1. 6:30 P.M. City Council Regular Meeting Materials

   Documents:

   05-05-25 RM.PDF
   AGENDA 05-05-25.PDF

UNIVERSITY PLACE CITY COUNCIL
Regular Council Meeting
Monday, May 5, 2025, 6:30 p.m.

Note: Times are approximate and subject to change.

PUBLIC NOTICE

The University Place City Council will hold its scheduled meetings to ensure essential city functions continue. Members of the public can attend and participate in a Council meeting in the following manners:

- In-person at the City Council Chambers at 3609 Market Place West, Third Floor;
- Watch live broadcast on University Place Television, Lightcurve (formerly Rainier Connect) Channel 12 or Comcast Channel 21 (SD) or 321 (HD);
- Watch live broadcast on the City's YouTube channel www.YouTube.com\UniversityPlaceTV;
- Watch live broadcast on the City's website www.cityofup.com/398/City-Council-Meetings;
- Listen by telephone by dialing 1 509-342-7253 United States, Spokane (Toll), Conference ID: 139 732 705#; or
- Attend virtually by clicking this hyper-link: Click here to join the meeting.

How to participate in Public Comment and public testimony on Public Hearings:

- In-person at the City Council Chambers.
- Written comments are accepted via email. Comments should be sent to the City Clerk at Egenetia@cityofup.com. Comments received up to one hour (i.e., 5:30 p.m.) before the meeting will be provided to the City Council electronically.
- Participation by telephone. Call the telephone number listed above and enter the Conference ID number. Once the Mayor calls for public comment, use the "Raise Hand" feature by pressing *5 on your phone. Your name or the last four digits of your phone number will be called out when it is your turn to speak. Press *6 to un-mute yourself to speak.
- Participation by computer. Join the meeting virtually by clicking on the hyper-link above. Turn off your camera and microphone before you press "Join Now." Once the Mayor calls for public comment, use the "Raise Hand" icon on the Microsoft Teams toolbar located at the top of your screen. Your screen name will be called out when it is your turn to speak. Turn on your camera and microphone (icon located at the top of your screen) to unmute yourself. Once you are done, turn off your camera and microphone.

In the event of technical difficulties, remote public participation may be limited.

AGENDA

6:30 pm **1. CALL REGULAR MEETING TO ORDER**

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE – Councilmember Flemming

4. APPROVAL OF AGENDA

6:35 pm **5. PUBLIC COMMENTS**

6:40 pm **6A. – 6D . CONSENT AGENDA**
Motion: Approve or Amend the Consent Agenda as Proposed

The Consent Agenda consists of items considered routine or have been previously studied and discussed by Council and for which staff recommendation has been prepared. A Councilmember may request that an item be removed from the Consent Agenda so that the Council may consider the item separately. Items on the Consent Agenda are voted upon as one block and approved with one vote.

A. Approve the minutes of the April 21, 2025 Council meeting as submitted.
B. Receive and File: Payroll for periods ending 04/15/25 and 04/30/25; and Claims dated 04/30/25.
C. Authorize the City Manager to execute a Sponsorship Agreement with UP for Art substantially in the form attached.
D. Confirm Sandy McKenzie's appointment to the Planning Commission for a term ending January 31, 2027.

6:45 pm **7. CITY MANAGER & COUNCIL COMMENTS/REPORTS** - (Report items/topics of interest from outside designated agencies represented by Council members, e.g., AWC, PRSC, Pierce Transit, RCC, etc., and follow-ups on items of interest to Council and the community.)

STUDY SESSION – (At this time, the Council will have the opportunity to study and discuss business issues with staff prior to its consideration. Citizen comment is not taken at this time; however, citizens will have the opportunity to comment on the following item(s) at future Council meetings.)

7:10 pm **8. 27TH STREET BUSINESS DISTRICT PLAN** *(First study for adoption of a Resolution.)*

8:00 pm **9. COMMUTE TRIP REDUCTION CODE AMENDMENT** *(First study for passage of an Ordinance.)*

8:30 pm **10. CIRQUE PARK SITE PLAN FINAL REPORT**

9:00 pm **11. ADJOURNMENT**

*PRELIMINARY CITY COUNCIL AGENDA

May 19, 2025
Regular Council Meeting

June 2, 2025
Regular Council Meeting

June 16, 2025
Regular Council Meeting

July 7, 2025
Regular Council Meeting

Preliminary City Council Agenda subject to change without notice*
Complete Agendas will be available 24 hours prior to scheduled meeting.
To obtain Council Agendas, please visit www.cityofup.com.

American Disability Act (ADA) Accommodations Provided Upon Advance Request
Call the City Clerk at 253-566-5656

APPROVAL OF CONSENT AGENDA

CITY OF UNIVERSITY PLACE
DRAFT MINUTES
Regular Meeting of the City Council
Monday, April 21, 2025

1. CALL REGULAR MEETING TO ORDER

Mayor Pro Tem Wood called the Regular Meeting to order at 6:30 p.m.

2. ROLL CALL

Roll call was taken by the City Clerk as follows:

Councilmember Boykin	Excused
Councilmember Worthington	Present
Councilmember McCluskey	Present
Councilmember Flemming	Present (virtual)
Councilmember Grassi	Present
Mayor Pro Tem Wood	Present
Mayor Figueroa	Excused

Staff Present: City Manager Sugg, City Attorney Kaser, Public Works Director Ecklund, Police Chief Burke, Administrative Services Director Petorak (virtual),Public Safety Director Hales, Community and Economic Development Director Briske, Planning Manager George, and City Clerk Genetia.

3. PLEDGE OF ALLEGIANCE

Councilmember McCluskey led the Council in the Pledge of Allegiance.

4. APPROVAL OF AGENDA

A motion was made by Councilmember McCluskey, seconded by Councilmember Worthington, to remove Item #8 Council Rules of Procedure Amendment from the agenda until all seven Council members are available for discussion.

MOTION: By Councilmember Worthington, seconded by Councilmember McCluskey, to approve the agenda as amended.

The motion carried.

5. PUBLIC COMMENTS – None.

6. CONSENT AGENDA

MOTION: By Councilmember Worthington, seconded by Councilmember McCluskey, to approve the Consent Agenda as follows:

A. Approve the minutes of the April 7, 2025 Council meeting as submitted.
B. Receive and File: Payroll for period ending 03/31/25; and Claims dated 04/15/25.
C. Authorize the City Manager to execute a Sponsorship Agreement with Dance Theatre Northwest substantially in the form attached.
D. Authorize the City Manager to execute an amendment to the Professional Services Agreement with Gray & Osborne, Inc. for technical consultant and design services for the Chambers Creek Canyon Trail Bridge/Boardwalk in the amount of Forty-One Thousand Nine Hundred Eighty-Five Dollars (41,985.00).

The motion carried.

7. CITY MANAGER AND COUNCIL COMMENTS/REPORTS

City Attorney Kaser provided an update on the opioid abatement funds and settlements. He explained the settlements, the funds received, and the allowable uses for the funds which include law enforcement, public health, and community services. Attorney Kaser outlined the six requirements for using the funds, including community input, proposal review, and reporting. He noted that University Place does not have a community-based input process in place. Councilmember Worthington, who serves on the Opioid Abatement Council, provided additional context on the funds and the council's work. He shared feedback from the community regarding the use of opioid abatement funds, highlighting the need to address opioid addiction and support affected families in University Place. Public Safety Director Hales discussed the challenges the City faces due to the lack of a Human Services department. She outlined potential uses for the funds, including law enforcement tools, training for public works and parks staff, and support for the newly formed community group. Comments were provided related to the flexible use of funds and the importance of considering other programs and projects that could benefit from the funds. Councilmember Worthington proposed conducting a public outreach to identify gaps in the community and determine the best use of the funds. He indicated that he would report back to the Opioid Abatement Council on May 1st meeting about the discussion and potential uses of the opioid abatement funds.

Councilmember Flemming hoped that everyone had a blessed and restful Easter weekend. He reported that he will be attending the South Sound Housing Affordability Partners meeting this Friday and that he attended a very short Puget Sound Regional Council meeting.

Councilmember Grassi attended the ribbon-cutting event for the new Essential Pantry store in Market Square. She congratulated the owners and praised the Community and Economic Development team for their streamlined work. She and Councilmember McCluskey attended the Unified Regional Approach to Homelessness meeting. She also attended the senior bingo event at the Community Connection Place last Friday.

Councilmember Worthington reported on his attendance at the bill signing of House Bill 1133, which helps communities understand the process of placing level 3 sex offenders. He appreciated the work of Representative Leavitt and the Attorney General's Office.

Councilmember McCluskey attended the Parks Appreciation Day, where volunteers and staff worked on various projects at Colegate Park. She expressed her gratitude to the parks team, U.P. Refuse, Peace Out, and all the volunteers for their efforts.

Mayor Pro Tem Wood attended the Parks Appreciation Day and thanked the parks team, U.P. Refuse, Peace Out, and all the volunteers who participated in the event. He noted that he had a nice discussion with Roger Gruener from U.P. Refuse and that he expressed interest in coming to a Council meeting to provide U.P. Refuse update. He requested staff to schedule a presentation by Roger Gruener from U.P. Refuse at a future council meeting.

STUDY SESSION

8. COUNCIL RULES OF PROCEDURE AMENDMENTS (Removed from the Agenda.)

9. HB-1110 (MIDDLE HOUSING) LEGISLATIVE COMPLIANCE

Community and Economic Development Director Briske, along with Planning Manager George, presented the requirements and recommendations for compliance with House Bill 1110, focusing on middle housing types, design standards, and parking regulations. The six middle housing types recommended for adoption are duplexes, triplexes, fourplexes, townhomes, stacked flats, and courtyard housing. Director Briske emphasized the importance of these types in increasing housing options and affordability. The proposed design standards to ensure compatibility with single-family neighborhoods cover entry designs, window and door percentages, driveway and garage standards, façade articulation, and pedestrian access requirements. He discussed the parking regulations, which include a maximum of one parking space for lots 6,000 square feet or less and two parking spaces for larger lots. The potential for reduced front setbacks

was discussed, with a proposal to reduce the front setback from 25 feet to 20 feet for the living space of the house, while maintaining a 25-foot setback for garages.

