAKESWOOD CITY COUNCIL MINUTES

Monday, April 6, 2020

City of Lakewood

<https://www.youtube.com/user/cityoflakewoodwa>

Telephone via Zoom: +1(253) 215- 8782

Participant ID: 151082920

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### CALL TO ORDER

Mayor Anderson called the meeting to order at 7:00 p.m.

### ROLL CALL

Councilmembers Present: 7 – Mayor Anderson, Deputy Mayor Jason Whalen; Councilmembers Mary Moss, Mike Brandstetter, John Simpson, Linda Farmer and Paul Bocchi.

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Mayor Anderson called for a moment of silence in remembrance of the victims of the COVID-19 virus and to honor the health care providers who are working to stem the virus.

### PUBLIC COMMENTS

Mayor Anderson announced that participation in Public Comments was accepted via email or by mail. Comments were sent to Briana Schumacher, City Clerk. Comments received up to one hour before the meeting were provided to the City Council electronically. Comments received after that deadline will be provided to the City Council after the meeting.

No public comments.

### C O N S E N T   A G E N D A

- A. Approval of the minutes of the City Council retreat of March 7, 2020.
- B. Approval of the minutes of the City Council study session of March 9, 2020.
- C. Approval of the minutes of the City Council meeting of March 16, 2020.
- D. Approval of claims vouchers, in the amount of \$1,399,608.92, for the period of February 15, 2020 through March 13, 2020.
- E. Approval of payroll checks, in the amount of \$2,412,508.14, for the period of February 16, 2020 through March 15, 2020.

**F. Motion No. 2020-18**

Authorizing the award of a construction contract to C & R Tractor and Landscaping, Inc., in the amount of \$427,270.80, for the construction of the Stormwater Outfall Retrofit project.

COUNCILMEMBER SIMPSON MOVED TO ADOPT THE CONSENT AGENDA AS PRESENTED. SECONDED BY COUNCILMEMBER BRANDSTETTER. VOICE VOTE WAS TAKEN AND CARRIED UNANIMOUSLY.

**R E G U L A R   A G E N D A****PUBLIC HEARINGS AND APPEALS**

**This is the date set for a public hearing to consider amending the Six-Year (2020-2025) Comprehensive Transportation Improvement Program.**

Mayor Anderson announced that Public Testimony on this Public Hearing was accepted via email or by mail. Comments were sent to Briana Schumacher, City Clerk. Comments received up to one hour before the meeting were provided to the City Council electronically. Comments received after that deadline will be provided to the City Council after the meeting.

There being no public testimony the public hearing was declared closed at 7:10 p.m.

**UNFINISHED BUSINESS**

None.

**NEW BUSINESS**

None.

**REPORTS BY THE CITY MANAGER**

**Review of site specific rezone, from Residential 1 (R1) to Residential 2 (R2), for properties located at 11918 and 11920 Nyanza Road SW.**

Assistant City Manager for Development Services Bugher reported that a request for a site specific rezone has been received for the properties located at 11918 and 11920 Nyanza Road SW. This request will change the zoning from Residential 1(R1) to Residential 2 (R2). The proposal will change development standards, density of the lot size and will permit four lots instead of two. A public hearing was conducted on September 11, 2019, a decision was rendered by the Hearings Examiner on September 25, 2019 and no appeals were filed. It is recommended

that the City Council adopt an Ordinance finalizing the rezone and amending the zoning map.

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**Review of amendments to the Pierce County Countywide Planning Policies regarding centers.**

Planning Manager Speir shared that it is recommended the City Council ratify Pierce County Ordinance 2019-70s related to new countywide planning policies regarding centers. She shared that the new criteria creates 14 new countywide centers and the deadline to take action is May 10<sup>th</sup>. Discussion ensued.

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**Review of CDBG Five-Year (2020-2025) Consolidated Plan and FY 2020 CDBG Annual Action Plan.**

Assistant City Manager for Development Services Bugher shared that the purpose of this presentation is to review the Consolidated Plan and Action Plan for the next five year period and to provide direction for use of Community Development Block Grant (CDBG) and HOME funds for this cycle.

He recommended funding be allocated towards affordable housing and a Tenant Based Rental Assistance (TBRA) program and that the City Council conduct a public hearing on May 18<sup>th</sup> followed by action to approve the Consolidated Plan and Annual Action Plan at the June 1<sup>st</sup> regular meeting.

He then shared that additional CDBG funding, in the amount of \$350,611, is available to the City through the Coronavirus Aid, Relief, and Economic Security (CARES) Act and will be applied for through an amendment to the 2019 Annual Action Plan (AAP). He shared that additional information regarding the availability and use of this funding will come forward for discussion during the study session of April 13<sup>th</sup>.

Program Manager Gumm highlighted key findings from the needs assessment and market analysis in the area of housing such as cost burdens, impacts to the elderly and overcrowding. He shared that the median home value in Lakewood is \$232,600 which is lower than Pierce County and Washington State. He then reviewed the strategic plan goals which are to increase and preserve affordable housing, improve infrastructure and economic opportunity and to reduce homelessness. He then reviewed outcome indicators in each of the goal areas and total funding allocations. Discussion ensued.

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City Manager Caulfield shared that Washington State Governor Inslee extended the Stay Home, Stay Healthy order through May 4, 2020 and the City continues to operate under a Proclamation of Emergency. He then provided an update on measures taken in response to COVID-19 and noted that the City is gathering costs

that have been incurred to request reimbursement and is evaluating events through the end of July, 2020 to determine whether they will take place or be postponed.

He then shared that the Lakewood Landing project continues to move forward and a presentation to the City Council will be scheduled for a future meeting.

He reported that the Western State Hospital Master Plan process is moving forward although the initial application was deemed incomplete as several issues were identified such as patient bed count, historic preservation and regulatory context.

He then shared that an update on the 2020 State Legislative Session will be provided at the April 13<sup>th</sup> study session.

He shared that design work continues on the JBLM North Access Project, the Steilacoom Boulevard from Custer Road to Weller Road and the Onyx Drive projects are expected to kick off this week and the City received ten bids for the Veterans Drive improvement project and a contract award to the lowest bidder, Miles Resources will come forward for consideration at the April 20<sup>th</sup> meeting.

## **CITY COUNCIL COMMENTS**

Councilmember Farmer thanked first responders and city staff for securing the parks and commented on the importance of supporting small businesses.

Councilmember Bocchi commented on the financial impacts of COVID-19.

Councilmember Moss commented that she will share data provided by the City Manager related to COVID-19 with her colleagues.

Councilmember Brandstetter shared that Andrew Neiditz retired and Deborah Grady began her tenure as the Executive Director of South Sound 911. He also commented that April 7<sup>th</sup> is National Service recognition day and the importance of recognizing public servants.

Councilmember Simpson commented on the importance of the City Council working as a team.

Deputy Mayor Whalen commented on the various impacts and resources available to business owners and the business community.

Mayor Anderson shared that last week he welcomed Governor Inslee to Nourish Food Bank's warehouse where he thanked the National Guard for the assistance they are providing preparing and distributing food. He commented on the definition of essential specifically related to residential construction, the various data reported related to COVID-19 deaths and shared that a temporary care facility is opening up at 84<sup>th</sup> and Pacific Ave which will cover needs related to quarantine and isolation.

He then shared that he has inquired with the Puget Sound Regional Council (PSRC) regarding the formula for initial allocations of federal funding for transit agencies in response to COVID-19 and provided an update on Pierce Transit's services and schedule modifications in response to COVID-19.

**ADJOURNMENT**

There being no further business, the meeting adjourned at 8:39 p.m.

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DON ANDERSON, MAYOR

ATTEST:

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BRIANA SCHUMACHER  
CITY CLERK

# REQUEST FOR COUNCIL ACTION

<b>DATE ACTION IS REQUESTED:</b>	<b>TITLE:</b> Motion authorizing award of a construction contract to Miles Resources, LLC in the amount of \$6,034.066.10 plus a five percent contingency for the construction of the Veterans Drive SW Improvements project.	<b>TYPE OF ACTION:</b>
April 20, 2020		— ORDINANCE
		— RESOLUTION
<b>REVIEW:</b>	<b>ATTACHMENTS:</b>	<u>X</u> MOTION #2020-19
April 20, 2020	Bid Tabulations	— OTHER

**SUBMITTED BY:** Paul A. Bucich, P.E., Public Works Engineering Director/City Engineer.

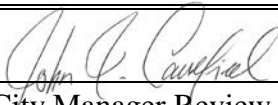
**RECOMMENDATION:** It is recommended that the City Council authorize award of a construction contract to Miles Resources, LLC in the amount of \$6,034,066.10 plus a five percent contingency (\$301,703) for the construction of the Veterans Drive SW Improvements project, Project No. 302.0134.

**DISCUSSION:** Through this project, the City will reconstruct Veteran Drive SW from Gravelly Lake Drive to the Veterans Administration American Lake Hospital grounds entrance, Improvements include a 10 foot wide sidewalk on the south and a 7 foot wide sidewalk on the north side of the road, new pavement, street lighting, storm drainage infrastructure, and 3 roundabouts.

**ALTERNATIVE(S):** Council could reject all bids and rebid the project. However, 10 bids were received, with the bid from Miles Resources being \$958,891 (13.7%) below the Engineer's Estimate of \$6,992,964. Rebidding the project is not expected to result in a lower bid price.

**FISCAL IMPACT:** This project is funded from General Obligation Bonds, Connecting Washington Grant Funds, the Storm Water Management Fund (401), and Developer Mitigation and Fee in Lieu Of Funds. It is anticipated that the project will be under budget by approximately \$221,538. This includes completing the American Lake Parking lot improvements as well as completing the corridor from American Lake Park west to the City Limits at the Veterans Administration American Lake Hospital grounds entrance. See table. **(Continued on Page 2)**

Eric Swanstrom  
Prepared by

  
City Manager Review

Paul A. Bucich  
Department Director



**FISCAL IMPACT: Continued**

Expenses	
Design	\$825,932
Construction Contract (with 5% contingency)	\$6,335,769
Construction Management	\$185,000
Total Expense	\$7,346,701
Budget	
General Obligation Bonds	\$4,361,300
Connect WA Grant	\$2,000,000
Storm Water Management (Fund 401)	\$1,052,300
Developer Mitigation Fees	\$65,428
Developer Fee In Lieu	\$89,211
Total Budget	\$7,568,239
Budget Surplus	\$221,538

Note: We hereby certify that the

Note: We hereby certify that these tabulated bids represent all bids received and that the additions of all prices shown have been checked and correct.

172.75

BID TABULATIONS SCHEDULE

PROJECT NAME: VETERANS DR - ALAMEDA TO GLD

PROJECT NO.: 302.00134

BID OPENING DATE: 4/1/2020

Note: We hereby certify that these tabulated bids represent all bids received and that the additions of all prices shown have been checked and corrected.