The Planning Commission recommended adopting the six middle housing types and suggested allowing one accessory dwelling unit (ADU) on duplex lots without triggering affordability requirements to provide more housing options and flexibility for property owners. Planning Manager George explained the affordability requirements for middle housing, including the need for one affordable unit in developments with up to four units. He detailed the income thresholds and the 50-year covenant requirements to ensure long-term affordability. Marcus Johnson of Makers Architecture and Urban Design introduced the concept of unit lot subdivision as a tool for creating separate ownership opportunities for middle housing and ADUs. He explained the process, design standards, and the potential for share maintenance and common areas.

Council provided comments and asked related questions which were addressed by staff and consultants. Director Briske outlined the next steps, including the state 60-day review period ending on May 20, and the need for Council action by June 30 to avoid state preemption of local zoning. The Council agreed to hold a public hearing before taking action on the proposed changes.

10. ADJOURNMENT - The meeting adjourned at 9:14 p.m. No other action was taken.

Submitted by,

Emy Genetia
City Clerk

AGENDA

VOUCHER APPROVAL DOCUMENT

University Place
WASHINGTON

3609 Market Place W, Ste 200
University Place, WA 98466
PH: 253.566.5656 FAX: 253.566-5658

Voucher for pay period ending 04-15-2025

Date		Name	Amount
04/18/2025	319106	ROBERTO MARTINEZ	2,499.62
04/18/2025	319107	IGNATIUS THOMAS	2,063.90
04/18/2025	ACH	DIRECT DEPOSIT	284,845.36
04/18/2025	ACH	BANK OF AMERICA	41,614.46
04/18/2025	ACH	WA STATE DEPT OF RETIREMENT SYS	51,128.64
04/18/2025	ACH	WA STATE DEPT OF RETIREMENT SYS	4,335.58
04/18/2025	ACH	AFLAC INSURANCE	142.51
			386,630.07

Preparer Certification:

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claim is a just, due and unpaid obligation against the above-named governmental unit, and that I am authorized to authenticate and certify to said claim.

Signed: (Signature on file.) Date:

Steve Sugg, City Manager

VOUCHER APPROVAL DOCUMENT

University Place
WASHINGTON

3609 Market Place W, Ste 200
University Place, WA 98466
PH: 253.566.5656 FAX: 253.566-5658

Voucher for pay period ending 04-30-2025

Date		Name	Amount
05/05/2025	319108	FIONN P MALONEY	406.81
05/05/2025	319109	AWC EMPLOYEE BENEFIT TRUST	126,993.32
05/05/2025	ACH	DIRECT DEPOSIT	294,762.49
05/05/2025	WIRE	IUOE LOCALS 302/612 TRUST FUND	11,164.30
05/05/2025	ACH	BANK OF AMERICA	42,436.14
05/05/2025	ACH	WA STATE DEPT OF RETIREMENT SYS	51,548.24
05/05/2025	ACH	WA STATE DEPT OF RETIREMENT SYS	4,335.58
05/05/2025	ACH	AFLAC INSURANCE	142.51
			531,789.39

Preparer Certification:

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered, or the labor performed as described herein and that the claim is a just, due and unpaid obligation against the above-named governmental unit, and that I am authorized to authenticate and certify to said claim.

Signed: (Signature on file.) Date:

Steve Sugg, City Manager

FINAL CHECK LISTING
CITY OF UNIVERSITY PLACE

Check Date: 04-30-2025

Check Range: 51991586 – 51991653, Wires #46561767 and 1139117

Claims Approval

I, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein, that any advance payment is due and payable pursuant to a contract or is available as an option for full or partial fulfillment of a contractual obligation, and that the claim is a just, due and unpaid obligation against the City of University Place, and that I am authorized to authenticate and certify to said claim.

I also certify that the following list of checks was issued to replace previously issued checks that have not been presented to the bank for payment. The original check was voided, and a replacement check was issued.

Vendor Name	Replacement Check #	Original Check #
#026784 Alishio Productions	51991587	51991513

Auditing Officer: (Signature on file.) Date: _____

Bank : bofa BANK OF AMERICA

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
11391177	4/30/2025	003049	DEPT OF LABOR & INDUSTR	11391177	4/21/2025	1STQTR25/VOLUNTEER HOURS	37.62	37.62
	Voucher:	54271						
46561767	4/30/2025	001664	WA STATE DEPT OF REVENU	1STQTR25	4/24/2025	1STQTR25/LEASEHOLD EXCISE	5,708.97	5,708.97
	Voucher:	54315						
51991586	4/16/2025	025843	REED TRUCKING & EXCAVA	5	4/8/2025	MAR25/35TH ST W/PH2	387,362.67	387,362.67
	Voucher:	54299						
51991588	4/30/2025	025715	ABM JANITORIAL SERVICES	10000253619	4/8/2025	COUNCIL RETREAT/EVENT SETU	180.56	
	Voucher:	54250		10000253620	4/8/2025	OCT EVENT SET UP	453.60	634.16
51991589	4/30/2025	002661	AIR SYSTEMS ENGINEERIN(	10006706	4/8/2025	REPLACE IGNITION CONTROL	1,349.43	
	Voucher:	54251		10006899	4/10/2025	INSPECTION/SUMP TANK CLEAN	1,138.43	2,487.86
51991590	4/30/2025	026144	AMAZON	13CL-FF7L-WFFC	4/14/2025	BACKFLOW SUPPLIES	344.78	
	Voucher:	54252		13WD-3TQQ-VLYI	4/14/2025	KITCHEN SUPPLIES/CLIPBOARD	91.43	
				1Y1D-4DCL-CF4C	4/22/2025	CREDIT/KITCHEN CART	-88.25	
				1XR4-CQVW-YF3I	2/3/2025	VIDEO LIGHTING EQUIPMENT	564.68	
				1KKR-CCTP-W49(	4/14/2025	FREEZER DRAWER SLIDE RAIL	87.35	
				1DF7-QFDC-TPD(	4/14/2025	EDGER BLADE	75.19	
				1KXY-DVLR-W7D'	4/14/2025	CABLE PROTECTOR	524.81	1,599.99
51991591	4/30/2025	001818	APEX ENGINEERING PLLC	202500401	4/15/2025	MAR01-MAR31/UP SEWER EXTE	1,200.00	1,200.00
	Voucher:	54253						
51991592	4/30/2025	026106	BOEHM, MELANIE	REIMB	4/17/2025	REIMB/EMBROIDERED T-SHIRTS	50.65	50.65
	Voucher:	54254						
51991593	4/30/2025	026726	BUENAVISTA SERVICES INC	12529	4/1/2025	MAR25/JANITORIAL SERVICES/C	3,830.00	3,830.00
	Voucher:	54255						
51991594	4/30/2025	025573	CANON FINANCIAL SERVICE	39808161	4/11/2025	APR25/PRINTER LEASE/BAKS04	102.50	
	Voucher:	54256		39808592	4/11/2025	APR25/COPIER LEASE/SN: 2YJ1	188.33	
				39808357	4/11/2025	APR2525/COPIER LEASE/SN: 35\	220.66	
				39808163	4/11/2025	APR25/IMAGEPRESS/SN: 35Q43(	619.36	
				39807806	4/11/2025	APR25/COPIER LEASE/SN: 2KK0	196.81	
				39808912	4/11/2025	APR25/COPIER LEASE/SN: BASY	231.61	1,559.27
51991595	4/30/2025	025395	CANZLER TREE SERVICE, I	8926	4/7/2025	TREE REMOVAL/CHIP & HAUL DI	7,707.00	7,707.00
	Voucher:	54257						
51991596	4/30/2025	025438	CASEWARE INTERNATIONAI	INV835812	4/1/2025	CASEWARE CLOUD USERS/QTY	451.41	451.41
	Voucher:	54258						

Bank : bofa BANK OF AMERICA (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
51991597	4/30/2025	003155	CDW.GOVERNMENT, INC.	AD6D53R	4/8/2025	HP LASERJET M712DN PRINTER	2,450.14	2,450.14
	Voucher:	54259						
51991598	4/30/2025	001152	CENTURYLINK	333714624	12/15/2025	PW PUMP CALLOUT LINE	73.53	
	Voucher:	54260		333714624	4/15/2025	PW PUMP CALLOUT LINE	73.63	147.16
51991599	4/30/2025	026543	CINTAS FIRST AID AND SAFE	5265067806	4/17/2025	FIRST AID/AED SUPPLIES/PW SH	166.07	
	Voucher:	54261		5265067812	4/17/2025	FIRST AID/AED SUPPLIES/CITY H	76.01	242.08

Bank : bofa BANK OF AMERICA (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
51991602	4/30/2025	001024	CITY OF TACOMA	100986098	4/6/2025	LIGHTS/7613 CHAMBERS CK RD	10.47	
	Voucher:	54262		101259117	4/6/2025	LIGHTS/8720 CHAMBERS CK RD	42.59	
				101122277	4/7/2025	LIGHTS/8308 CHAMBERS CK RD	21.01	
				101215023	4/7/2025	LIGHTS/9020 CHAMBERS CK RD	20.26	
				101325438	4/6/2025	LIGHTS/8021 CHAMBERS CK RD	33.47	
				100185134	4/22/2025	LIGHTS/4401 67TH AVE W	32.19	
				100615001	4/23/2025	SIGNAL/2247 E DAY ISLAND BLVI	3.40	
				100933758	4/21/2025	LIGHTS/7203 44TH ST W	38.72	
				101065354	4/18/2025	LIGHTS/8001 54TH ST W	44.64	
				100737063	4/17/2025	LIGHTS/2715 ELWOOD DR W	56.22	
				100172057	4/18/2025	POWER & WATER/3920 GRANDV	121.32	
				100401273	4/9/2025	LIGHTS/8420 20TH ST W	15.67	
				100820972	4/9/2025	LIGHTS/2700 SUNSET DR W	99.39	
				100306925	4/7/2025	POWER/8020 CHAMBERS CK RD	32.93	
				100808955	4/9/2025	WATER/8235 27TH ST W/FEE AD.	0.01	
				100176036	4/9/2025	LIGHTS/2695 GRANDVIEW DR W	16.46	
				100077129	4/8/2025	SIGNAL/2701 GRANDVIEW DR W	24.93	
				100125363	4/10/2025	LIGHTS/6817 27TH ST W	19.24	
				100092335	4/8/2025	LIGHTS/3050 BP WAY W	109.45	
				100057089	4/10/2025	LIGHTS & SIGNAL/2700 BP WAY \	169.69	
				100306924	4/7/2025	POWER/8900 CHAMBERS CK RD	32.97	
				101006141	4/11/2025	LIGHTS/2698 BP WAY WEST	59.38	
				100072286	4/14/2025	SIGNAL/8501 40TH ST W	10.29	
				100089560	4/14/2025	LIGHTS/4317 GRANDVIEW DR W	38.77	
				100081728	4/10/2025	LIGHTS/6701 BP WAY W	60.38	
				100072268	4/14/2025	SIGNAL/8901 40TH ST W	10.29	
				100089578	4/14/2025	LIGHTS/4116 GRANDVIEW DR W	29.06	
				100089583	4/14/2025	LIGHTS/4016 GRANDVIEW DR W	14.54	
				100072254	4/14/2025	SIGNAL/8417 40TH ST W	10.29	
				100077140	4/14/2025	SIGNAL/2900 GRANDVIEW DR W	10.29	
				100077151	4/14/2025	SIGNAL/4000 OLYMPIC BLVD W	12.26	
				100905391	4/10/2025	LIGHTS/9313 56TH ST W	40.91	
				101010515	4/10/2025	LIGHTS/7106 27TH ST W	78.31	
				100360178	4/11/2025	SIGNAL/3900 GRANDVIEW DR W	10.25	
				100360059	4/11/2025	SIGNAL/3800 GRANDVIEW DR W	10.25	