SCHEDULE B				ENGINEER ESTIMATE		MILES		TUCCI		JOHANSEN		NW CASCADE		CECCANTI		ACI		PIVETTA		RL ALIA		SOUND PACIFIC		PACIFIC CIVIL	
ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
B-1	Misc Change	1	E/A	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	\$5,000.00	
B-2	SPCC Plan	1	L/S	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	
B-3	Mobilization	1	L/S	\$29,812.88	\$29,812.88	\$1,235.00	\$7,500.00	\$1,235.00	\$7,500.00	\$25,000.00	\$25,000.00	\$30,000.00	\$30,000.00	\$14,000.00	\$14,000.00	\$5,000.00	\$37,000.00	\$37,000.00	\$30,000.00	\$30,000.00	\$3,000.00	\$3,000.00	\$25,000.00	\$25,000.00	
B-4	Cleaning and Grubbing	0.44	ACRE	\$50,000.00	\$22,500.00	\$16,740.00	\$7,312.50	\$90,000.00	\$40,500.00	\$4,620.00	\$2,029.50	\$40,800.00	\$17,410.00	\$45,000.00	\$20,250.00	\$375,000.00	\$13,725.00	\$14,765.00	\$7,094.25	\$10,000.00	\$4,500.00	\$26,000.00	\$11,700.00	\$44,740.00	\$19,901.50
B-5	Removal of Structures and Obstructions	1	L/S	\$14,000.00	\$14,000.00	\$3,715.00	\$3,715.00	\$3,500.00	\$3,500.00	\$5,300.00	\$5,300.00	\$7,500.00	\$7,500.00	\$26,200.00	\$26,200.00	\$14,000.00	\$14,000.00	\$14,000.00	\$14,000.00	\$2,700.00	\$35,000.00	\$35,000.00	\$27,000.00	\$11,925.00	\$11,925.00
B-6	Roadway Excavation Incl. Haul	417	CY	\$50.00	\$20,850.00	\$48.24	\$20,120.25	\$55.00	\$22,935.00	\$72.00	\$30,174.00	\$23.00	\$9,591.00	\$28.00	\$11,676.00	\$25.00	\$10,425.00	\$32.15	\$13,406.55	\$75.00	\$31,275.00	\$65.00	\$27,105.00	\$20.00	\$8,580.00
B-7	Embankment Connection	421	CY	\$55.00	\$23,105.00	\$9.50	\$3,999.50	\$3.00	\$1,263.00	\$30.00	\$12,630.00	\$4.00	\$1,644.00	\$55.00	\$23,105.00	\$10.00	\$4,110.00	\$23.65	\$9,956.65	\$25.00	\$10,525.00	\$2.00	\$842.00	\$5.80	\$2,441.80
B-8	Storm or Fema Excavation Class B	1	L/S	\$2,500.00	\$2,500.00	\$2,710.00	\$2,710.00	\$250.00	\$250.00	\$450.00	\$450.00	\$2,850.00	\$2,850.00	\$600.00	\$600.00	\$215.00	\$1,728.00	\$1,728.00	\$1,728.00	\$500.00	\$500.00	\$500.00	\$500.00	\$1.00	\$1.00
B-9	Graded Surface Tree Course	221	TON	\$30.00	\$6,630.00	\$36.00	\$7,956.00	\$25.00	\$5,525.00	\$28.50	\$6,289.50	\$58.75	\$8,563.15	\$29.00	\$6,409.00	\$35.00	\$7,735.00	\$39.75	\$8,784.75	\$60.00	\$13,260.00	\$40.00	\$8,540.00	\$30.00	\$9,630.00
B-10	HMA C1 1/2 In. PG 58H-22	324	TON	\$125.00	\$40,375.00	\$79.60	\$25,710.80	\$85.00	\$27,455.00	\$121.50	\$39,244.50	\$94.00	\$30,362.00	\$114.00	\$36,822.00	\$80.00	\$25,840.00	\$85.95	\$27,761.85	\$100.00	\$32,300.00	\$90.00	\$29,070.00	\$81.00	\$26,163.00
B-11	Cement Concrete Pavement 6 In Section	32	SY	\$150.00	\$4,800.00	\$37.50	\$1,200.00	\$95.00	\$3,040.00	\$58.00	\$2,816.00	\$325.00	\$10,400.00	\$39.00	\$1,248.00	\$58.00	\$1,856.00	\$39.35	\$1,259.20	\$200.00	\$6,400.00	\$297.00	\$9,504.00	\$70.50	\$2,268.80
B-12	Schedule A Storm Sewer Pipe 12 In. Diam.	192	L/F	\$40.00	\$7,680.00	\$29.24	\$5,596.00	\$135.00	\$25,920.00	\$52.00	\$10,560.00	\$124.00	\$14,208.00	\$38.00	\$7,296.00	\$40.00	\$7,680.00	\$99.00	\$19,806.00	\$80.00	\$15,360.00	\$60.00	\$12,000.00	\$65.50	\$12,572.00
B-13	Ductile Iron Sewer Pipe 12 In. Diam.	19	L/F	\$75.00	\$1,425.00	\$107.00	\$2,033.00	\$150.00	\$2,850.00	\$90.00	\$1,710.00	\$100.00	\$1,900.00	\$70.00	\$1,050.00	\$80.00	\$1,520.00	\$198.00	\$3,762.00	\$110.00	\$2,000.00	\$80.00	\$1,520.00	\$83.00	\$1,577.00
B-14	Jefferson Trench	390	L/F	\$85.00	\$33,150.00	\$101.75	\$39,682.50	\$80.00	\$31,200.00	\$73.50	\$28,665.00	\$49.50	\$19,305.00	\$69.00	\$26,910.00	\$75.00	\$29,250.00	\$81.00	\$31,490.00	\$125.00	\$48,750.00	\$65.00	\$25,350.00	\$83.00	\$32,370.00
B-15	Catch Basin Type 1	5	E/A	\$1,200.00	\$6,000.00	\$1,725.00	\$8,625.00	\$1,300.00	\$6,500.00	\$1,250.00	\$6,250.00	\$1,150.00	\$5,750.00	\$1,050.00	\$5,250.00	\$1,300.00	\$6,500.00	\$1,431.00	\$7,155.00	\$1,500.00	\$1,750.00	\$1,200.00	\$6,000.00	\$8,450.00	\$8,450.00
B-16	Water Quality Unit	2	E/A	\$25,000.00	\$50,000.00	\$19,360.00	\$38,720.00	\$15,400.00	\$30,800.00	\$17,950.00	\$35,900.00	\$14,800.00	\$29,600.00	\$12,500.00	\$25,000.00	\$18,000.00	\$36,000.00	\$14,352.00	\$28,704.00	\$20,500.00	\$41,000.00	\$21,000.00	\$42,000.00	\$14,400.00	\$28,800.00
B-17	Drinking Fountain	1	L/S	\$5,000.00	\$5,000.00	\$8,450.00	\$8,450.00	\$3,500.00	\$3,500.00	\$5,000.00	\$5,000.00	\$2,600.00	\$2,600.00	\$14,500.00	\$14,500.00	\$10,000.00	\$10,000.00	\$5,400.00	\$5,400.00	\$6,000.00	\$6,000.00	\$4,500.00	\$4,500.00	\$1,500.00	\$1,500.00
B-18	Drinking/Water Pollution Control	1	L/S	\$2,000.00	\$2,000.00	\$4,435.00	\$4,435.00	\$250.00	\$250.00	\$5,000.00	\$5,000.00	\$9,500.00	\$9,500.00	\$10,200.00	\$10,200.00	\$1,000.00	\$1,000.00	\$5,400.00	\$5,400.00	\$2,000.00	\$2,000.00	\$1,100.00	\$1,100.00	\$800.00	\$800.00
B-19	Islet Protection	1	E/A	\$100.00	\$100.00	\$84.00	\$84.00	\$60.00	\$60.00	\$100.00	\$100.00	\$63.00	\$63.00	\$70.00	\$70.00	\$80.00	\$80.00	\$61.00	\$61.00	\$55.00	\$55.00	\$100.00	\$100.00	\$65.00	\$65.00
B-20	Tunnel Type A	413	CY	\$45.00	\$18,585.00	\$43.25	\$17,862.25	\$65.00	\$26,845.00	\$35.00	\$14,389.00	\$98.50	\$40,550.50	\$54.00	\$22,302.00	\$40.00	\$16,520.00	\$45.25	\$17,862.25	\$40.00	\$16,520.00	\$60.00	\$27,019.00	\$40.00	\$16,520.00
B-21	Black Mulch	413	SY	\$45.00	\$18,585.00	\$87.75	\$36,359.25	\$65.00	\$26,845.00	\$73.00	\$30,149.00	\$88.50	\$36,550.50	\$74.00	\$30,562.00	\$55.00	\$24,715.00	\$59.40	\$24,332.40	\$60.00	\$24,780.00	\$63.00	\$26,019.00	\$55.00	\$24,715.00
B-22	PSIPR - Acer truncatum x glaberrimus 'Kerrihofum'	6	E/A	\$350.00	\$2,100.00	\$527.00	\$3,162.00	\$450.00	\$2,700.00	\$660.00	\$3,960.00	\$485.00	\$1,741.00	\$802.00	\$5,412.00	\$500.00	\$1,800.00	\$540.00	\$3,240.00	\$600.00	\$3,600.00	\$440.00	\$2,640.00	\$500.00	\$3,000.00
B-23	PSIPR - Betula x stenophylla 'Conklin's Connective'	45	E/A	\$20.00	\$900.00	\$27.00	\$1,215.00	\$20.00	\$900.00	\$37.00	\$1,665.00	\$27.50	\$1,237.50	\$32.00	\$1,440.00	\$30.00	\$1,350.00	\$30.25	\$1,361.25	\$30.00	\$1,350.00	\$31.00	\$984.00	\$28.00	\$9,260.00
B-24	PSIPR - Cornus Sericea 'Kelsie'	26	E/A	\$20.00	\$520.00	\$17.25	\$448.50	\$25.00	\$650.00	\$33.00	\$858.00	\$27.50	\$715.00	\$32.00	\$832.00	\$27.00	\$702.00	\$33.00	\$858.00	\$30.00	\$780.00	\$31.00	\$761.00	\$25.00	\$650.00
B-25	PSIPR - Erija x dadeensis 'Mediterranean Pink'	105	E/A	\$15.00	\$1,575.00	\$13.00	\$1,365.00	\$15.00	\$1,575.00	\$16.00	\$1,680.00	\$15.50	\$1,627.50	\$15.00	\$1,575.00	\$13.00	\$1,365.00	\$13.00	\$1,365.00	\$15.00	\$1,575.00	\$15.00	\$1,575.00	\$12.00	\$1,260.00
B-26	PSIPR - Heliconia amplexicaulis	32	E/A	\$15.00	\$480.00	\$10.50	\$336.00	\$15.00	\$450.00	\$17.25	\$552.00	\$15.50	\$496.00	\$15.00	\$450.00	\$14.00	\$420.00	\$14.00	\$420.00	\$15.00	\$450.00	\$15.00	\$450.00	\$13.00	\$390.00
B-27	PSIPR - Hemerocallis x Pardon's Dream	66	E/A	\$15.00	\$990.00	\$9.75	\$643.50	\$15.00	\$990.00	\$16.00	\$1,056.00	\$15.50	\$1,023.00	\$14.00	\$924.00	\$13.00	\$858.00	\$13.00	\$858.00	\$15.00	\$990.00	\$15.00	\$990.00	\$12.00	\$720.00
B-28	PSIPR - Hemerocallis x Stella D'oro	66	E/A	\$15.00	\$990.00	\$9.75	\$643.50	\$15.00	\$990.00	\$16.00	\$1,056.00	\$15.50	\$1,023.00	\$14.00	\$924.00	\$13.00	\$858.00	\$13.00	\$858.00	\$15.00	\$990.00	\$15.00	\$990.00	\$12.00	\$720.00
B-29	PSIPR - Parsonia Persea 'JL Columnar'	2	E/A	\$350.00	\$700.00	\$275.00	\$1,100.00	\$450.00	\$900.00	\$615.00	\$1,230.00	\$485.00	\$1,230.00	\$802.00	\$1,604.00	\$500.00	\$1,000.00	\$1,000.00	\$1,000.00	\$800.00	\$1,600.00	\$440.00	\$880.00	\$500.00	\$1,000.00
B-30	PSIPR - Prunus laurocerasus 'Mount Vernon'	75	E/A	\$20.00	\$1,500.00	\$24.00	\$1,800.00	\$22.00	\$1,650.00	\$33.00	\$2,475.00	\$27.50	\$2,062.50	\$32.00	\$2,480.00	\$27.00	\$2,025.00	\$27.00	\$2,025.00	\$30.00	\$2,250.00	\$31.00	\$2,325.00	\$25.00	\$1,875.00
B-31	Jerusalem	3,720	SP	\$30.00	\$111,240.00	\$9.50	\$35,250.00	\$7.00	\$26,250.00	\$5.00	\$18,750.00	\$5.50	\$20,625.00	\$11.00	\$40,750.00	\$3.50	\$13,125.00	\$3.75	\$14,062.50	\$40.00	\$30,000.00	\$5.00	\$18,750.00	\$3.50	\$13,125.00
B-32	Traffic Curb	1,508	L/F	\$30.00	\$45,240.00	\$28.00	\$42,224.00	\$20.00	\$30,160.00	\$20.50	\$30,944.00	\$20.00	\$30,160.00	\$33.00	\$49,764.00	\$33.00	\$49,764.00	\$35.55	\$53,609.40	\$8.00	\$63,360.00	\$42.00	\$34,684.00	\$29.95	\$45,164.00
B-33	Extended Curb	311	L/F	\$12.00	\$3,732.00	\$14.00	\$4,340.00	\$10.00	\$3,090.00	\$11.50	\$3,592.50	\$11.50	\$3,592.50	\$14.00	\$4,660.00	\$15.00	\$4,665.00	\$14.00	\$4,640.00	\$30.00	\$3,600.00	\$14.00	\$4,340.00	\$9.00	\$3,795.00
B-34	Wood Fence 4 Ft Tall	25	L/F	\$50.00	\$1,250.00	\$58.50	\$1,462.50	\$50.00	\$1,250.00	\$50.00	\$1,250.00	\$50.00	\$1,250.00	\$48.00	\$1,200.00	\$50.00	\$1,250.00	\$48.35	\$1,208.75	\$50.00	\$1,250.00	\$46.00	\$1,150.00	\$44.00	\$1,100.00
B-35	Chain Link Fence Type 4	190	L/F	\$35.00	\$6,650.00	\$48.50	\$9,215.00	\$33.00	\$6,260.00	\$31.50	\$5,985.00	\$30.00	\$5,985.00	\$30.00	\$5,700.00	\$30.00	\$5,700.00	\$30.55	\$5,804.50	\$30.00	\$5,700.00	\$29.00	\$5,510.00	\$28.30	\$5,377.00
B-36	Rebar Concrete Gate	1	L/S	\$2,500.00	\$2,500.00	\$1,620.00	\$1,620.00	\$2,500.00	\$2,500.00	\$5,000.00	\$5,000.00	\$3,352.00	\$3,352.00	\$1,250.00	\$1,250.00	\$1,500.00	\$1,500.00	\$1,620.00	\$1,620.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00	\$1,500.00
B-37	Current Concrete Sidewalk	435	SY	\$35.00	\$15,225.00	\$30.85	\$13,419.75	\$50.00	\$21,750.00	\$48.50	\$21,097.50	\$60.00	\$21,7,												

# REQUEST FOR COUNCIL ACTION

<b>DATE ACTION IS REQUESTED:</b> April 20, 2020	<b>TITLE:</b> Motion authorizing award of a contract in the estimated amount of \$272,384.50 to McDonough & Sons, Inc. for the 2020-2025 Street Sweeping Service Contract.	<b>TYPE OF ACTION:</b>  — ORDINANCE — RESOLUTION <u>X</u> MOTION 2020-20 — OTHER
<b>REVIEW:</b> April 20, 2020	<b>ATTACHMENTS:</b> Bid Tabulations	

**SUBMITTED BY:** Paul A. Bucich, P.E., Public Works Engineering Director/City Engineer

**RECOMMENDATION:** It is recommended that the City Council award a contract in the estimated amount of \$272,384.50 to McDonough & Sons, Inc. for the 2020-2025 Street Sweeping Service Contract.

**DISCUSSION:** The City solicited proposals for the above work in February and March 2020. Only one proposal was submitted when it was first advertised. The proposal was found to be non-responsive because the equipment list did not meet contract requirements. In addition, the contract prices were exceedingly higher than expected estimates.

The contract was re-advertised and two different vendors submitted proposals. Staff rated the proposals based on contract price, equipment and facilities, customer references, and response time. Staff recommends awarding the contract to McDonough & Sons, Inc. as they rated the highest of the two vendors. They are located in the Maple Valley area so their response time would be well within the two-hour requirement. **CONT'D on page 2**

**ALTERNATIVE(S):** The contract could be awarded to the other vendor; or both RFPs could be rejected and the project re-advertised. It is not anticipated that advertising a third time will result in any more favorable bids.

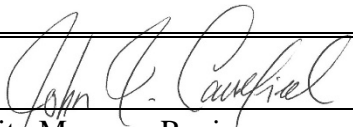
**FISCAL IMPACT:** The majority of the contract will be paid for from the Surface Water Management budget (401), approximately \$264,000, and the balance of approximately \$8,100 from the Facilities budget (504) for the City Hall parking lot, the parks, and the Sounder Garage.

Greg Vigoren

Prepared by

Paul A. Bucich

Department Director

  
City Manager Review

## DISCUSSION CONT'D:

Per mile sweeping prices for McDonough are approximately 80% higher than our current contract. Our current vendor, Best Parking Lot, was recently purchased by Pro-Vac. Pro-Vac submitted the other bid and their prices are even higher than McDonough's and more than double the current contract prices. According to the manager at McDonough, their prices reflect higher costs for dumping sweeping waste (more than double the past few years), and labor and benefits, as well as new equipment costs.

The overall project cost is also higher because additional sweeping services have been added for the parks, Colonial Plaza, wide sidewalks, and the Sounder Garage. In addition, there is an additional annual sweep added for the High Organic Debris Areas as well as the collector and local access streets and center turn lanes. These costs add approximately \$40,000 to the contract.

This is a one-year service contract (May 1 through April 30) with the ability to extend the contract for up to 5 additional years. The current contract expires at the end of April 2020.

# BID TABULATIONS

PROJECT NAME  
PROJECT NO.  
CLOSING DATE

2020-2025 Street Sweeping Service Contract  
N/A  
03/31/2020

Note: We hereby certify that these tabulated bids represent all proposals received and that the additions of all prices shown have been checked and corrected.

				VENDOR NAME: McDonough & Sons		VENDOR NAME: Olson Bros Pro-Vac	
ITEM	DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	AMOUNT	UNIT PRICE	AMOUNT
1	Lakewood Towne Center (once per week)	100	MI	\$55.00	\$5,500.00	\$62.37	\$6,237.00
2	City Hall Parking Lot (once per month)	1	LS	\$3,663.00	\$3,663.00	\$6,639.60	\$6,639.60
3	Sounder Station Parking Garage (once per quarter)	1	LS	\$2,035.00	\$2,035.00	\$3,113.20	\$3,113.20
4	Ft. Steilacoom, Harry Todd, and American Lake Parks (once per quarter)	1	LS	\$2,442.00	\$2,442.00	\$8,366.00	\$8,366.00
5	Colonial Plaza (once per month)	1	LS	\$2,442.00	\$2,442.00	\$4,644.00	\$4,644.00
6	High Organic Debris Areas (October, November, December, January; every other week)	1,290	MI	\$55.00	\$70,950.00	\$62.37	\$80,457.30
7	Principal Arterials (every other week)	1,150	MI	\$55.00	\$63,250.00	\$62.37	\$71,725.50
8	Minor Arterials (once per month)	610	MI	\$55.00	\$33,550.00	\$62.37	\$38,045.70
9	Collectors & Local Access (February, May, August, November and/or upon request)	1,090	MI	\$55.00	\$59,950.00	\$62.37	\$67,983.30
10	Center Turn Lanes (see contract for description)	260	MI	\$55.00	\$14,300.00	\$62.37	\$16,216.20
11	Wide Sidewalks (see contract for description)	5	MI	\$610.50	\$3,052.50	\$62.37	\$311.85
12	Extra Sweeping - Emergency Call-Out	150	HR	\$75.00	\$11,250.00	\$185.00	\$27,750.00
<b>TOTAL</b>				<b>\$272,384.50</b>		<b>\$331,489.65</b>	

# REQUEST FOR COUNCIL ACTION

**DATE ACTION IS REQUESTED:**

April 20, 2020

**TITLE:** Adoption of Durr site-specific rezone.

**TYPE OF ACTION:**

— ORDINANCE NO. 733

— RESOLUTION NO.

— MOTION NO.

— OTHER

**REVIEW:**

April 6, 2020

**ATTACHMENTS:**

Location Map

Ordinance No. 733

**SUBMITTED BY:** Courtney Brunell, Planning Manager

**RECOMMENDATION:** It is recommended that the City Council adopt Ordinance No. 733 approving the rezone at 11918 & 11920 Nyanza Road SW to rezone the property from Residential 1 (R1) to Residential (R2).

**DISCUSSION:** On June 27, 2019 Daniel Durr applied for a Site Specific Rezone (LU-19-00145) and SEPA Checklist application (LU-19-00144) to rezone the properties located at 11918 & 11920 Nyanza Road SW from Residential 1 (R1) to Residential (R2).

A public hearing was held to evaluate the rezone proposal on September 11, 2019. The Hearing Examiner (Phil Olbrechts) approved the Durr Site Specific Rezone and issued his decision on September 25, 2019. No appeals were filed against the hearing examiner's decision.

The site is located in the R1 zoning District. The proposed site specific rezone will change the zoning to R2. Both R1 and R2 zones are designated as *Residential Estate* in the Comprehensive Plan.

The proposed rezone will change the development standards for the subject sites, which may impact future development. Several of the development standards are the same for both R1 & R2 zoning, including: building coverage, impervious surface coverage and setbacks. The density and minimum lot size will be changed under the new zoning. Density in the R1 zone is 1.45 dua and the minimum lot size is 25,000 gsf. In the R2 zone, the density is 2.2 dua and the minimum lot size is 17,000 gsf. According to the City's GIS, the proposed site consists of two parcels for a total of approximately 1.59 acres. Under the current base zoning, a future development may consist of up to 2 lots, under the new proposed zoning; a future development may consist of up to 4 lots.

**ALTERNATIVE(S):** The Council could amend the Ordinance prior to action.

**FISCAL IMPACT:** This rezone will allow for up to two new lots, which are expected to be redeveloped with two new single family homes.

Courtney Brunell

Prepared by

City Manager Review

Department Director

## **ORDINANCE NO. 733**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON APPROVING A SITE-SPECIFIC REZONE AT 11918 & 11920 NYANZA ROAD SW KNOWN AS THE DURR REZONE.**

#### **FINDINGS**

**WHEREAS**, the Washington State Legislature, through Chapter 36.70A RCW, the State Growth Management Act (GMA), intends that local planning be a continuous and ongoing process; and

**WHEREAS**, on March 4, 2019 the Lakewood City Council adopted Ordinance No. 704 delegating the quasi-judicial review of site specific rezones to the examiner; affording an appeal to the City Council; and then, once past any appeal periods, adopting any approved changes in an ordinance amending the zoning map; and

**WHEREAS**, on June 27, 2019 Daniel Durr applied for a Site Specific Rezone (LU-19-00145) and SEPA Checklist application (LU-19-00144) is to rezone the properties located at 11918 & 11920 Nyanza Road SW from Residential 1 (R1) to Residential (R2); and

**WHEREAS**, a combined Notice of Application with a fourteen day comment period was published on July 19, 2019; and

**WHEREAS**, on August 27, 2019 the SEPA Official issued a Determination of Non-significance (DNS); and

**WHEREAS**, no appeals were filed against the SEPA threshold determination; and

**WHEREAS**, a public hearing notice with fourteen day comment period was published on August 11, 2019; and



**WHEREAS**, on September 11, 2019 a public hearing was held to evaluate the rezone proposal; and

**WHEREAS**, on September 25, 2019, the Lakewood Hearing Examiner issued a determination approving the Durr Site Specific Rezone; and

**WHEREAS**, no appeals were filed against the Hearing Examiner's September 25, 2019 decision; and

**WHEREAS**, the Lakewood City Council has considered the required findings as related to each independent zoning map amendment as listed below are satisfied:

1. The proposed amendment is consistent with the Comprehensive Plan;
2. The proposed amendment and subsequent development of the site would be compatible with development in the vicinity;
3. The proposed amendment will not unduly burden the transportation system in the vicinity of the property with significant adverse impacts which cannot be mitigated;
4. The proposed amendment will not unduly burden the public services and facilities serving the property with significant adverse impacts which cannot be mitigated;
5. The proposed amendment will not adversely impact the public health, safety, and general welfare of the citizens of the city;
6. 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 the subject property;
7. Circumstances have changed substantially since the establishment of the current zoning map or zoning district to warrant the proposed amendment; and
8. 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; and

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD,  
WASHINGTON, DOES ORDAIN AS FOLLOWS:**

**Section 1. Adoption of Hearing Examiner's Findings.**

The Findings of the Hearing Examiner are adopted as part of this Ordinance.

**Section 2. Adoption of Amendments.** The City Council approves the site- specific rezone (LU-19-00145) rezone the properties located at 11918 & 11920 Nyanza Road SW from Residential 1 (R1) to Residential (R2).