Bank : bofa BANK OF AMERICA (Continued)

Check #	Date	Vendor	Invoice	Inv Date	Description	Amount Paid	Check Total
			100101783	4/9/2025	LIGHTS/5520 GRANDVIEW DR W	36.99	
			100109710	4/11/2025	LIGHTS/8902 40TH ST W	14.47	
			100360066	4/11/2025	SIGNAL/3850 GRANDVIEW DR W	10.25	
			100984717	4/10/2025	LIGHTS/2210 MILDRED ST W	53.66	
			101031174	4/10/2025	LIGHTS/6706 24TH ST W	60.78	
			101325439	4/7/2025	LIGHTS/7313 CHAMBERS CK RD	71.28	
			100089528	4/14/2025	LIGHTS/3912 GRANDVIEW DR W	24.23	
			100672520	4/9/2025	LIGHTS/2208 GRANDVIEW DR W	59.49	
			100488528	4/10/2025	LIGHTS & SIGNAL/6701 REGENT	58.40	
			101200947	4/8/2025	LIGHTS/4910 BRISTONW0OD DR	42.84	
			100101775	4/7/2025	LIGHTS/5250 GRANDVIEW DR W	66.10	
			100751205	4/4/2025	WATER/3555 MARKET PL W, HSE	238.86	
			100439837	4/3/2025	LIGHTS/3501 72ND AVE CT W	13.40	
			100802489	4/3/2025	LIGHTS/3904 BP WAY W	18.63	
			100617905	4/4/2025	LIGHTS/3525 BRIDGEPORT WAY	79.36	
			100495884	4/4/2025	LIGHTS/3625 DREXLER DR W	53.33	
			100635715	4/4/2025	POWER/3609 MARKET PL W, #HS	779.60	
			100122800	4/3/2025	SIGNAL/4398 BP WAY W	150.77	
			101117614	4/4/2025	POWER/3612 DREXLER DR W	766.74	
			101003692	4/14/2025	LIGHTS/5417 64TH ST W	16.83	
			100256491	4/13/2025	POWER/7250 CIRQUE DR W	33.80	
			100077160	4/15/2025	LIGHTS & SIGNALS/5202 67TH A\	271.56	
			101040440	4/14/2025	LIGHTS/7699 54TH ST W	25.06	
			100668537	4/14/2025	WATER/7150 CIRQUE DR W	31.71	
			100890035	4/15/2025	WATER/8399 CIRQUE DRIVE W	0.02	
			100963867	4/14/2025	LIGHTS/4411 ELWOOD DR W	55.92	
			100358203	4/14/2025	POWER/7150 CIRQUE DR W	1,552.82	
			101074049	4/14/2025	LIGHTS/6710 58TH ST CT W, #A	18.03	
			100569668	4/14/2025	LIGHTS/2610 SUNSET DR W	53.75	
			101407535	3/18/2025	WATER/6700 57TH ST W	3.00	
			100333844	4/18/2025	WATER/4951 GRANDVIEW DR W	236.50	
			100089550	4/14/2025	LIGHTS/4704 GRANDVIEW DR W	14.54	
			101006142	4/11/2025	LIGHTS/2299 BP WAY W	95.67	
			100089555	4/14/2025	LIGHTS/4526 GRANDVIEW DR W	19.38	
			100344745	4/14/2025	POWER/6810 CIRQUE DR W	33.13	

Bank : bofa BANK OF AMERICA (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
				101121519	4/10/2025	LIGHTS/6602 BP WAY W	85.04	
				100597956	4/11/2025	LIGHTS/8715 40TH ST W	176.52	
				100057075	4/14/2025	SIGNAL & LIGHTS/4100 GRANDV	21.77	
				100679491	4/10/2025	LIGHTS/8002 40TH ST W	57.04	
				100324281	4/14/2025	LIGHTS/7820 CIRQUE DR W	52.65	
				100263915	4/14/2025	WATER & POWER/7250 CIRQUE	27.60	
				100775637	4/14/2025	LIGHTS/7001 CIRQUE DR W	137.27	
				101200948	4/14/2025	LIGHTS/4802 92ND AVE W	67.21	
				100669141	4/11/2025	WATER/3500 GRANDVIEW DR W	164.63	
				100156306	4/17/2025	LIGHTS/5400 ALAMEDA AVE W	71.09	
				100094683	4/18/2025	LIGHTS/4758 BRISTONWOOD DF	78.40	
				100895151	4/16/2025	LIGHTS/7901 CIRQUE DR W	49.50	
				100668517	4/17/2025	WATER/4300 BRIDGEPORT WAY	68.65	
				101389710	4/17/2025	LIGHTS/7310 42ND ST W	24.10	
				100137272	4/3/2025	POWER & WATER/1901 SEAVIEW	96.73	
				100138171	4/3/2025	SIGNAL/3998 BP WAY W	36.07	
				100156353	4/3/2025	SIGNAL/4720 BP WAY W	38.94	
				100087691	4/3/2025	LIGHTS/3697 BRIDGEPORT WAY	90.25	
				100105615	4/3/2025	LIGHTS/3503 BP WAY W	57.57	
				101098584	4/4/2025	LIGHTS/7450 MARKET SQ	93.19	
				101102107	4/4/2025	POWER/3555 MARKET PL W	1,156.53	
				101184889	4/4/2025	LIGHTS/3610 BP WAY W	45.73	
				100737857	4/6/2025	LIGHTS/2101 MILDRED ST W	18.13	
				100101800	4/6/2025	LIGHTS/6318 GRANDVIEW DR W	73.20	
				100895144	4/15/2025	SIGNAL/8300 CIRQUE DR W	99.11	
				100083325	4/17/2025	POWER/4910 BRISTONWOOD DF	352.39	
				100798512	4/20/2025	LIGHTS/4402 97TH AVE W H1	69.96	
				100951901	4/7/2025	LIGHTS/7723 CHAMBERS CK RD	78.08	
				101115836	4/18/2025	LIGHTS/2702 ELWOOD DR W	16.70	
				100131881	4/20/2025	LIGHTS/4523 97TH AVE W	27.19	
				101088118	4/17/2025	LIGHTS/6100 CIRQUE DR W	102.33	
				101088119	4/17/2025	LIGHTS/5800 CIRQUE DR W	52.81	
				100080586	4/17/2025	POWER/4951 GRANDVIEW DR W	134.80	10,122.38
51991603	4/30/2025	002171	CITY OF TACOMA	91247714	4/16/2025	FLEET MAINTENANCE/FORD F35	6,417.44	6,417.44
	Voucher:	54263						

Bank : bofa BANK OF AMERICA (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
51991604	4/30/2025	026305	CIVICPLUS, LLC	330427	5/13/2025	SUBSCRIPTION PERIOD/5/13/20:	15,167.09	15,167.09
	Voucher:	54264						
51991605	4/30/2025	024565	COMCAST	237864831	4/1/2025	APR25/ACCT 939731393/INTERN	3,379.92	3,379.92
	Voucher:	54265						
51991606	4/30/2025	024565	COMCAST	849835010142541	4/1/2025	APR04-MAY03/INTERNET/LOBBY	141.37	
	Voucher:	54266		849835010113564	4/7/2025	APR12-MAY11/INTERNET/CIVIC E	277.18	418.55
51991607	4/30/2025	026511	CONCENTRA MEDICAL CEN	86303021	3/21/2025	PHYSICAL EXAMS	473.00	473.00
	Voucher:	54267						
51991608	4/30/2025	002066	CONSOLIDATED ELECTR.DI:	8541-1084551	4/21/2025	LED LIGHT FIXTURES/TRANSFO	563.32	
	Voucher:	54268		8541-1083660	4/21/2025	TRANSFORMER CORE/LED FIXT	1,799.92	
				8541-1084669	4/21/2025	HPS LMP	112.73	2,475.97
51991609	4/30/2025	023831	CREATIVE SERVICES NEW E	C25-29189	4/17/2025	JR.DEPUTY BADGE STICKERS	383.95	383.95
	Voucher:	54269						
51991610	4/30/2025	026831	CRYSTAL SPRINGS	24710748 04325	4/23/2025	WATER SERVICE/PW SHOP	28.51	28.51
	Voucher:	54270						
51991611	4/30/2025	026660	DHAMI, MANIKA	TYLER25	4/14/2025	TYLER CONNECT/PER DIEM/TR/	393.00	
	Voucher:	54272		REIMB	4/7/2025	REIMB/ICC PERMIT TECHNICIAN	305.00	698.00
51991612	4/30/2025	026253	DOG WASTE DEPOT	754297	3/18/2025	HANDLE TIE BAGS	2,099.60	2,099.60
	Voucher:	54273						
51991613	4/30/2025	026865	DRM CDL TESTING	04142025	4/14/2025	COMMERCIAL DRIVER TRAINING	4,665.00	4,665.00
	Voucher:	54274						
51991614	4/30/2025	026290	EFAX CORPORATE	5385640	3/31/2025	APR25/LOCAL NUMBERS/SECUF	120.05	120.05
	Voucher:	54275						
51991615	4/30/2025	026166	ENNIS-FLINT, INC.	289528	4/10/2025	THERMOPLASTIC PAVEMENT M/	14,915.90	14,915.90
	Voucher:	54276						
51991616	4/30/2025	026499	EPIC LAND SOLUTIONS INC	0325-1197	4/17/2025	ROW ACQUISITION SERVICES/6	11,049.93	11,049.93
	Voucher:	54277						
51991617	4/30/2025	026876	FACET NW, INC.	0062582	4/7/2025	2025 WETLAND SPECIALIST/UP	3,335.18	3,335.18
	Voucher:	54278						
51991618	4/30/2025	026729	FENAGH ENGINEERING ANI	8619-1	2/28/2025	BROOKSIDE DETENTION SYSTE	3,654.00	3,654.00
	Voucher:	54279						
51991619	4/30/2025	024894	FIGUEROA, JAVIER	WATOWA25	2/23/2025	WA TO WA DC/CONFERENCE/PE	153.00	153.00
	Voucher:	54280						
51991620	4/30/2025	022155	GGLO, LLC	2019071.01-0000(	4/4/2025	MAR25/HOMESTEAD PARK LANI	1,260.00	1,260.00
	Voucher:	54281						

Bank : bofa BANK OF AMERICA (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
51991621	4/30/2025	022739	GRAINGER	9469559562	4/10/2025	TUBE/HEAT CONDUCTING COMF	390.01	
	Voucher:	54282		9476263398	4/16/2025	DOME DOOR STOP	11.16	401.17
51991622	4/30/2025	001212	GRAY & OSBORNE INC	10/24495.00	4/22/2025	FEB23-MAR31/SEWER IMPROVM	120.09	120.09
	Voucher:	54283						
51991623	4/30/2025	001096	HONEY BUCKET	0554645871	1/13/2025	PORTA POTTY RENTAL/CIRQUE	121.00	
	Voucher:	54284		0554715038	2/21/2025	PORTA POTTY RENTAL/CURRAN	72.00	
				0554793289	4/7/2025	PORTA POTTY RENTAL/CIRQUE	121.00	314.00
51991624	4/30/2025	026120	KASER, MATTHEW	WSAMA25	4/17/2025	WSAMA25/CONFERENCE/PER D	250.80	250.80
	Voucher:	54285						
51991625	4/30/2025	025841	KLEBER, AMANDA	GSMCON25	7/31/2025	GSMCON25/ANNUAL CONF/PER	443.66	443.66
	Voucher:	54286						
51991626	4/30/2025	001797	LOWE'S BUSINESS ACCOUN	APR25	4/17/2025	APR25/MISC REPAIR & MAINTEN	1,048.99	1,048.99
	Voucher:	54287						
51991627	4/30/2025	026776	MASCOTT EQUIPMENT COM	623163	2/28/2025	FUEL ISLAND TERMINAL SYSTEI	5,516.63	5,516.63
	Voucher:	54288						
51991628	4/30/2025	026858	MAYE, MAURA	REIMB	4/14/2025	REIMB/MILEAGE/JOB	21.00	21.00
	Voucher:	54289						
51991629	4/30/2025	025291	MCCLUSKEY, DENISE	RECONCILIATION	4/7/2025	NLC/MAR25/LUGGAGE/TRANSPC	192.31	192.31
	Voucher:	54290						
51991630	4/30/2025	026669	MONSON, CHANTEL	REIMB	4/4/2025	REIMB/ICC PERMIT TECHNICIAN	305.00	305.00
	Voucher:	54291						
51991631	4/30/2025	025001	NATIONAL CONSTRUCTION	7793217	4/10/2025	TEMPORARY CONSTRUCTION/R	338.89	338.89
	Voucher:	54292						
51991632	4/30/2025	002150	OFFICE DEPOT,INC.	416812007001	4/3/2025	CREDIT/RETURNED ITEM/ADDIN	-24.32	
	Voucher:	54293		418804542001	4/10/2025	PAPER	319.62	
				416446688001	4/3/2025	CREDIT/THERMAL ROLL	-26.14	269.16
51991633	4/30/2025	026698	OH, GRACE	TYLER25	1/17/2025	TYLER CONNECT 2025/PER DIEI	363.16	363.16
	Voucher:	54294						
51991634	4/30/2025	002453	PACIFIC PLANTS INC	102916	4/15/2025	REPLACEMENT STREET TREES	1,458.83	1,458.83
	Voucher:	54295						

Bank : bofa BANK OF AMERICA (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
51991635	4/30/2025	001109	PIERCE COUNTY BUDGET &	CI-367848	4/23/2025	FEB25/UP CONTRACT/ POLICE S	560,400.97	
	Voucher:	54296		CI-367813	4/21/2025	MAR25/ANIMAL CONTROL & SHE	15,687.21	
				CI-367806	4/21/2025	MAR25/TRAFFIC OPERATIONS M	4,339.54	
				CI-367855	4/23/2025	DEPUTY NEW HIRE/START UP C	523,520.00	
				CI-367847	4/23/2025	JAN25/UP CONTRACT/ POLICE S	562,470.20	
				CI-367849	4/23/2025	MAR25/UP CONTRACT/ POLICE S	560,630.45	
				CI-367584	4/15/2025	MAR25/JAIL SERVICES	12,534.81	
				CI-366251	3/18/2025	1STQTR25/MEMBERSHIP DUES/I	11,792.21	
				CI-367246	4/1/2025	2NDQTR25/COURT SERVICES	59,180.00	2,310,555.39
51991636	4/30/2025	024698	PIERCE COUNTY SECURITY	446983	4/3/2025	#009205/MAR25/CIRQUE PARK	235.00	
	Voucher:	54297		446855	4/3/2025	#012655/MAR25/SEAVIEW ST	200.00	
				446814	4/3/2025	#010740/MAR25/PARADISE PONI	235.00	
				447017	4/3/2025	#009206/MAR25/KOBAYASHI PAR	235.00	905.00
51991637	4/30/2025	026881	RADICAL IDENTITY PRAXIS I	REIMB	4/14/2025	REIMB/BUSINESS LICENSE REFI	50.00	50.00
	Voucher:	54298						
51991638	4/30/2025	002206	S & S TIRE, INC.	1-164712	4/14/2025	FLAT REPAIR	200.94	
	Voucher:	54300		1-164702	4/14/2025	TRUCK WHEEL CHANGE	546.54	
				1-164512	4/14/2025	CREDIT/TAX RATE CORRECTION	-544.56	202.92
51991639	4/30/2025	026797	SCHAUB, ELIZABETH	EASEMENT	3/24/2025	EASEMENT/PARCEL #755000006	16,250.00	16,250.00
	Voucher:	54301						
51991640	4/30/2025	022031	SEESZ, LINDA	GSMCON25	9/11/2024	GSMCON25/L.SEESZ/PER DIEM/I	553.66	553.66
	Voucher:	54302						
51991641	4/30/2025	026838	SOUND PROWASH LLC	3875	4/3/2025	CONCRETE CLEANING/PRESSUI	5,231.95	
	Voucher:	54303		3874	4/3/2025	CONCRETE CLEANING/PRESSUI	5,389.40	10,621.35
51991642	4/30/2025	026539	SOUND SCREENING SERVIC	1039297	4/30/2025	EMPLOYEE SCREENING	352.32	352.32
	Voucher:	54304						
51991643	4/30/2025	026781	SOUNDVIEW CONSULTANTS	27710001007	3/31/2025	MAR01-MAR31/CREEKSIDE PARI	5,020.25	5,020.25
	Voucher:	54305						
51991644	4/30/2025	002184	SPRAY CENTER ELECTRON	5996	3/31/2025	150 GAL STAINLESS STEEL TANI	9,296.13	9,296.13
	Voucher:	54306						
51991645	4/30/2025	026577	SUNSHOWERS DESIGN LLC	1154	4/8/2025	ALARM DECALS	515.65	515.65
	Voucher:	54307						
51991646	4/30/2025	001515	TACOMA NARROWS ROTAR'	0080	4/12/2025	1STQTR25/DUES & MEETINGS	135.00	135.00
	Voucher:	54308						

Bank : bofa BANK OF AMERICA (Continued)

Check #	Date	Vendor		Invoice	Inv Date	Description	Amount Paid	Check Total
51991647	4/30/2025	025311	TACOMA WINSUPPLY, INC.	326848 01	3/27/2025	CLEANOUT PLUGS	23.03	23.03
	Voucher:	54309						
51991648	4/30/2025	002823	THOMPSON ELECTRICAL CO	125-20532W	1/15/2025	REMOVE/REPLACE/3RD FL RES	344.61	
	Voucher:	54310		425-20887C	4/15/2025	POLE REPAIR/CIRQUE & ALAMEI	1,560.12	1,904.73
51991649	4/30/2025	001035	TYLER TECHNOLOGIES, INC	045-514870	4/9/2025	EERP IMPLEMENTATION/FIN/HRI	6,265.00	
	Voucher:	54311		045-510289	4/1/2025	PCI SERVICE FEE/MAY25-MAR26	545.00	6,810.00
51991650	4/30/2025	001148	UNITED STATES POSTAL SE	BULK MAIL	4/14/2025	PERMIT #235 BUILK MAILING SE	4,100.00	4,100.00
	Voucher:	54312						
51991651	4/30/2025	024991	VALLEY ATHLETICS	61628	4/21/2025	ECO BRIGHT WHITE STRIPE PAI	3,382.83	3,382.83
	Voucher:	54313						
51991652	4/30/2025	001153	VERIZON WIRELESS,LLC.	6109969711	4/1/2025	CELL PHONE/CITY WIDE/PW & P.	1,840.98	1,840.98
	Voucher:	54314						
51991653	4/30/2025	022590	WA STATE DEPT OF TRANSP	RE-313-ATB50415	4/15/2025	MAR25/35TH ST/PH 1	60.90	
	Voucher:	54316		RE-313-ATB50415	4/15/2025	MAR25/35TH ST/PH 2	90.98	151.88
						Sub total for BANK OF AMERICA:		2,880,001.26

67 checks in this report.

Grand Total All Checks: 2,880,001.26

Business of the City Council
City of University Place, WA

Proposed Council Action:

Authorize the City Manager to execute a Sponsorship Agreement with UP for Art substantially in the form attached hereto.

Agenda No:	6C
Dept. Origin:	City Manager
For Agenda of:	May 5, 2025
Exhibits:	Sponsorship & Facility Use Agreement

Concurred by Mayor: _____
Approved by City Manager: _____
Approved as to Form by City Atty.: _____
Approved by Finance Director: _____
Approved by Dept. Head: _____

Expenditure	Amount	Appropriation
Required: $0.00	Budgeted: $0.00	Required: $0.00

SUMMARY/POLICY ISSUES

Up for Art has expressed a desire to host one or more events free to all people during the 2025 Event Season in the Atrium at the Civic Building. Due to the City's agreement with the Library, only events sponsored by these two organizations may be held in the Atrium.