**Section 4. Severability.** If any portion of this Ordinance or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

**Section 5. Effective Date.** This Ordinance shall be in full force and effect thirty (30) days after final passage.

**ADOPTED** by the City Council of the City of Lakewood this 20<sup>th</sup> day of April, 2020.

CITY OF LAKEWOOD

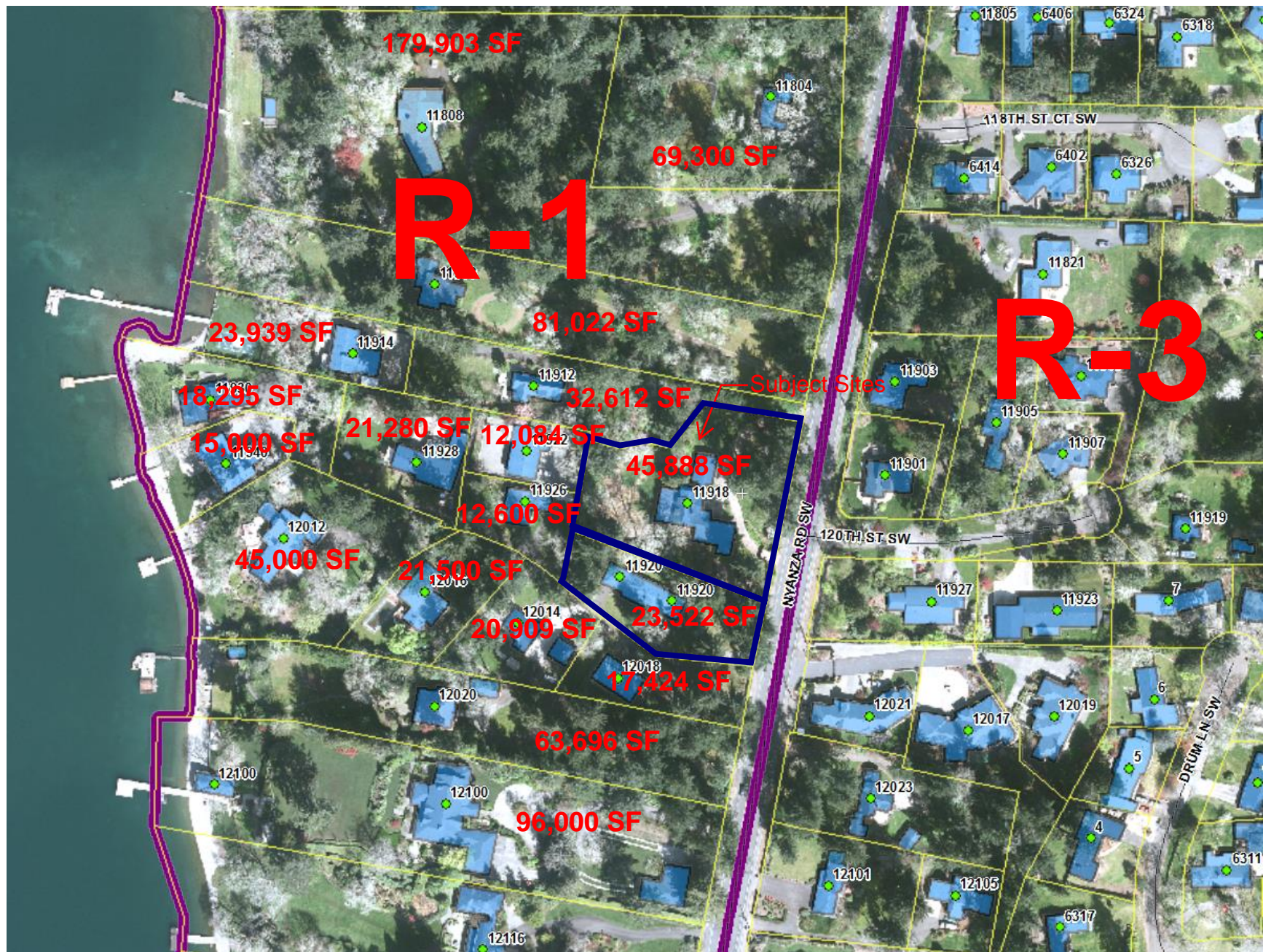
\_\_\_\_\_  
Don Anderson, Mayor

Attest:

\_\_\_\_\_  
Briana Schumacher, City Clerk

Approved as to Form:

\_\_\_\_\_  
Heidi Ann Wachter, City Attorney





# REQUEST FOR COUNCIL ACTION

<b>DATE ACTION IS REQUESTED:</b> April 20, 2020	<b>TITLE:</b> A Resolution ratifying Pierce County Ordinance 2019-70s Amending the Pierce County Countywide Planning Policies and Designating 14 Countywide Centers	<b>TYPE OF ACTION:</b> ___ ORDINANCE NO. _X_ RESOLUTION NO. 2020-03 ___ MOTION NO. ___ OTHER
<b>REVIEW:</b> April 6, 2020 Meeting	<b>ATTACHMENTS:</b> Draft Resolution	

**SUBMITTED BY:** Tiffany Speir, Long Range & Strategic Planning Manager through Dave Bugher, Assistant City Manager for Development Services and John Caulfield, City Manager.

**RECOMMENDATION:** It is recommended that the City Council adopt the attached Resolution 2020-03.

**DISCUSSION:** In November 2019, the Pierce County Council adopted Ordinance 2019-70s signifying its approval of proposed amendments to the Countywide Planning Policies (CPPs) that: updates the CPPs Centers policies, including new Centers criteria designation; formally designates 14 Countywide Centers; and authorizes the Pierce County Executive to execute two interlocal agreements with the cities and towns of Pierce County to ratify the proposal. The new CPPs are based on the Puget Sound Regional Council's recent adoption of a new Regional Centers Framework. The 14 proposed Countywide Centers are located in a numbers of cities and unincorporated Pierce County (none were proposed within Lakewood.)

Discussion continued on the next page.

**ALTERNATIVE(S):** The City Council could 1) take no action on the Resolution, resulting in automatic ratification, or 2) amend it to support or oppose specific proposed Countywide Centers.

**FISCAL IMPACT:** None.

Prepared by:  
Tiffany Speir, Long Range & Strategic Planning  
Manager

Department Director:  
Dave Bugher, Assistance City Manager for  
Development Services



City Manager Review

**DISCUSSION CONTINUED:** The attached Resolution would ratify the updated Countywide Planning Policies and new 14 Countywide Centers (Resolution Exhibits A and B.) Also attached is the map of the proposed Countywide Centers (Resolution Exhibit C.) Two original signed copies of each interlocal agreement and a copy of the Resolution are due to Pierce County by May 10, 2020. One copy of each interlocal agreement will be returned to the City once the Pierce County Executive has signed them.

## **RESOLUTION 2020-03**

### **A RESOLUTION RATIFYING PIERCE COUNTY ORDINANCE 2019-70S AMENDING THE PIERCE COUNTY COUNTYWIDE PLANNING POLICIES AND DESIGNATING 14 COUNTYWIDE CENTERS**

#### **FINDINGS**

**WHEREAS**, the Puget Sound Regional Council (PSRC) updated the Regional Centers Framework on March 22, 2018 to include a revised structure and criteria for regional and countywide centers; and

**WHEREAS**, the Pierce County Countywide Planning Policies (CPPs) are required to be consistent with Vision 2040; and

**WHEREAS**, the Pierce County Regional Council (PCRC), based upon the recommendation from the Pierce County Growth Management Coordinating Committee (GMCC) and its own discussions, recommended approval of the proposed amendments to the centers designation criteria at its January 17, 2019, meeting; and

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

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

**WHEREAS**, it is appropriate to allow jurisdictions to consider approval of the proposed Countywide Centers independently; and

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

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

**WHEREAS**, 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; and

**WHEREAS**, when ratified by the necessary number of cities and towns, Section 19D.240 of the Pierce County Code (PCC), "Pierce County Countywide Planning Policies," shall be amended,

without a subsequent Ordinance of the County Council, to incorporate the recommended proposal; and

**WHEREAS**, on November 12, 2019, the County Council adopted Ordinance 2019-70s acknowledging its approval of the amendments to the CPPs, including the designation of 14 new Countywide Centers, and authorizing the Pierce County Executive to execute Interlocal Agreements as set forth in Exhibits A and B, thereby ratifying the attached amendments to the CPPs and amending Chapter 19D.240 of the Pierce County;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON HEREBY RESOLVES AND DECIDES AS FOLLOWS:**

**Section 1.** Adoption of City Council Findings. The Findings of the City Council are adopted as part of this Ordinance.

**Section 2.** The City Council authorizes the Mayor to sign and execute the Interlocal Agreements, attached hereto as Exhibits A and B, regarding approval of updates to the Pierce County CPPs and establishing 14 Countywide Centers.

**Section 3. Severability.** If any portion of this Resolution or its application to any person or circumstances is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances shall not be affected.

**Section 4. Effective Date.** This Resolution shall be in full force and effect upon approval by the City Council.

**ADOPTED** by the City Council of the City of Lakewood this 20th day of April, 2020.

CITY OF LAKEWOOD

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Don Anderson, Mayor

Attest:

---

Briana Schumacher, City Clerk

Approved as to Form:

---

Heidi Ann Wachter, City Attorney



**EXHIBIT A**  
**INTERLOCAL AGREEMENT REGARDING**  
**COUNTYWIDE PLANNING POLICIES AMENDMENTS**

**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.





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





1 service standards mutually agreed upon by the service provider and the  
2 jurisdiction served. The definition of levels of service standards may allow for  
3 the phasing-in of such standards as may be provided in the capital facilities  
4 element of County or municipal comprehensive plans.

5  
6 5.2 "Public facilities" include:

- 7  
8 5.2.1 Streets, roads, highways, sidewalks, street and road lighting systems, and  
9 traffic signals;  
10 5.2.2 Domestic water systems;  
11 5.2.3 Sanitary sewer systems;  
12 5.2.4 Storm sewer systems;  
13 5.2.5 Park and recreational facilities;  
14 5.2.6 Schools.

15  
16 5.3 "Public services" include:

- 17  
18 5.3.1 Fire protection and suppression;  
19 5.3.2 Law enforcement;  
20 5.3.3 Public health;  
21 5.3.4 Education;  
22 5.3.5 Recreation;  
23 5.3.6 Environmental protection;  
24 5.3.7 Other governmental services, including power, transit and libraries.

25  
26 5.4 Public Sanitary Sewer Service. The following policies shall be applicable to the  
27 provision of public sanitary sewer service in the County and its municipalities:

28  
29 5.4.1 Relationship of Sewer Interceptors to Comprehensive Plans. The timing,  
30 phasing and location of sewer interceptor expansions shall be included in  
31 the capital facilities element of the applicable municipal or County  
32 comprehensive plans and shall be consistent with Countywide Planning  
33 Policies, the Urban Growth Area boundaries and the local comprehensive  
34 land use plan. The phased expansions shall be coordinated among the  
35 County and the municipalities therein and shall give priority to existing  
36 unserved urbanized areas within the Urban Growth Area except as  
37 provided in 3.4.2 a. and b. below.

38 5.4.2 Public Sewer Interceptor and Service Extensions/Expansions:

- 39 a. Public sewer interceptors shall only extend or expand outside of  
40 Urban Growth Areas where:  
41 (i) sewer service will remedy ground water contamination and  
42 other health problems by replacing septic systems, or  
43 (ii) a formal binding agreement to service an approved planned  
44 development was made prior to the establishment of the Urban  
45 Growth Area, or  
46 (iii) an interceptor will convey wastewater originating within a  
47 designated Urban Growth Area to sewerage facilities in  
48 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.





- 1 7.3.1 Street Cleaning. Standards for street cleaning shall be discussed and  
2 should be developed, consistent with requirements of federal and state  
3 water quality standards.  
4 7.3.2 Transit. Urban transit service plans adopted by the Pierce County Public  
5 Transit Benefit Authority.  
6 7.3.3 Library. Appropriate jurisdictions should provide 450 square feet of  
7 library space per 1,000 persons.  
8 7.3.4 Parks and Recreation. Provisions for parks at a level of 3.0 acres of  
9 neighborhood/community parks per 1,000 population should be made for  
10 all plats and short plats as required by RCW 58.17. Such provision can be  
11 made either through dedication to the public of land, or through provision  
12 of funds, as mitigation, for park land purposes.

13  
14 7.4 All development within an urban growth area shall be provided services  
15 pursuant to the provision of this agreement and the joint planning agreements  
16 adopted pursuant to it. It is recognized that the County may provide certain  
17 urban services within an Urban Growth Area, and that cities may provide certain  
18 urban services within the same area, but outside their current municipal  
19 boundaries.

20  
21 7.5 The County and each municipality shall enter into an interlocal cooperation  
22 agreement providing for the approval and delivery of public facilities and  
23 services in the Urban Growth Area. Such further agreements shall include,  
24 where appropriate, provisions relating to services such as law enforcement and  
25 schools and the services of special purpose districts and other service providers.

26  
27 7.6 Ordinances allowing low impact development standards and create  
28 environmentally-sensitive development shall be allowed as alternative  
29 development standards. Any other ordinances allowing variances and deviations  
30 to the urban development standards may be adopted by each responsible  
31 jurisdiction for those limited circumstances necessary to allow for recognition of  
32 community plans and goals, recognized historic character, or special physical or  
33 engineering circumstances, as long as such variances and deviations are  
34 otherwise consistent with these policies. A legislative authority adopting a  
35 variance or deviation to the minimum urban development standards under this  
36 section must inform the Pierce County Regional Council (PCRC) of such  
37 adoption.

38  
39 UGA-8. The County and each municipality shall adopt within their respective comprehensive  
40 plans, policies to ensure that development within the urban growth area uses land  
41 efficiently, provides for a wide variety of uses, conserves natural resources, and allows  
42 for the connection of communities to an efficient, transit-oriented, multimodal  
43 transportation system. Policies shall:

- 44  
45 8.1 provide for more choices in housing types and moderate increases in density to  
46 achieve at least an average net density of four units per acre;  
47  
48 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.~~  
44  
45





1 *Implementation Strategies*

2  
3 UGA 47. All jurisdictions will support transportation capital improvement projects which support  
4 access and movement of goods to Manufacturing/Industrial Centers.

5  
6 UGA 48. Jurisdictions having a designated Manufacturing/Industrial Center shall:

7  
8 48.1— Plan for and fund capital facility improvement projects which support the  
9 movement of goods;

10 48.2— Coordinate with utility providers to ensure that utility facilities are available to  
11 serve such centers;

12 48.3— Provide buffers around the center to reduce conflicts with adjacent land uses;

13 48.4— Facilitate land assembly;

14 48.5— Assist in recruiting appropriate businesses; and

15 48.6— Encourage employers to participate in commute trip reduction program.