Up for Art has a long and standing tradition of providing quality arts education and enrichment activities in the City of University Place. After a COVID pandemic hiatus, the non-profit returns to continue this valuable community tradition. The proposed event offers a free opportunity for the community to connect while promoting an appreciation for the arts.

An agreement containing the details of the arrangements is attached for Council's approval.

RECOMMENDATION/MOTION

MOVE TO: Authorize the City Manager to execute a Sponsorship Agreement with Up for Art substantially in the form attached hereto**.**

SPONSORSHIP & FACILITY USE AGREEMENT

THIS SPONSORSHIP AGREEMENT (the "Agreement") is entered into this **17st day of April, 2025**, by and between **UP for Art** (hereafter "Organizer"), the organizer or producer of the **UP for Arts Education** (hereafter the "Event" or "Special Event"), and the City of University Place ("City"), a Washington municipal corporation (collectively the "Parties").

RECITALS

This Agreement is entered into based upon the following:

A. WHEREAS, Organizer is the organizer or producer of the Special Event which will take place in the year 2025 in University Place, Washington whose purpose is to **provide free arts education performances**.

B. WHEREAS Up for Arts has a long and standing tradition of providing quality arts education and enrichment activities in the City of University Place.

C. WHEREAS After a COVID pandemic hiatus, UP for Art returns to continue this valuable community tradition.

D.WHEREAS the Organizer promotes and advertises the Special Event for, among other things, the purpose of raising funds to pay for the costs associated with the Special Event.

E. WHEREAS this event is free to all people.

F. WHEREAS, the City desires to be involved with the Special Event as a sponsor, and have the Organizer promote the City in connection with and during the Event.

G. WHEREAS, the Organizer and the City intend by this Agreement to fully and completely set forth their conditions, agreement and understanding regarding the City's sponsorship and involvement with the Special Event, and the respective duties, obligations and rights of the parties.

H. NOW, THEREFORE, in consideration of the foregoing recitals, which are incorporated into the Agreement by this reference, the parties mutually agree as follows:

AGREEMENT

1. Definitions.

a. *Special Event Permit, Event Permit or Permit* means the permit issued by the City giving the Organizer official permission to promote and conduct the Event within the City of University Place.

b. *City Representative* means the City Manager's Special Events designee, or such other City staff person as designated by the City Manager or the City Manager's Special Events designee.

2. Express Representations of Organizer.

Organizer has received and reviewed a copy of the University Place Civil Library Building Atrium Policies and Procedures, a copy of which is attached to this agreement, and agrees to abide by the same, and in particular

those provisions applicable to "Event Organizers." In addition, the Organizer agrees to abide by the following additional conditions:

- Use of the Atrium will not be granted when the primary purpose is for private or commercial gain or for commercial advertising purposes. This provision does not restrict the rental of other City facilities to commercial businesses for meetings, lectures, conferences, banquets and other uses so long as the primary purpose is not for commercial gain.

- The use of the Atrium shall not be granted for political purposes.

- Use of the Atrium will not be granted for any Special Event at which admission is charged or a collection of money taken, unless all such funds are to be used to cover the costs of the meeting and/or for bona fide municipal purposes, in which case, the applicant shall be obligated to provide to the City adequate documentation to establish that charges will cover costs only and/or that charges will be used for bona fide municipal purposes.

- Facilities used shall be limited to those specified on the approved application.

3. Sponsorship Fees.

a. The City agrees to sponsor the Event for the Event date set forth in section *6. Term* through the provision of in-kind City of University Place services. The in-kind services shall include the use of the Civic Building Atrium. The in-kind services shall not include permit application fees, park rental fees, business license fees, alcohol license fees, Building Department fees or Fire Department inspection/permit fees.

b. Organizer shall pay 100% of the cost of any City services required to support and/or remedy the activities conducted in violation of the permit.

4. Record Inspection and Retention.

The City or its representative shall have the right to inspect and copy the records of Event upon reasonable notice. In addition, if an audit has been performed or is commenced during the term of this Agreement which pertains to the Event, a copy of such audit shall be provided to the City Representative. Organizer is required to provide any audit conducted within two years of the Event which covers the Event. Unless the audit is a public audit, Organizer may direct that the audit contains trade secrets and shall remain confidential to the extent permitted by the law. Organizer agrees to keep its Event related books in accordance with an approved bookkeeping system, to retain its books and records, including all records relating to the Event, for a period of three (3) years following the execution of this Agreement, and to make such books and records available for inspection by City Staff, or other designated representative of the City, at any time from the effective date of this Agreement until expiration of the required retention period. Organizer understands that the Washington Public Records Request Act contained in chapter 42.56 RCW may be applicable.

5. Promotional Consideration.

Organizer shall provide to the City during and in connection with the Event and during the terms of this Agreement, the following considerations, services, and promotion. The City of University Place shall be considered a Sponsor of the Event. Organizer shall provide to the City during and in connection with the Event during the terms of this Agreement, the following considerations, services and promotion:

a. Limited use of the Event logo upon written and authorized permission of the Organizer.

b. City of University Place logo included on Event materials printed and displayed after this Agreement is signed.

c. City of University Place logo and link to www.cityofup.com on the Event website.

Additionally, the City and Organizer agree to the provisions of section 6 contained here within titled "The City's Logo".

6. Term.

This Agreement shall become effective immediately and shall remain in full force and effect for the performances of **May 17, 2025**. Each event date will be requested using the Atrium Reservation form. Multiple events can be included on one Atrium Reservation. Approved reservations will become attachments to this agreement.

7. The City's Logo.

Within a reasonable time following the execution of this Agreement, but not later than fifteen (15) business days following the execution of this Agreement, the City will provide to Organizer the design for the City's logo to be used by Organizer in its promotional and advertising materials for and in connection with the Event. Promotional and advertising materials using the City's logo shall be subject to the City Representative's prior written approval. Approval shall be provided by the City for a maximum of forty-eight (48) business hours following receipt of drafting advertising by Organizer with a request for approval. The granting of approval to use the City's logo shall be deemed a nonexclusive privilege for license only. Organizer shall have no property interest or other rights in the City's logo and shall use such logo only in connection with advertising or promotion of the Event. Upon termination of this Agreement, Organizer shall have no further right to use the City's logo. Any use of the City's logo in a manner inconsistent with the provisions of this paragraph shall give the City the right to disallow further use of its logo and shall constitute cause for termination of this Agreement.

8. Insurance.

It shall be a condition of the issuance and continued validity of any Special Event Permit granted pursuant to this Agreement that the Organizer first obtain, pay for and maintain a policy of general liability insurance or the equivalent insurance approved as to form by the City's Representative and the City's Risk Manager, which shall insure the City, including its officers and employees, against any liability, or claims of liability, brought or made by or on behalf of any person for personal injury (including death) or property damage caused by or arising out of any negligent act or omission of either the Organizer, or its agents, employees, volunteers or Event participants occurring during the period and as a result of the activities for which such Special Event Permit was issued. The amount of coverage to be provided by such policy shall not be less than $1,000,000.00 combined single limit. If Commercial General Liability Insurance or other form with a general aggregate limit is used, the general aggregate limit shall be increased to equal twice the required occurrence limit or revised to apply separately to this Event or location. Organizer may satisfy the requirements imposed by this Section through the presentation of a certificate of insurance, of at least the required amount of coverage, which indicates that the City of University Place is an additional insured. Such certification shall additionally provide that the acquired insurance will not be modified, changed or terminated without written notice delivered to the City Risk Manager at least 30 days in advance.

9. Indemnity by Organizer.

Subject to the limitations of applicable law, Organizer shall indemnify, protect, defend and hold harmless City and its governing boards, officers, employees, authorized agents, contractors and subcontractors, and their respective successors and assigns from and against any and all liability, costs and expenses (including defense costs, legal fees, and experts' fees), and claims, losses, liabilities, suits, or actions of any kind (collectively "Claims and Expenses") for damages for personal injury (including death) or property damage, arising out of, relating to or as a result of any negligent or intentional acts or omissions of Organizer or its officers, directors, employees, authorized agents, vendors, contractors, subcontractors, or volunteers, except to the extent such Claims and Expenses are proximately caused by the negligence or willful misconduct of the City or its officers or employees.

10. Relationship of Parties.

The Parties acknowledge and agree that this Agreement does not constitute or create a franchise, partnership, joint venture, or other business relationship between Organizer and the City. The City is independent of Organizer and the City is not, and shall not, represent itself to be an agent or representative of Organizer. Further, Organizer is not, and shall not represent itself to be an agent of the City. Neither party to this Agreement shall have any authority, express or implied, to act as an agent on behalf of the other party, or to bind the other party to any obligation. Notwithstanding anything in this Agreement to the contrary, Organizer is solely and exclusively responsible for the control, direction, production and promotion of the Event, and the manner and method thereof. This section shall not prevent the City from exercising its police and regulatory powers and other public duties. This Agreement does not relieve Organizer from the requirement to obtain and comply with a Special Event Permit and other applicable laws.

11. Termination for Cause.

This Agreement may be terminated by either party if the other party materially breaches this Agreement and fails to cure such breach within 10 days of the date of receipt of notice of the breach from the non-breaching party. Any notice of the breach must set forth the nature of the breach. If the breach is not cured within said 10-day period, then this Agreement may be terminated only upon notice of the non-breaching party to the other. Alternatively, a non-breaching party may seek enforcement of this Agreement by an action at law or any other means provided at law or in equity. Failure to maintain required insurance shall be grounds for immediate termination.

12. Effect of Termination.

Upon termination of this Agreement, neither party shall have any further right, title or interest in or under this Agreement; except that the provisions set forth above in the Sections titled "Indemnity by Organizer" shall survive the termination of this Agreement. If there is a termination of this Agreement based upon the breach of either party of a term or provision of this Agreement, the Sections titled and "Indemnity by EVENT" shall survive the termination. This section shall not be construed to relieve Organizer of the duty to pay for City Services actually provided.

13. Notices.

All notices, requests, demands and other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed to have been duly given by registered or certified mail, return receipt requested, postage prepaid thereon as follows:

City of University Place
Attn: Marian Holloway
3609 Market Place W., Suite 200
University Place, WA 98466
MHolloway@cityofup.com
Phone: (253) 677-0799

UP for Art
Attn: Debbie Klosowski
Email: debbieklosowski10@gmail.com
Phone: (253) 302-6413
Attn: Derek Zhao
Email: HappyDuo@gmail.com
Phone: (206) 234-3517

14. Assignment.

Neither party shall assign or attempt to assign this Agreement or any part thereof to any third party, without prior written consent of the other party.

15. Successors.

Notwithstanding the anti-assignment provisions of this Agreement, in the event any successor, transferee, or assignee of either party should acquire any interest in this Agreement or the Special Event Permit, then, in such event, the terms and conditions of this Agreement or the Special Event Permit shall be fully binding upon such third party and inure to such third party's benefit.

16. No Conflict.

Each party represents and warrants to the other that the party has the right and authority to enter into this Agreement, and that this Agreement presents no conflict with any obligation of the party with any third party.

17. Entire Agreement.

This Agreement sets forth the entire understanding and agreement of the parties regarding and/or relating to the Event and the subjects covered by this Agreement, and the Agreement supersedes all prior representations, negotiations and agreements.

18. Compliance with Laws.

Each party agrees that it will comply with all laws, rules, permit conditions, and regulations effecting this Agreement or the performance thereof.

19. Force Majeure.

Any delay or failure of either party to perform its obligations hereunder shall be excused to the extent that such delay or failure is caused by an event or occurrence beyond its reasonable control, such as, by way of example and not by way of limitations, acts of God, fire, floods, storms, explosions, riots, natural disasters, sabotage or labor problems which may materially impact the Event or its economic viability. A party claiming a force majeure shall give the other party notice thereof as soon as practicable. Should the event of force majeure continue beyond 30 days, or such shorter time period as may be reasonable under the circumstances, either party may terminate this Agreement.

20. Amendments.

This Agreement may only be amended in writing signed by both parties.

21. Headings.

The section headings used in this Agreement are for convenience only and are not intended to broaden or limit this Agreement or the interpretation thereof.

22. Governing Laws.

This Agreement shall not be construed for or against a party by virtue of which party drafted the Agreement. The Agreement shall be governed by and interpreted in accordance with the laws of the State of Washington. Venue for any suit relating to this Agreement shall be in a court of competent jurisdiction located in Pierce County, Washington.

23. Waiver.

The failure of either party to enforce any provision of this Agreement shall not be construed or considered a waiver or release of such provision and such provision shall remain in full force and effect.

24. Severability.

If any section, subsection, subdivision, paragraph, sentence, clause or phrase of this Agreement or any part thereof, is for any reason held to be unconstitutional or invalid or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Agreement or any part thereof.

IN WITNESS WHEREOF, the parties hereto have duly executed this Sponsorship Agreement between the Organizer, and the City of University Place as of the date first written above.

CITY OF UNIVERSITY PLACE

By: _____
Stephen P. Sugg
City Manager

UP for Art

By: _____
Debbie Klosowski
Artistic Director

Approved as to form:

By: _____
Matthew S. Kaser,
City Attorney

Attachment A - Insurance
Attachment B - Atrium Reservation
Attachment C - Special Event Permit Application
Attachment D - Atrium Policy and Procedures

Attachment A
Insurance

Certificate of Insurance Contractors must provide a **certificate of insurance naming the City as additionally insured** and containing the following details displayed in the *Description of Operations* section on the certificate. Use exact wording shown below. Multiple events can be noted on one certificate.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

1. **Name of Additionally Insured: City of University Place, a Washington Municipal Corporation, and its officials, officers, employees, contractors, and agents.**
2. **Event Name: *(Your event name here)***
3. **Event Date: (Your event date here)**
4. **Event Location: (Your event location here)**

CERTIFICATE HOLDER	CANCELLATION
City of University Place 3609 Market Place W STE 200 University Place WA 98466	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE

Minimum Amounts of Insurance Commercial General Liability insurance shall be written with limits of no less than $1,000,000 each occurrence, $2,000,000 general aggregate, unless larger attractions are included in the event rentals. Where bounce houses or other inflatable or large rentals are included the Commercial General Liability insurance shall be written with limits of no less than $2,000,000 each occurrence, $2,000,000 general aggregate and is determined on and event by event basis and at the City's discretion.

Commercial General Liability Insurance shall be at least as broad as ISO occurrence form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. The Public Entity shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the work performed for the Public Entity **using an additional insured endorsement at least as broad as ISO endorsement form CG 20 26.**

POLICY NUMBER: COMMERCIAL GENERAL LIABILITY CG 20 12 05 09

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – STATE OR GOVERNMENTAL AGENCY OR SUBDIVISION OR POLITICAL SUBDIVISION – PERMITS OR AUTHORIZATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

State Or Governmental Agency Or Subdivision Or Politica	Subdivision:

information required to complete this Schedule, if not shown above, will be shown in the Declarations.

Section II – Who Is An Insured is amended to include as an insured any state or governmental agency or subdivision or political subdivision shown in the Schedule, subject to the following provisions:

1. This insurance applies only with respect to operations performed by you or on your behalf for which the state or governmental agency or subdivision or political subdivision has issued a permit or authorization.

2. This insurance does not apply to:
   a. "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the federal government, state or municipality; or
   b. "Bodily injury" or "property damage" included within the "products-completed operations hazard".

Attachment C

Special Event Permit Application

SPECIAL EVENTS PERMIT – MINOR *Application*
(1 to 299 participants)

University Place WASHINGTON

3609 Market Pl W, Suite 200
University Place, WA 98466
PH: (253) 566-5656

Please fill out all of the required information **COMPLETELY**. Attach all site plans showing locations of all signs, fire hydrants, structures, and parking areas. Attach any route maps for parades or races, including indications for all streets or portions of streets to be closed. Submit proof of liability insurance, and additional insured endorsement. The non-refundable application fee is due at the time of application. Fees for City support services (if necessary) will be paid after departmental review and determination of costs, before the permit is issued. Application is due at least 30 days prior to the event.

PLEASE PRINT OR TYPE

Name of Applicant	Address	Phone Number
Name of Organization	Address	Phone Number
Name of On-Site Contact	Address	Phone Number

Please check the event type:

☐	Athletic Event	☐	Park Event
☐	Car Show	☐	Parade
☐	Festival	☐	Other _____

Description of Event (in detail): _____

Is this an event involving political or religious activity intended primarily for the communication or expression of ideas? ☐ YES ☐ NO

Will participants pay a fee or make a donation? ☐ YES ☐ NO
If yes, Admission Tax may be due pursuant to UPMC 4.60.

EVENT LOCATION (address or cross streets): _____

DATE(s) of EVENT (INCLUSIVE) _____ Number of Participants including Spectators _____

FOR OFFICE USE ONLY	☐☐ MAJOR EVENT	☐☐ MINOR EVENT
	☐☐ PRE-APPLICATION MEETING REQUIRED	☐☐ FEE EXEMPT

APPROXIMATE TIMES (indicate AM/PM) for:

Day 1	Assembly	Event Start	Event Close	Disassembly
Day 2	Assembly	Event Start	Event Close	Disassembly
Day 3	Assembly	Event Start	Event Close	Disassembly

*Attach description of additional days if necessary

NAME OF STREET(S) TO BE CLOSED OR ALTERED AND THE TYPE OF CLOSURE REQUESTED (e.g. half-street or full-street, temporary with flag person for 3-5 minutes or with signs and barricades)

Street	Type of Closure

DESCRIPTION OF MARCHING UNITS, VEHICLES, AND BANDS (include size and number and attach a diagram of any parade, race, or other travel route)

SPECIAL CONSIDERATIONS – Please check all that apply to this event (Additional permits, insurance and/or licenses may be required). WILL THERE BE:

☐ AMPLIFIED SOUND (describe)

☐ ALCOHOL (additional insurance and WSLCB permit required) (describe)

☐ ANIMALS (describe)

☐ ATHLETIC EVENT (Participant Liability Insurance required) (describe)

☐ DRONES (Aviation liability insurance required) (describe)

_____

_____

☐ CATERERS or ☐ FOOD TRUCKS (Food vendors required to have liability insurance , including products completed operations coverage) (describe number and diagram locations)

_____

_____

☐ COOKING FACILITIES OR OPEN FLAME (describe number and size and diagram locations)

* Fire Code requires that open flame and grease-laden cooking be conducted at least 12' from a tent or canopy cover. Separation requirements for cooking trailers may apply.
* Food vendors must have proof of insurance and required Health Department permits.

_____

_____

☐ TENTS, CANOPIES, AND AWNINGS (describe number and size and diagram locations)

* Fire Permits/inspections may be required for tents > 200 sf, canopies > 400 sf, and combinations of canopies without a 12' separation.

_____

_____

☐ INFLATABLES OR AMUSEMENT RIDES (additional insurance required) (describe number and size and diagram locations)

* Must be licensed through Labor and Industries (L&I) and marked with the appropriate L&I inspection decal.
* Vendor supplying the ride must be an L&I certified amusement ride operator (L&I website has a list of approved vendors at Amusement Rides Operators (wa.gov)).
* The ride operator must be an employee of the vendor supplying the ride.

_____

_____

☐ SMOKING (If smoking is allowed, noncombustible ash containers are required. Diagram locations)

_____

_____

☐ FLOATS (describe number and size. Auto liability insurance required for all vehicle entries.)

* Floats must be constructed of flame-retardant materials.

_____

_____

☐ ELECTRICAL POWER REQUIREMENTS (describe source & voltage and diagram power cord path)

_____

_____

☐ COMPRESSED GAS CYLINDERS (describe number and size and diagram locations)

_____

_____

☐ DUMPSTERS WITH CAPACITY > 1.5 CUBIC FT. (describe number and size and diagram locations)

_____

_____

☐ PORTABLE RESTROOMS (describe number and size and diagram locations)

* Some restrooms must meet ADA requirements.

_____

_____

☐ TEMPORARY PARKING (describe capacity and diagram locations)

* Parking in the public right-of-way may require a street-closure permit.

_____

_____

☐ ENTRANCE/EXIT (diagram ingress/egress for event and parking facilities)

_____

_____

☐ STAGES, BOOTHS, TRAILERS, MOTORHOMES, OR OTHER TEMPORARY STRUCTURES (describe number and size and diagram location)

* Building permits may be required for temporary structures.

_____

_____

☐ TEMPORARY SIGNAGE (describe number and size and diagram location)

* Five event signs < 30 sf. ea. & six off-premises directional signs < 4 sf. ea. permitted. A temporary sign permit may be required.

_____

_____

☐ VENDOR SALES (number of vendors conducting sales)
*UPMC 15.05 – Parks Code – may require separate sales permits for sales activities in City parks.