16  
17 UGA 49. A Manufacturing/Industrial Center shall meet at a minimum the following criteria for  
18 consideration as a candidate for Countywide Center:

19  
20 49.1— Capital Facilities: served by sanitary sewers;

21 49.2— Employment: a minimum of 7,500 jobs and/or 2,000 truck trips per day; and

22 49.3— Transportation: within one mile of a state or federal highway or national rail  
23 line.

24  
25 **Prioritization of Funding for Centers**

26  
27 UGA 50. Regional and countywide transportation and economic development funds should be  
28 prioritized for centers and transportation and infrastructure servicing centers in Pierce  
29 County that have been designated regionally; it is also appropriate for countywide and  
30 local funding to be directed to centers and transportation and infrastructure servicing  
31 centers designated exclusively at the countywide level or identified locally by a  
32 jurisdiction.

33  
34 **Centers of Local Importance (CoLI)**

35  
36 *Concepts and Principles*

37  
38 UGA 51 A CoLI may be located in either an urban or rural area, and shall include activities  
39 that provide a focal point or sense of place for a community and its surrounding area.

40  
41 *Design Features of CoLIs*

42  
43 UGA 52. A CoLI is characterized by a concentration of land uses or activities that provide a  
44 sense of place or gathering place for the community and neighborhood residents. A  
45 CoLI should include one or more the following characteristics:

46  
47 52.1— Civic services

48 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.

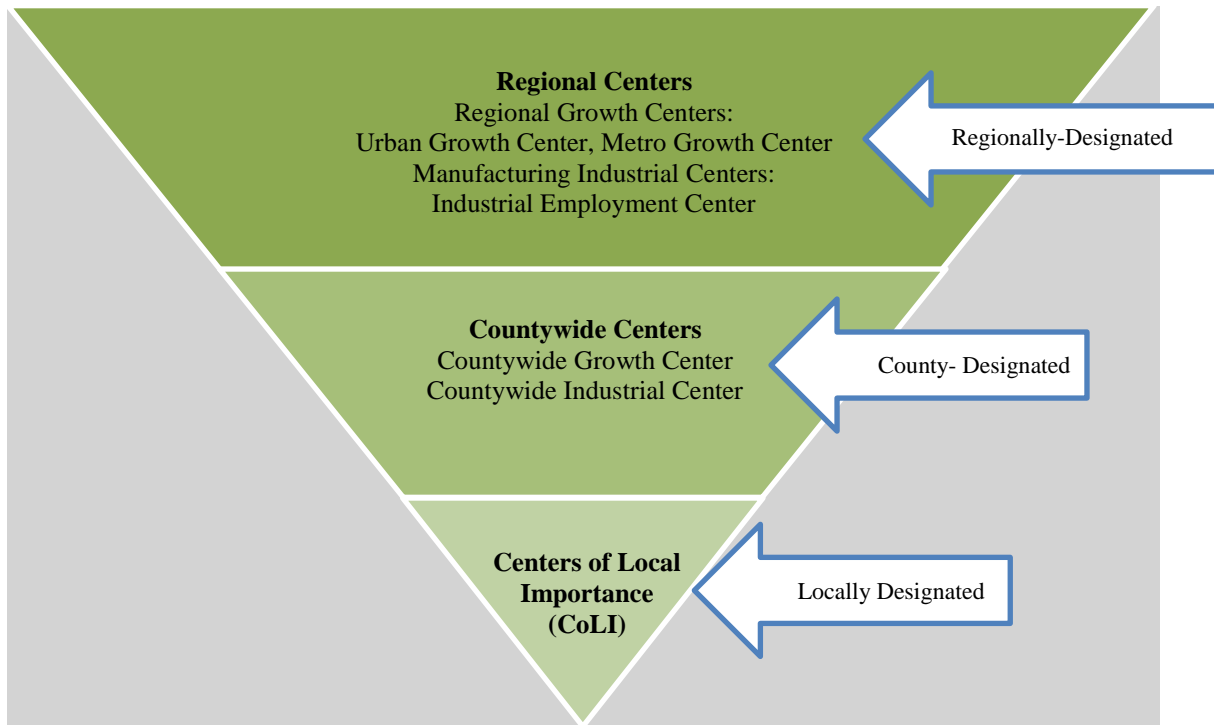
C-5. Transportation and economic development funds should be prioritized for transportation and infrastructure supporting Centers in Pierce County. Projects that support Regional Growth and/or Manufacturing Industrial Centers (and Candidates), support more than one center, and benefit a variety of user 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"><li>○ Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended</li><li>○ Clear evidence that area is a local priority for investment, such as planning efforts or infrastructure</li></ul> The Center is a location for compact, mixed-use development; including: <ul style="list-style-type: none"><li>○ A minimum existing activity unit density of 10 activity units per acre</li><li>○ 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.</li><li>○ Capacity and planning for additional growth of 16 activity units per acre or more.</li></ul> The Center supports multi-modal transportation, including:	Demonstration that the Center is a local planning and investment priority: <ul style="list-style-type: none"><li>○ Identified as a Countywide Center in a local comprehensive plan; subarea plan recommended</li><li>○ Clear evidence that area is a local priority for investment, such as planning efforts, or infrastructure</li></ul> The Center supports industrial sector employment: <ul style="list-style-type: none"><li>○ Minimum 1,000 existing jobs and/or 500 acres of industrial land</li><li>○ Defined transportation demand management strategies in place</li><li>○ At least 75% of land area zoned for core industrial uses*</li><li>○ Industrial retention strategies in place</li><li>○ Capacity and planning for additional growth</li><li>○ Important county role and concentration of industrial land</li></ul>



- 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



**EXHIBIT B**  
**INTERLOCAL AGREEMENT REGARDING**  
**ESTABLISHING 14 COUNTYWIDE CENTERS**

**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

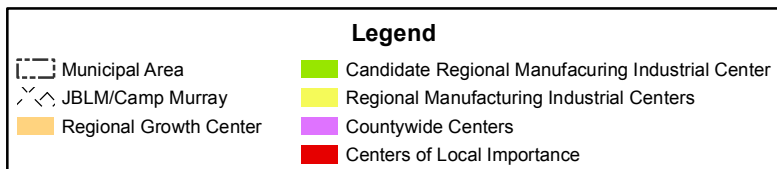
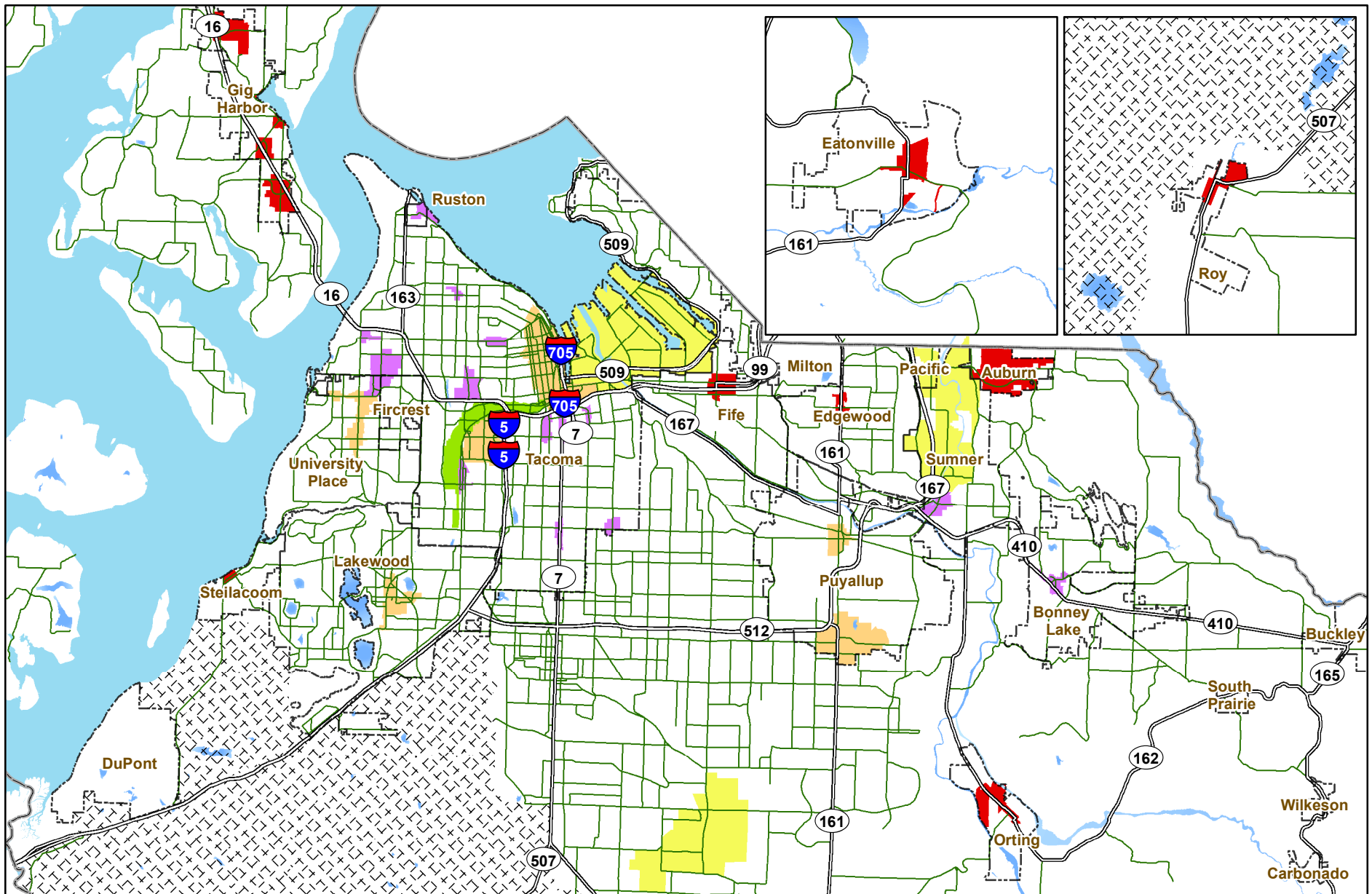
C-27. Countywide Centers are potential candidates for designation as Regional Centers.

Pierce County has the following Countywide Growth Centers:

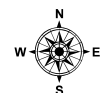
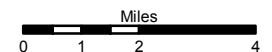
- Sumner Town Center
- 6<sup>th</sup> Avenue (Tacoma)
- Lincoln (Tacoma)
- Lower Pacific (Tacoma)
- McKinley (Tacoma)
- Narrows (Tacoma)
- James Center (Tacoma/Fircrest/University Place)
- Proctor (Tacoma)
- South Tacoma Way (Tacoma)
- Tacoma Central (Tacoma)
- Upper Pacific (Tacoma)
- Upper Portland (Tacoma)
- Ruston Point (Tacoma/Ruston)
- Downtown Bonney Lake



**EXHIBIT C**  
**MAP OF PROPOSED 14 COUNTYWIDE CENTERS**



# Interim Regional Centers, Countywide Centers, and Centers of Local Importance for 2020 Funding Competition



# REQUEST FOR COUNCIL ACTION

<b>DATE ACTION IS REQUESTED:</b> April 20, 2020	<b>TITLE:</b> A Resolution Adopting the City of Lakewood Amended Six Year (2020-2025) Comprehensive Transportation Improvement Program	<b>TYPE OF ACTION:</b>  — ORDINANCE <u>X</u> RESOLUTION NO. 2020-04
<b>REVIEW:</b> April 6, 2020 Public Hearing	<b>ATTACHMENTS:</b> Resolution 2020-04, Amended Comprehensive Transportation Improvement Program 2020-2025	 — MOTION — OTHER

**SUBMITTED BY:** Paul A. Bucich, Public Works Engineering Director

**RECOMMENDATION:** It is recommended that the City Council adopt the amended City of Lakewood Six Year Comprehensive Transportation Improvement Program (2020-2025) to include project 302.0151.

**DISCUSSION:** A public hearing was held on April 6, 2020, and the hearing was advertised in the Tacoma News Tribune and through the City's social media accounts. No public comments were received. If adopted, project 302.0151 would be eligible for grant funds through the PSRC county wide grant funding program.

**ALTERNATIVE(S):** Without the amendment which adds project 302.0151, the project will not be eligible for the current PSRC Countywide grant funding program. The Council can decide to not amend the 2020-2025 TIP and direct staff not to apply for grant funding.

**FISCAL IMPACT:** The TIP is not required to be fiscally balanced and decisions on initiating projects comes with the adoption of the City's biennial budget. Amending the Program to include 302.0151 would make the City responsible for matching funds should a grant be awarded.

Weston Ott  
Prepared by

  
City Manager Review

Paul A. Bucich, P.E.  
Department Director

RESOLUTION NO. 2020-04

A RESOLUTION of the City Council of the City of Lakewood, Washington, adopting an Amended Six-Year (2020-2025) Comprehensive Transportation Improvement Program.