_____

_____

READ CAREFULLY AND SIGN

The City of University Place does not maintain insurance that will respond to claims against the Applicant/Organization in connection with the permitted event by the Applicant/Organization, its members, or those attending the event. Applicant/Organization is required to obtain occurrence-based liability insurance in accordance with City of University Place policy, name the City of University Place as an additional insured on the policy using an endorsement at least as broad as ISO additional insured endorsement form CG 20 26, and shall provide proof of such insurance two-weeks prior to the date of the event. After reviewing this application, the City of University Place will determine the types and amounts of insurance required. Certificates of insurance and amendatory endorsements shall be submitted to the City for approval 14 working days prior to the event. Acceptability of insurance is subject to approval by the City's Risk Manager.

Applicant/Organization agrees to maintain access for emergency vehicles. Applicant/Organization agrees to pay for all required services by City or City-contracted personnel necessary for security and safety for the duration of the event, as specified on the special events permit. Payment for estimated charges will be made prior to issuance of the Special Event Permit. If cancellation is necessary and written notice to the City is given within 48 hours, fees for City support services will be refunded.

Applicant/Organization shall defend, indemnify and hold harmless the City of University Place, its officers, officials, employees and volunteers from and against any and all claims, suits, actions, or liabilities for injury or death of any person, or for loss or damage to property, which arises out of the acts or omissions of the Applicant/Organization, its employees, volunteers, representatives or vendors, or from any activity, work or thing done, permitted, or suffered by Applicant/Organization, related to the permitted activity, except only such injury or damage as shall have been occasioned by the sole negligence of the City of University Place.

Applicant is at least 18 years old and is authorized by Organization to agree to the terms of this Special Event Permit Application on Applicant's own, and Organization's behalf.

_____ _____
Signature of Applicant Date

_____
Print Name

Special Events Permitting
Indemnification/Hold Harmless Agreement

University Place
WASHINGTON
3609 Market Place W., Suite 200
University Place, WA 98466-4488
PH: (253) 566-5656 FAX: (253) 460-2541

WHEREAS, _____ ("Applicant") has applied for a Special Event Permit under City Ordinance codified at UPMC Chapter 5.10; NOW, THEREFORE, Applicant shall defend, indemnify and hold harmless the City of University Place, its officers, officials, employees and volunteers from and against any and all claims, suits, actions, or liabilities for injury or death of any person, or for loss or damage to property, which arises out of the acts or omissions of the Applicant/Permittee/User, its employees, volunteers, representatives or vendors, or from any activity, work or thing done, permitted, or suffered by Applicant/Permittee/User, related to the permitted activity, except only such injury or damage as shall have been occasioned by the sole negligence of the City.

Dated this _____ day of _____, _____.

Signature: _____

Print name: _____

STATE OF WASHINGTON)
) ss:
COUNTY OF PIERCE)

I certify that I know of have satisfactory evidence that _____ (name of signer) is the person who appeared before me, and said person acknowledged that (he/she) signed this instrument, on oath stated that he/she was authorized to execute the instrument and acknowledged it as the _____ (type of authority, e.g., officer, trustee, etc.) of _____ (name of party on behalf of whom instrument was executed) to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

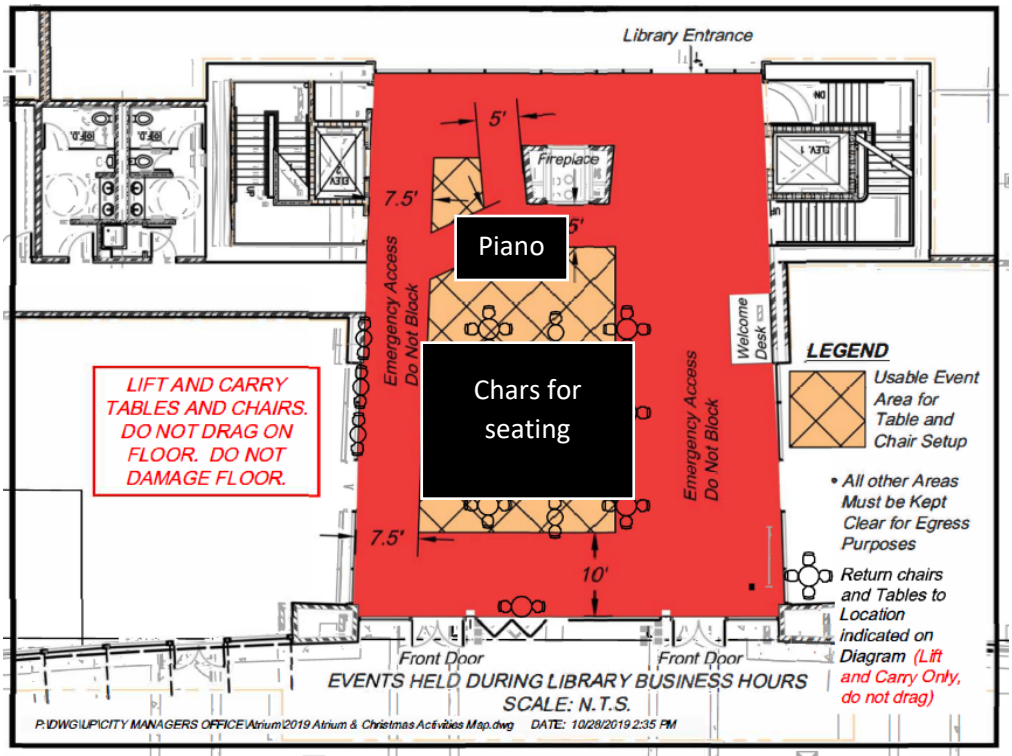
Dated this _____ day of _____, _____.

Signature: _____

Print Name: _____
NOTARY PUBLIC in and for the State of Washington,

Residing in _____

Commission expires: _____



60 occupants with tables and chairs set-up. 120 maximum for standing room only.

Attachment D

Atrium Policies and Procedures
Atrium Layout During and After Hours

Pierce County Library System Information & Imagination 3005 112th Street East Tacoma, WA 98446 PH: 253.536.6500 FAX: 253.537.1809	**University Place Civic and Library Building Atrium** **Policies and Procedures**	University Place WASHINGTON 3609 Market Place West, Suite 200 University Place, WA 98466 PH: 253.566.5656 FAX: 253.460.2541

Facility Usage Policy:
The Library/Civic Building Atrium is available only for City of University Place (City) and Pierce County Rural Library District (Library) special events and for bulletin boards, information racks and information booths or kiosks that are approved by the City and the Library. "Library or City special event" shall mean any Library or City sponsored special event; currently, it does not include organizations affiliated with the City or the Library

Event Rules:

- Proposed Atrium special events will be scheduled by coordination between the City and Library representatives according to facility availability throughout the year.
- All events will be scheduled for times other than regular City and Library hours of operation, unless the City and Library representatives agree otherwise.
- Event set-up will not be permitted during City and Library regular hours of operation, unless the City and Library representatives agree otherwise.
- Event organizers must meet with the Library and City representatives to discuss the event plan including provisions for emergency exiting by attendees, layout/equipment to be brought in for the event, and the proposed activities. The Library and City representatives must approve the set-up and have the right in their sole discretion to deny events, or event plans not appropriate for the Atrium.
- Event set up rules include, but are not limited to:
- No objects of any kind may be attached to the walls by any means.
- No objects may obstruct exiting by attendees.
- In circumstances where an event is allowed to occur during City and Library regular hours of operation, no objects or event activities will be allowed to obstruct ingress and egress by Library or City patrons.
- Tables/chairs brought in for events must have rubber/plastic padding that prevent damage to Atrium floor. Event organizers must receive approval from the Library and City representatives for rental equipment to be brought into the Atrium.

Additional Requirements and Fees:

- A refundable damage/cleaning deposit of $250 for use of the Atrium by City and Library partners is due one week prior to the event.
- A certificate of insurance is required and must be received by the City of University Place one week prior to the event or your reservation will be cancelled. The certificate must be in the applicant's name, provide insurance coverage of at least $1,000,000 for bodily injury/property damage, name the City of University Place as an additional insured, include the event name, date and address. An Additional Insured Endorsement is required to accompany the certificate of insurance. A certificate of insurance can be obtained from your insurance agent or through the City's provider at **https://app.gatherguard.com/?v=0465-507**.
- The Library and City representatives have the right to impose additional requirements and levy charges as deemed appropriate within their sole discretion to particular events, including but not limited to the following:

- Security/Safety/Inspection costs: (including any required police or fire department personnel). Should an event require outside (City, County, State) safety or security approvals/inspections, the Library and City representatives may assess those charges upon the event organizer(s).
- Maintenance and set-up cost, in the event as determined within the sole discretion of the Library and City representatives that City and/or Library staff need to participate in set-up or in the event itself.

Cleaning

- Clean-up and removal of refuse from the event is the responsibility of the event organizer.
- The event organizer is required to provide trash receptacles and cleaning supplies including trash bags and paper towels for cleaning of the premises. All refuse must be removed by the event organizer from the building immediately after the event.
- If the City and Library representative determine in their sole discretion that, due to use during an event, additional cleaning and maintenance is necessary to return premises to its prior condition, special maintenance services will be arranged by the City and Library representatives and billed to the event organizer.

Equipment for Events

- Any equipment required for the event must be provided by the event organizer. Delivery and pick-up of all equipment and other rentals must be coordinated by the event organizer with the City and Library representatives.
- All event supplies, equipment, and rentals must be removed by the event organizer from the facility immediately following the event.
- The City and Library will not be responsible for any equipment, materials or property of any kind left on the premises by the event organizer or its vendors or agents, if any.
- The event organizer must provide its own personnel, dollies or carts for loading, unloading or carrying equipment to the area being used.
- All applicable building capacity requirements including fire codes and regulations regarding exits and entrances must be adhered to.

Catering

- Catering is permitted for events, but must be approved by the City and Library representatives.
- The caterer(s) or individual(s) responsible for food/beverages for the event organizer are required to meet with the City and Library representatives at least two weeks prior to the event to discuss logistics of preparation and serving of food/beverages within the facility.
- Adequate protective covering, as determined within the sole discretion of the City and Library representatives, must be provided by the event organizer for all the surfaces on which food and drink is served and consumed.
- Cooking inside the Atrium is not allowed. The building has no kitchen, cooking, or refrigeration facilities for public use. The event organizer/caterer must supply all necessary catering equipment and supplies. Candles or open flames are not permitted in the building.
- No catering equipment, supplies, or rentals may be left on the premises after the conclusion of the event. The City and Library will not be responsible for any lost or stolen catering supplies. These are the sole responsibility of the caterer or the event organizer.
- The event organizer will be fully responsible for ensuring that caterers clean up thoroughly. This includes depositing all trash in trash bags and removing them to containers outside the building and off the premises. If the City and Library representatives determine in their sole discretion the clean-up and rubbish removal of the caterer to be inadequate, the event organizer will be billed for any cleaning required.