WHEREAS, pursuant to Section 35.77.010 of the Revised Code of Washington, cities are required to adopt and annually update a six-year Transportation Improvement Program as part of a coordinated transportation program; and

WHEREAS, a public hearing was held before the Lakewood City Council at a meeting on April 6, 2020, to hear and receive public comment on the proposed, amended six-year program; and

WHEREAS, the Amended 2020-2025 Program was developed under the guidance of the City Council and was made available on the City's website. A request for public comment on the 6-yr TIP was also made on the city's social media accounts and the Tacoma News Tribune soliciting comments prior to the public hearing; and

WHEREAS, after considering all of the information presented the City Council finds that prioritized road and street capital improvement projects are essential to proper planning and the improvement of transportation within the City, and that planning as provided under the RCW is necessary to obtain available state and federal funding.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD,  
WASHINGTON HEREBY RESOLVES, as Follows:

Section 1. That the Amended Six-Year Comprehensive Transportation Improvement Program for 2020 through 2025, a copy of which is attached hereto and incorporated by reference, is adopted, and that the City Council authorizes the City Manager or designee to use the same in applications for grant funding for transportation related projects, and further authorizes the City Manager or designee to apply for such grants based thereon.

Section 2. That this Resolution shall be in full force and effect upon passage and signatures herein.

PASSED by the City Council this 20th day of April, 2020.

CITY OF LAKEWOOD

---

Don Anderson, Mayor

Attest:

---

Briana Schumacher, City Clerk

Approved as to Form:

---

Heidi Ann Wachter, City Attorney



**CITY OF LAKEWOOD**  
**AMENDED SIX-YEAR COMPREHENSIVE**  
**TRANSPORTATION IMPROVEMENT PROGRAM**  
**2020-2025**  
**-- Amended: 4/20/2020 --**



# PREFACE

Chapters 35.77.010 of the Revised Code of Washington (RCW) provide that each city shall annually update its Six-Year Comprehensive Transportation Program (Program) and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) by July 1 of each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding, it must appear in the agency's current Program.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and preservation of our street system. It is also important to note that the adoption of the Program does not irreversibly commit the City of Lakewood to construct the projects. The Program may at any time be revised by a majority of the City Council, but only after a public hearing.

## CONSISTENCY WITH LAND USE MANAGEMENT PLAN

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and, in particular, transportation facilities and services. The City of Lakewood was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Lakewood has, as part of its Comprehensive Plan, a Transportation Element with a Master Goal to "Ensure that the transportation and circulation system is safe, efficient and serves all segments of the population and reduces reliance on single-occupant vehicles and increase use of other modes of transportation."

Specific goals include the following.

1. To provide a safe, comfortable and reliable transportation system.
2. To reduce consumption of energy through an efficient and convenient transportation system.
3. To enhance options for future improvements to the transportation system by taking advantage of advances in technology and transportation research.
4. To keep travel times for people and goods as low as possible.

5. To emphasize the movement of people and goods, rather than vehicles, in order to obtain the most efficient use of transportation facilities.
6. To establish a minimum level of adequacy for transportation facilities through the use of consistent and uniform standards.
7. To protect the capital investment in the transportation system through adequate maintenance and preservation of facilities.

The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals within the City's Comprehensive Plan.

## **GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS**

The need to leverage local dollars through grant applications is very important to the City, especially in light of the decrease in funding available for transportation related capital improvements. The intent of this Program is not only to list and program projects for funding, but to establish City Council approval to submit grant applications on those projects contained in the Program.

## **FUNDING SOURCES**

### **A. Motor Vehicle Fuel Tax Funds**

The Motor Vehicle Fuel Tax Funds have been programmed to provide matching funds for federal aid and urban arterial projects and for projects to be implemented with Motor Vehicle Fuel Tax Funds only.

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. The dollars shown in this year's Program reflect the revenues from this source expected to be received by the City of Lakewood.

### **B. Federal Aid Funding Programs**

Each of the Federal aid programs listed below has specific requirements a project must meet to qualify for funding under the individual program. For a project to receive funding from any of these sources it must compete with other public agency projects.

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation Act (FAST ACT). The Act authorizes \$305 billion over fiscal years 2016 through 2020 for the Department's highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology and statistics programs. The ACT essentially continues on with a number of specific funding programs that were funded under the previous Federal Transportation program (MAP 21). These include the following:

1. STP        Surface Transportation Program: This is a regionally competitive program.
2. CMAQ       Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
3. HSIP        Highway Safety Improvement Program: Statewide competition for federal funds targeted at safety improvements at high accident locations.
4. TAP        Transportation Alternatives Program: This is a regionally competitive program and focuses on pedestrian and bicycle facilities (on and off road); safe-routes to schools, etc.; and other non-highway focused programs.

Much of the above said Federal grant funds are funneled thru the regional MPOs which for Lakewood that's Puget Sound Regional Council (PSRC). PSRC will have the next call for projects in 2020 where typically \$200,000,000 in grant funding is available throughout its four county region. Typically Lakewood projects are most competitive at County Wide level where we compete against all other Pierces County agencies for approximately \$20,000,000.

#### C. Washington State Transportation Improvement Board (TIB)

The TIB has a number of statewide competitive programs which use criteria developed by the TIB for prioritization of projects. The two TIB programs in which the City can compete are as follows:

1. UAP   Urban Arterial Program. This program is for arterial street construction with primary emphasis on safety and mobility.
2. SP   Sidewalk Program. This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity.

3. Complete Streets. The Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance. Board approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.

#### D. Community Development Block Grants (CDBG)

This is a program to provide physical improvements within low-income census tracts or to promote economic development within the City. Through the years 2019-2024 it is anticipated that a minimum of \$250,000 (on average) per year will be made available for pavement preservation, street lighting, and pedestrian improvements in eligible neighborhoods.

#### E. City Funding Sources

1. Real Estate Excise Tax (REET). This funding source comes from the two ¼% REET's charged by the City on the sale of real estate within the City limits. The City's REET is restricted to funding capital, including transportation and related debt service. Revenue from REET has averaged \$2,000,000 between 2014 and 2018, the REET is estimated at \$1,700,000 annually.
2. General Fund Transfer In. This funding source comes from several different sources that make up the General Fund revenue including: property tax, sales tax, and utility tax and fees. The Street Capital Projects Fund is budgeted to receive approximately \$500,000 annually (on average) over the next 5 years in support of the pavement preservation program.
3. Transportation Benefit District (TBD). In 2014, the TBD Board implemented a \$20 per vehicle tab fee to provide funds toward a specific list of pavement preservation projects to be implemented between 2015 through 2020. The anticipated revenue is approximately \$775,000 per year.
4. General Obligation bonds: A general obligation bond (GO) is a municipal bond backed by the credit and taxing power of the issuing jurisdiction.
5. Downtown Plan Trip Mitigation Fee Policy: All businesses in the subarea plan that generate new PM Peak Hour trips as determined by the most recent edition of the ITE Trip Generation Manual, will be charged a Transportation Mitigation Fee (TMF).

## F. Washington State Department of Transportation

1. Pedestrian and Bicycle Program: This is a statewide competitive program specifically oriented toward the elimination of hazards to the pedestrian and bicyclists. The recent call for projects has expanded the program's scope to emphasize "complete streets" – accommodation of all roadway users from vehicles to bicyclists to pedestrians. The programs focus for "complete streets" is for "main street" urban arterials and corridors. Historically, the city has not received much funding from this program. However, given the change in the grant scope, there may be opportunities from this source in the future.
2. Safe Routes to Schools Program: This is a statewide competitive program specifically oriented toward pedestrian and bicycle safety near schools.
3. Surface Water Management Program:

The City's Surface Water Management (SWM) Program pays for all drainage facilities constructed in conjunction with street improvements. The revenue from SWM is directly related to the amount of capital improvement projects constructed.

## PROJECT NUMBERING SYSTEM

Project numbers were revised to match the City's CIP Budget 2020/2021 using City's BARS numbering system for consistency. Most sections of the Program will have non-sequential project numbering, as projects are completed and removed from the list. Projects carried forward from previous year(s) retain the same project numbers from the previous year(s).

## BUDGET DOLLARS

Costs shown are planning level estimates and are reflected in each year as FY2019 dollars, with 3% inflation per year to year of anticipated expenditure.

2019	2020	2021	2022	2023	2024	2025
1.000	1.030	1.061	1.093	1.126	1.159	1.194

**Note: Compounded Inflation Multiplier does not apply to grant amounts, these are fixed based upon the grant award.**

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020- 2025
<b>302.0024 Steilacoom Blvd - Farwest to Phillips</b>  <i>Design/ROW funded, \$5,587,000 construction unfunded.</i>  Note: project is tied to 302.0137	This project designs and acquires ROW to construct curb, gutter, sidewalks, sharrows, turn lanes, street lighting, drainage, overlay.	246	City	103	155					258
		1,197	Grant	<b>262</b>	<b>935</b>					<b>1,197</b>
			Other							0
		7,030	Total	365	1,090	0	0	0	0	1,455
<b>302.0069 112th / 111th - Bridgeport to Kendrick</b>	Curb, gutter, sidewalks, sharrows, street lighting, drainage, overlay.		City							0
			Grant							0
			Other							0
		1,360	Total	0	0	0	0	0	0	0
<b>302.0071 Phillips Road West Side - Agate Dr. SW to Onyx Dr. SW (west side of the road)</b>	Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement overlay.		City							0
			Grant							0
			Other							0
		1,112	Total	0	0	0	0	0	0	0
<b>302.0072 59th Ave SW Sidewalk - 100th to Bridgeport Wy SW</b>	Sidewalk east side of roadway. infill behind new cube and gutter constructed in 2015.		City							0
			Grant							0
			Other							0
		129	Total	0	0	0	0	0	0	0
<b>302.0073 150th Street Corridor Capacity</b>	Provide capacity for Woodbrook Industrial development: widening of 150th Street; bike/pedestrian facilities; structural pavement section improvements		City							0
			Grant							0
			Other							0
		2,142	Total	0	0	0	0	0	0	0
<b>302.0074 South Tacoma Way - 88th to North City Limits</b> <b>Design Funds Only</b> <i>ROW Funded, Unfunded Construction: \$4,000,000</i> <i>total corridor cost \$4,507,000</i>	Curb, gutter, sidewalks, bike lanes, street lighting, signal at 84th, drainage, overlay.	132	City		140					140
		375	Grant		<b>375</b>					<b>375</b>
			Other							0
		4,507	Total	0	515	0	0	0	0	515
<b>302.0075 Mt. Tacoma Dr. SW/Motor Ave. SW: S 80th St. Road Restoration Improvements</b>	Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Mt. Tacoma Dr. SW and Motor Ave. SW.		City							0
			Grant							0
			Other							0
		3,342	Total	0	0	0	0	0	0	0
<b>302.0076 Gravelly Lake Non-Motorized Trail - Phase 2 (Nyanza Blvd: GLD to GLD)</b>	Provide non-motorized path around Gravelly Lake along Gravelly Lake Drive and Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.		City							0
			Grant							0
			Other							0
		4,666	Total	0	0	0	0	0	0	0
<b>302.0077 Gravelly Lake Non-Motorized Trail - Phase 3 (GLD - Nyanza (S) to Wash.)</b>	Provide non-motorized path around Gravelly Lake along Gravelly Lake Drive and Nyanza Drive. Existing roadway cross section shifted to outside and overlaid. Lighting.	4,343	City	330	4,268					4,598
			Grant							0
			Other							0
		4,343	Total	330	4,268	0	0	0	0	4,598

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020- 2025
302.0083 Hipkins Rd. - 104th to Steilacoom Blvd.	Curb, gutters, sidewalks, street lighting, drainage, traffic calming, and overlay.		City							0
			Grant							0
			Other							0
		3,749	Total	0	0	0	0	0	0	0
302.0084 Interlaaken Drive SW Non-Motorized Improvements - Short Lane to Holly Hedge Ln. SW	Provide curb and gutter, sidewalk and a shared travel/bike lane on one side of Interlaaken Dr.		City							0
			Grant							0
			Other							0
		5,393	Total	0	0	0	0	0	0	0
302.0085 Murray Road Corridor Capacity  <i>Notes: Assume multiple phases; multiple years</i>	Provide capacity for Woodbrook Industrial development: widening of Murray Road; bike/pedestrian facilities; structural pavement section improvements		City							0
			Grant							0
			Other							0
		1,648	Total	0	0	0	0	0	0	0
302.0090 96th Street - 2-way left turn lane	Widen 96th St. from 500' east of So. Tac. Wy to I-5 underpass to provide 2-way left turn lane. Does not include sidewalks or HMA overlay.		City							0
			Grant							0
			Other							0
		773	Total	0	0	0	0	0	0	0
302.0092 Steilacoom Blvd-Custer Rd SW to Lakewood Dr SW	Curbs, gutters, sidewalks, street lighting on both sides from BPW to Fairlawn. Overlay BPW to GLD.		City							0
			Grant							0
			Other							0
		4,120	Total	0	0	0	0	0	0	0
302.0093 Gravelly Lake Dr. - Pacific Hwy to Nyanza (south)	Curb, gutter, sidewalk, bike way, street lighting, pavement rehab		City							0
			Grant							0
			Other							0
		1,792	Total	0	0	0	0	0	0	0
302.0096 Union Avenue - W. Thorne Ln. to Spruce St.  <i>Notes: Limits revised to reflect recent improvements at Berkeley/Union.</i>	Widen to add turn lane, shared bike/travel lane, sidewalks, street lighting. Intersection improvements.		City							0
			Grant							0
			Other							0
		4,106	Total	0	0	0	0	0	0	0
302.0097 Lakewood Station - Non-Motorized Access Improvements	Curb, gutters, sidewalks, and street lighting improvements per Lakewood's 2009 Non-Motorized Transportation Plan and Sound Transit Access Improvement Study.		City							0
			Grant							0
			Other							0
		3,955	Total	0	0	0	0	0	0	0
302.0109 Phillips Rd. Sidewalks and Bike Lanes Agate to Steilacoom Blvd. (east side of roadway)	Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement overlay.		City							0
			Grant							0
			Other							0
		2,224	Total	0	0	0	0	0	0	0

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020- 2025
302.0111 Kendrick from 111th St. SW to 108th St. SW Roadway Improvements	Provide for curb and gutter, sidewalk, street lighting, bike facilities, storm drainage, striping, and pavement rebuild.	906	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0112 100th Sidewalk and Street Improvements: Bridgeport Way to 400 feet east of 100th Street	Curb, gutter, sidewalks, sharrows, replace 100th/Lakewood signal(302.0060), street lighting, drainage, overlay.	1,875	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0113 Military Rd. and Farwest Dr. SW Sidewalk and Roadway Improvements: 116th to 200' S/O 112th	curb, gutter, sidewalks, sharrows street lighting, drainage, overlay. This connect Military Rd. to sidewalks constructed as part of development on Military Rd. and far west.	1,236	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0114 112th Sidewalks: Gravelly Lk. Dr. SW to Bridgeport Way SW	curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay	3,000	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0115 Davisson Rd. SW and Highland Ave SW: 112th St. SW to 108th St. SW	curb, gutter, sidewalks, sharrows, street lighting, drainage, overlay	1,442	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0116 Custer Rd. SW: Bridgeport Way - Lakewood Dr. SW (East City Limits/74th St.)	curb, gutter, sidewalks, sharrows, street lighting, drainage, road reconstruction, utility relocation	3,090	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0117 Round-a-Bout 87th Ave. SW, Dresden Ln., and Ft. Steilacoom Park Entrance and sidewalks 87th Ave. SW Dresden Ln. to Steilacoom Blvd.	round-a-bout, curb, gutter, sidewalks, sharrows, street lighting, drainage, road reconstruction, and signage	1,030	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0118 Lakewood Drive - Custer/74th to N. City Limits	Traffic signal replacement, ADA upgrades, new sidewalk, storm drainage upgrades, and hot mix asphalt paving	955	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0
302.0119 Lakewood Drive - Steilacoom Blvd. to Flett Creek	curb, gutter, sidewalks, street lighting, drainage, overlay	1,339	City							0
			Grant							0
			Other							0
			Total	0	0	0	0	0	0	0



PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020- 2025
302.0120 Tyee Park School Sidewalks - Seminole Rd. SW	Intersection upgrades and sidewalks to school		City							0
			Grant							0
			Other							0
		464	Total	0	0	0	0	0	0	0
302.0121 112th Sidewalks: Farwest Dr. SW to Butte Dr. SW	curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay		City							0
			Grant							0
			Other							0
		3,090	Total	0	0	0	0	0	0	0
302.0122 47th Ave. SW Sidewalks: 121st St. SW to Pacific Hwy. SW	curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay		City							0
			Grant							0
			Other							0
		515	Total	0	0	0	0	0	0	0
302.0131 Custer Rd.: John Dower to 500' west of Bridgeport Way - Overlay and Sidewalk Fill-in	Roadway Overlay, signage, and striping. Sidewalk northside along John Dower Elementary	752	City			240	600			840
			Grant							0
			Other							0
		752	Total	0	0	240	600	0	0	840
302.0134 Veterans Drive SW-Gravelly Lake Dr. to American Lake Park	curb, gutter, sidewalks, sharrows street lighting, drainage, overlay	6,495	City	6,690						6,690
			Grant							0
			Other							0
		6,495	Total	6,690	0	0	0	0	0	6,690
302.0135 Washington Blvd/North Gate Rd/Edgewood Ave SW - North Gate Rd. SW to Gravelly Lake Dr. SW	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.	2,723	City		484	1990	502			2,976
			Grant							0
			Other							0
<i>total corridor cost \$13,500,000</i>		13,500	Total	0	484	1,990	502	0	0	2,976
302.0136 100th - 59th Ave. to South Tacoma Way	Curb, gutter, sidewalks, sharrows, street lighting, drainage, overlay.		City							0
			Grant							0
			Other							0
		12,386	Total	0	0	0	0	0	0	0
302.0137 Steilacoom Blvd/88th - Weller Road to Custer Rd.	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.	4,030	City	413	3,850					4,263
		1,197	Grant	<b>747</b>	<b>450</b>					<b>1,197</b>
			Other							0
		5,227	Total	1,160	4,300	0	0	0	0	5,460
302.0138 Oakbrook Sidewalks & Street Lighting Onyx Dr SW (Garnet to Phillips)	Curb, gutter, sidewalks, sharrows, turn lanes, street lighting, drainage, overlay.	4,525	City	4,661						4,661
			Grant							0
			Other							0
		4,525	Total	4,661	0	0	0	0	0	4,661

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 1 ROADWAY IMPROVEMENTS	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020- 2025
302.0141 104th St. SW - Short Ln. to Lake Louise Dr.	Curb, gutter, sidewalks, sharrows, street lighting, drainage, overlay.		City Grant Other							0 0 0
		3,605	Total	0	0	0	0	0	0	0
302.0142 Ardmore Dr. SW: Steilacoom Blvd. SW to Whitman Ave. SW - Complete Street Improvements	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.		City Grant Other							0 0 0
		2,060	Total	0	0	0	0	0	0	0
302.0143 Veterans Drive SW- American Lk. Park to VA Hospital Entrance	Curb, gutter, sidewalks, bike lanes, street lighting, drainage, overlay.		City Grant Other							0 0 0
		2,530	Total	0	0	0	0	0	0	0
302.0144 146th St. SW: Woodbrook Dr. SW to Murray Rd. SW Industrial Road Section	Curb, gutter, sidewalks, sharrows, street lighting, drainage, overlay.		City Grant Other							
		2400	Total							
302.0145 Custer Rd. SW: Bridgeport Way SW to Lakewood Dr. SW - Complete Street	Curb, gutter, sidewalks, sharrows, street lighting, drainage, overlay.		City Grant Other							
		5000	Total							
302.0146 Downtown Plan - Green Street Loop: Gravelly Lake Dr., 59th Ave., Main St., Mt. Tacoma Dr., and Bridgeport Way	Downtown loop with full Green Street Amenities		City Grant Other							
		19500	Total							
302.0147 59th Ave. SW and Towne Center Blvd. SW	Curb, gutter, sidewalks, street lighting, drainage, and paving		City Grant Other							
		2500	Total							
302.0148 100th St. SW / Lakewood Dr. SW: add westbound right turn pocket	Curb, gutter, sidewalks, drainage, and paving		City Grant Other							
		650	Total							
<b>TOTALS</b>		23,246	City	12,197	8,897	2,230	1,102	0	0	24,426
		2,769	Grant	1,009	1,760	0	0	0	0	2,769
		-	Other	0	0	0	0	0	0	0
		156,463	Total	13,206	10,657	2,230	1,102	0	0	27,195

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 2 TRAFFIC SIGNALS	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020-2025
302.0059 Steilacoom / Durango New Traffic Signal	Intersection meets warrants for traffic signal. Signal needed with new development in area. Special concern with adjacent train crossing becoming active.	764	City					885		885
			Grant							0
			Other							0
		764	Total	0	0	0	0	885	0	885
302.0060 100th Street & Lakewood Drive SW Traffic Signal Replacement	Replace 100th/Lakewood signal, street lighting, drainage, overlay.	551	City	400						400
			Grant							0
			Other							0
		551	Total	400	0	0	0	0	0	400
302.0078 So. Tacoma Way / 92nd Street	New warranted signal, improvements include associated ADA upgrades and pavement patching.		City							0
			Grant							0
			Other							0
		670	Total	0	0	0	0	0	0	0
302.0082 City-Wide Traffic Signal Management System	City-hall based Traffic Management Center. Fiber optic interconnect. PTZ major corridors. Active traffic management including web based info.		City							0
			Grant							0
			Other							0
		309	Total	0	0	0	0	0	0	0
302.0094 Gravelly Lake Drive / Avondale Traffic Signal	Intersection meets warrants for traffic signal. Increased volumes in and around Towne Center. Increase in accidents.		City							0
			Grant							0
			Other							0
		773	Total	0	0	0	0	0	0	0
302.0098 84th St. Pedestrian Crossing Signal at Pine St	Install pedestrian signal, connection to Pine street intersects Tacoma's Water Ditch Trail and Wards Lake Park.		City							0
			Grant							0
			Other							0
		258	Total	0	0	0	0	0	0	0
302.0123 Holden/Military Rd. New Traffic Signal S 80th St. Road Restoration	Intersection meets warrants for traffic signal. Increased volumes in and around Mann Middle School.		City							0
			Grant							0
			Other							0
		541	Total	0	0	0	0	0	0	0

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold &amp; Italicized numbers denote grant secured</i>										
SECTION 2 TRAFFIC SIGNALS	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020-2025
302.0126 Custer Rd. and 88th Traffic Signal Replacement	Replace existing traffic signal with pole and mast arm signal.		City							0
			Grant							0
			Other							0
		541	Total	0	0	0	0	0	0	0
<b>TOTALS</b>		1,315	City	400	0	0	0	885	0	1,285
		0	Grant	0	0	0	0	0	0	0
		0	Other	0	0	0	0	0	0	0
		4,405	Total	400	0	0	0	885	0	1,285

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold &amp; Italicized numbers denote grant secured</i>										
SECTION 3 TRANSPORTATION PLANNING	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020- 2025
<b>101.0000 Pavement Management System Pavement Condition Index Rating</b>	Semi-Annual evaluation of pavement condition	30/5/yr	City Grant Other	31	5	33	6	35	6	115 0 0
		30/yr	Total	31	5	33	6	35	6	115
<b>302.0132 Non-Motorized Transportation Plan Update</b>	Update NMTP to include relevant policy updates and capital improvement projects. (original plan adopted June 2009)	50/yr	City Grant Other	50						50 0 0
		50/yr	Total	50	0	0	0	0	0	50
<b>302.0000 ADA Transition Plan Update</b>	Update ADA transition plan to address ADA deficiencies of existing curb ramps; signal access / operations; etc.	5/yr	City Grant Other	5	5	5	6	6	6	33 0 0
		5/yr	Total	5	5	5	6	6	6	33
<b>TOTALS</b>		85/yr	City	86	11	38	11	41	12	199
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		85	Total	86	11	38	11	41	12	199

S 80th St. Road Restoration

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold &amp; Italicized numbers denote grant secured</i>										
SECTION 4 STREET LIGHTING	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020-2025
302.0002 New Street Lighting	Install street lighting in requested areas based on ranking criteria.	170/yr	City	170	175	175	180	180	0	880
			Grant							0
			Other							0
		170/yr	Total	170	175	175	180	180	0	880
<b>TOTALS</b>		170/yr	City	170	175	175	180	180	0	880
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		170	Total	170	175	175	180	180	0	880

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold &amp; Italicized numbers denote grant secured</i>										
SECTION 5 BRIDGES	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020-2025
101.0000 Bridge Inspection	On-going biennial bridge inspection.	5	City		5		6		6	17
			Grant							0
			Other							0
		5	Total	0	5	0	6	0	6	17
302.0130 Structural guardrail replacement Clover Creek Gravelly Lake Drive: 112th to Nyanza Includes structural analysis of the box culvert.	Design and replace the existing guard rail over the south side of the roadway where Gravelly Lake Drive crosses Clover Creek between Nyanza and 112th.		City							0
			Grant							0
			Other							0
		150	Total	0	0	0	0	0	0	0
TOTALS		5	City	0	5	0	6	0	6	17
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		155	Total	0	5	0	6	0	6	17



PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
NOTE: Bold & Italicized numbers denote grant secured										
SECTION 6 ROADWAY RESTORATION PROJECTS	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020-2025
<b>302.0004 Minor Capital Improvements</b> <b>Total Estimated Cost \$250</b> One time \$1,250,000 in 2020	Roadway patching and repair, sidewalk, signage, markings, and striping.	250	City	1,250	260	260	270	270	270	2,580
			Grant							0
			Other							0
		250	Total	1,250	260	260	270	270	270	2,580
<b>302.0005 Chip Seal Resurfacing Program</b>	Projects in various locations may include pavement preservation contribution to planned utility projects to facilitate full roadway overlays.	360	City	360	360	380	380	390	390	2,260
			Grant							0
			Other							0
		360	Total	360	380	380	390	390	390	2,260
<b>302.0068 Pacific Hwy - 108th to SR512</b>	Roadway patching, overlay, markings, and striping.	115	City		31	94		0		125
		612	Grant		<b>26</b>	<b>585</b>				<b>611</b>
			Other							0
		727	Total	0	57	679	0	0	0	736
<b>302.0080 108th - Bridgeport Way to Pacific Hwy</b>	Roadway patching, overlay, markings, and striping.	786	City		110	746				856
			Grant							0
			Other							0
		786	Total	0	110	746	0	0	0	856
<b>302.0145 150th St. SW: East City Limits to Woodbrook Dr. SW Road Restoration</b>	Roadway patching and repair, sidewalk, signage, markings, and striping.		City							
			Grant							
			Other							
		350	Total							
<b>302.0150 Lake Louise Loop Patching and Road Restoration Lake Louise Dr. SW and 101st St. SW</b>	Roadway patching and repair, sidewalk, signage, markings, and striping.		City							
			Grant							
			Other							
		150	Total							
<b>302.0151 S. Tacoma Way: 96th St. S to S 84th St. Road Restoration</b>	Roadway patching and repair, overlay, signage, markings, and striping.		City							
			Grant							
			Other							
		900	Total							
<b>TOTALS</b>		1,511	City	1,610	761	1,480	650	660	660	5,821
		612	Grant	0	26	585	0	0	0	611
		-	Other	0	0	0	0	0	0	0
		2,473	Total	1,610	787	2,065	650	660	660	6,432

PROJECT COSTS IN THOUSANDS OF DOLLARS										
EXPENDITURE PLAN										TOTAL FUNDS
<i>NOTE: Bold &amp; Italicized numbers denote grant secured</i>										
SECTION 7 NEIGHBORHOOD TRAFFIC MANAGEMENT	Description	Base Cost 2019	Sources	2020	2021	2022	2023	2024	2025	2020-2025
302.0003 Neighborhood Traffic Safety Traffic Calming Various Locations	May include speed humps, traffic circles, signage, radar feedback signs, etc.	25	City	25	27	27	30	30	30	169
		25	Grant							
		25	Other							
		25	Total	25	27	27	30	30	30	169
TOTALS		25	City	25	27	27	30	30	30	169
			Grant	0	0	0	0	0	0	0
			Other	0	0	0	0	0	0	0
		25	Total	25	27	27	30	30	30	169

**ROADWAY IMPROVEMENTS**

	2019	2020	2021	2022	2023	2024	2025	2020-2025
City	23,246	12,197	8,897	2,230	1,102	0	0	24,426
Grant	2,769	1,009	1,760	0	0	0	0	2,769
Other	0	0	0	0	0	0	0	0
<b>Total</b>	<b>156,463</b>	<b>13,206</b>	<b>10,657</b>	<b>2,230</b>	<b>1,102</b>	<b>0</b>	<b>0</b>	<b>27,195</b>

Unfunded: 130,448

**TRAFFIC SIGNALS**

	2019	2020	2021	2022	2023	2024	2025	2020-2025
City	1,315	400	0	0	0	885	0	0
Grant	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,405</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Unfunded: 3,090

**TRANSPORTATION PLANNING**

	2019	2020	2021	2022	2023	2024	2025	2020-2025
City	85	31	5	33	6	35	6	115
Grant	0	0	0	0	0	0	0	50
Other	0	0	0	0	0	0	0	0
<b>Total</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

S 80th St. 0  
Road**STREET LIGHTS**

	2019	2020	2021	2022	2023	2024	2025	2020-2025
City	170	170	175	175	180	180	0	880
Grant	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
<b>Total</b>	<b>170</b>	<b>170</b>	<b>175</b>	<b>175</b>	<b>180</b>	<b>180</b>	<b>0</b>	<b>880</b>

Unfunded: 0

**BRIDGES**

	2019	2020	2021	2022	2023	2024	2025	2020-2025
City	5	0	5	0	6	0	6	17
Grant	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
<b>Total</b>	<b>155</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>17</b>

Unfunded: 150

**RESTORATION**

	2019	2020	2021	2022	2023	2024	2025	2020-2025
City	1,511	1,610	761	1,480	650	660	660	5,821
Grant	612	0	26	585	0	0	0	611
Other	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,473</b>	<b>1,610</b>	<b>787</b>	<b>2,065</b>	<b>650</b>	<b>660</b>	<b>660</b>	<b>6,432</b>

Unfunded: 350

**NEIGHBORHOOD TRAFFIC MANAGEMENT**

	2019	2020	2021	2022	2023	2024	2025	2020-2025
City	25	25	27	27	30	30	30	169
Grant	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0
<b>Total</b>	<b>25</b>	<b>25</b>	<b>27</b>	<b>27</b>	<b>30</b>	<b>30</b>	<b>30</b>	<b>169</b>

Unfunded: 0

**GRAND TOTAL (2020-2025)**

	2019	2020	2021	2022	2023	2024	2025	2020-2025
City	26,357	14,432.90	9,871	3,945	1,973	1,790	702	32,713
Grant	3,381	1,009	1,786	585	0	0	0	3,380
Other	0	0	0	0	0	0	0	0
<b>Total</b>	<b>163,776</b>	<b>15,442</b>	<b>11,657</b>	<b>4,530</b>	<b>1,973</b>	<b>1,790</b>	<b>702</b>	<b>36,093</b>

Unfunded: 134,038

## REQUEST FOR COUNCIL ACTION

<b>DATE ACTION IS REQUESTED:</b> April 20, 2020	<b>TITLE:</b> Motion Amending the Rental Housing Safety Program (RHSP Administrative Procedures	<b>TYPE OF ACTION:</b>  — ORDINANCE NO.
<b>REVIEW:</b> March 9, 2020 April 13, 2020	<b>ATTACHMENTS:</b>  None.	 — RESOLUTION NO.  <u>✓</u> MOTION NO. 2020-21  — OTHER

**SUBMITTED BY:** M. David Bugher, Assistant City Manager, Development Services.

**RECOMMENDATION:** By minute motion, it is recommended that the City Council revise the administrative regulations for Lakewood RHSP SFR/Duplex Checklist, the Lakewood RHSP Multifamily, Part 1 Checklist, and the Lakewood RHSP Multifamily Checklist, Part 2, as follows:

7.0	Electrical Systems
7.3	<del>Laundry rooms shall have not less than one grounding type receptacle or a receptacle with a ground fault circuit interrupter. Every bathroom shall have at least one receptacle. All residential structures built after 1975, shall have all bathroom and kitchen outlets within 6' of a water source protected by a ground fault circuit interruptor or appropriate style ground fault electrical breaker. -shall be protected by a ground fault circuit interrupter</del>

**DISCUSSION:** On March 9, the City Council received a memorandum from the community & economic development department regarding a Rental Housing Safety Program (RHSP) requirement to install ground fault circuit interrupters (GFCIs or GFIs) in rental units that lacked such devices. The memorandum came about at the request of Mayor Don Anderson through the City Manager with concurrence from the City Council.

The Mayor had questioned the appropriateness of the requirement. Additionally, some property owners have complained asserting that the City is overreaching its authority.

The memorandum provided many details on GFCIs. It closed with the following summary points:

- Lakewood has older residential units that may not have GFCIs. *(Continued on next page.)*

**FISCAL IMPACT:** Option 3 may increase RHSP operational costs although it is difficult to ascertain a specific dollar amount. Option 4 would have no material impact on the RHSP budget.

<p>_____ Dave Bugher</p> <p>_____ Prepared by</p> <p>_____ Department Director</p>	<p>_____ <i>John P. Coughlin</i> City Manager Review</p>
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- Based on inspections, some residential units that should have GFCIs, do not.
- For cities with rental housing programs, the requirements for GFCIs vary.
- The Rental Housing ordinance allows city staff to promulgate rental housing administrative regulations.
- One of administrative regulations is the requirement to install GFCIs; this regulation is a higher standard than what is required in the adopted building code.
- The higher standard is supported by the building official who has chosen to err on the side of public safety.

Following the presentation, the City Council had a robust discussion with no consensus.

**SECOND REVIEW BY THE CITY COUNCIL:** This topic returned to the City Council on April 13. A second memorandum was submitted and this time, it included four options and a recommendation: These options were:

Option 1: No change to current administrative rules requiring GFCI protection in kitchen, bathroom, and laundry room where outlets are within 6' of water source.

Option 2: No GFCI requirement in RHSP inspection protocol.

Option 3: Maintain “existing conditions” as described in the building codes. “Existing conditions” would allow a property owner to maintain existing conditions provided the conditions met code at the time of construction and no modification of systems have been made requiring upgrading to “newer” building code.

Option 4: Require all units constructed 1975 or newer to have GFCI protection to all bathroom and kitchen outlets within 6' of a water source. This option would eliminate laundry room GFCI requirement.

The recommendation was to adopt Option 4.

After the presentation, again, there was a second round of discussion amongst Councilmembers. At first, there did not appear to be consensus, but as the meeting continued, general agreement seemed to coalesce around either Option 3 or Option 4, with Option 4 having slightly greater support.

**OPTION 3:** This option is the “existing conditions” and “new and replacement materials” descriptions found in the 2015 International Existing Building Code, Section 302.3, and Section 302.4. It states, in full, the following:

“302.3 Existing materials. Materials already in use in a building in compliance with requirements or approvals in effect at the time of their erection or installation shall be permitted to remain unless determined by the building official to be unsafe.

302.4 New and replacement materials. Except as otherwise required or permitted by this code, materials permitted by the applicable code for new construction shall be used. Like materials shall be permitted for repairs and alterations, provided no unsafe condition is created. Hazardous materials shall not be used where the code for new construction would not permit their use in buildings of similar occupancy, purpose and location.”

Inspection of a rental unit using this approach will mean that the city will need to determine the age of the structure. That information is available either using the city’s permitting data, or the county assessor’s online database. A third approach is to examine the structure itself. Often, there are clues which can provide data on the approximate age. It should be noted that inspectors may encounter properties with multiple buildings constructed or modified over multiple years.

A bigger issue is determining if construction work (i.e., remodels and alterations, including expansions) was done on the unit without authorization. Prior to city incorporation, a significant number of remodels and rehabilitation work was performed without county permits and inspections. Based on past experience, even with permits, sometimes the county building inspector was not always thorough. The RHSP inspector will need to make judgment calls if work occurred without permits, or there were prior errors in the inspection process. There may not be a bright line. In some cases, the inspector will have to meet with the supervisor and/or building official. The inspection process may take longer. When a decision is rendered, the owner could object. If that were to happen, the city would direct the owner to have a licensed electrician submit a report to the city confirming that the electrical system is safe prior to providing RHSP certification. In sum, Option 3 adds employee discretion and new steps.

**OPTION 4:** This option is the “middle-of-the-road” approach. Again, the RHSP inspector will need to determine the age of the structure. That information is available either using the city’s permitting data, the county assessor’s online database, or an onsite inspection of the structure. If the age of the structure is 1975 or newer, it should have GFCIs in all bathroom and kitchen outlets. If that is not the case, per code, then this would become a requirement in order to receive RHSP certification. This option provides no discretion on the part of the RHSP inspector, no need to seek confirmation from a supervisor and/or building official, and should not materially impact the amount of time to perform an inspection. This option also eliminates the GFCI requirement in laundry rooms.

**ALTERNATIVE(S):** The City Council could choose Option 3. By minute motion, the City Council revises the administrative regulations for Lakewood RHSP SFR/Duplex Checklist, the Lakewood RHSP Multifamily, Part 1 Checklist, and the Lakewood RHSP Multifamily Checklist, Part 2, as follows:

7.0	Electrical Systems
7.3	<p><del>Laundry rooms shall have not less than one grounding type receptacle or a receptacle with a ground fault circuit interrupter. Every bathroom shall have at least one receptacle. All bathroom outlets and kitchen outlets within 6’ of a water source shall be protected by a ground fault circuit interrupter.</del></p> <p><u>The installation of ground fault circuit interrupter(s) may be required upon inspection of habitable space and pursuant to the 2015 International Existing Building Code, Section 302.3, and Section 302.4.</u></p>