Beverage/Alcohol Policy

- Any beverages for events, including coffee and condiments, will be provided by the event organizer. The event organizer is also responsible to provide any coffee makers, paper products, utensils, and coolers necessary for the event.

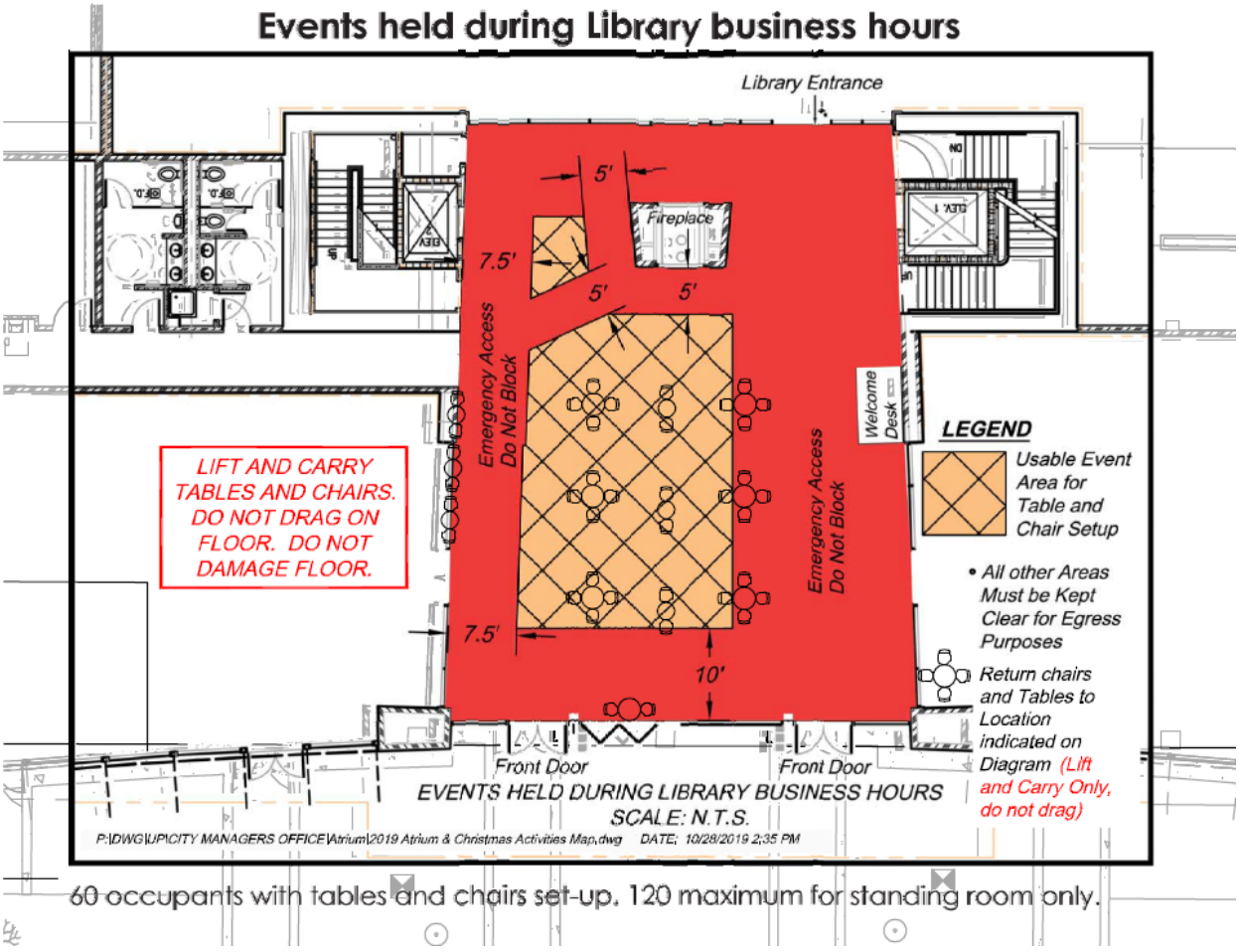
- Alcoholic beverages will be allowed only with the prior written approval of the City and Library representatives, and upon documented compliance with any other applicable laws and licensing requirements for the service of alcohol.

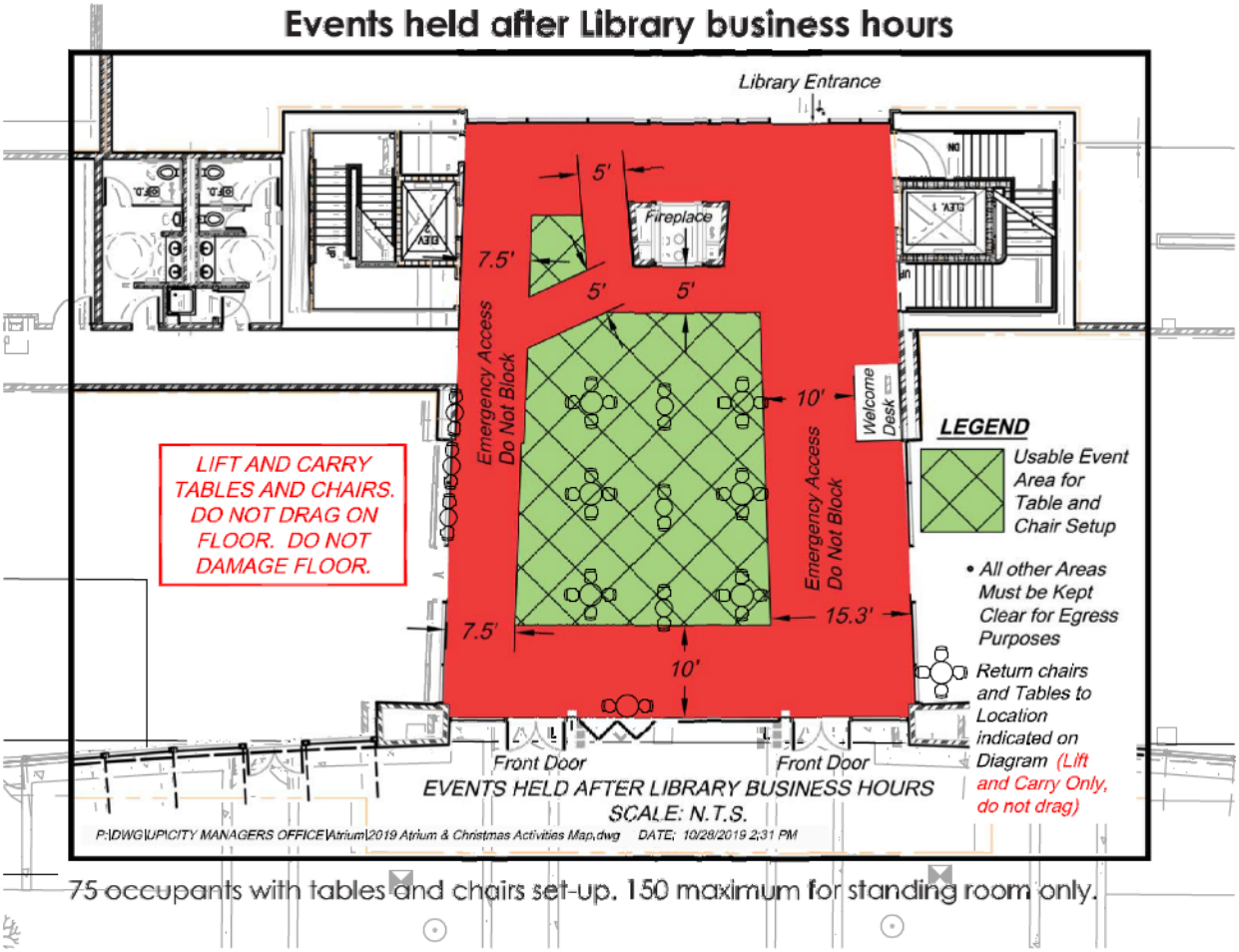
Utilities and Special Equipment

- The event organizer must accept the Atrium's existing environmental conditions for lighting, heating, cooling, and humidity ranges, all of which are determined in the City and Library's sole discretion.
- Any electrical equipment such as microphones, speakers, amplifiers, projectors, video and computer equipment, extension cords, generators, etc., must be provided by the event organizer or the organizer's vendor and must be approved by the City and Library representative.

Cancellation Policy

- The City and Library representatives have the right in their sole discretion to cancel special events due to unforeseen circumstances. Additionally, the Licensee's failure to comply with any of these rules or any other applicable laws or regulations may result in cancellation of the Licensee's event in the City and Library representative's sole discretion.




Events held after Library business hours
Library Entrance
5'
Fireplace
7.5'
5'
5'
Emergency Access
Do Not Block
10'
Welcome Desk
LEGEND
Usable Event Area for Table and Chair Setup
LIFT AND CARRY TABLES AND CHAIRS. DO NOT DRAG ON FLOOR. DO NOT DAMAGE FLOOR.
• All other Areas Must be Kept Clear for Egress Purposes
Emergency Access
Do Not Block
15.3'
7.5'
10'
Return chairs and Tables to Location indicated on Diagram (Lift and Carry Only, do not drag)
Front Door
Front Door
EVENTS HELD AFTER LIBRARY BUSINESS HOURS
SCALE: N.T.S.
P:\DWG\UP\CITY MANAGERS OFFICE\Atrium\2019 Atrium & Christmas Activities Map.dwg DATE: 10/28/2019 2:31 PM
75 occupants with tables and chairs set-up. 150 maximum for standing room only.

Business of the City Council
City of University Place, WA

Proposed Council Action:	**Agenda No:** 6D
Confirm Sandy McKenzie's appointment to the Planning Commission for a term ending January 31, 2027.	**Dept. Origin:** City Clerk's Office
	For Agenda of: May 5, 2025
	Exhibits: Application
	Concurred by Mayor: _____
	Approved by City Manager: _____
	Approved as to Form by City Atty.: _____
	Approved by Finance Director: _____
	Approved by Dept. Head: _____

Expenditure	Amount	Appropriation
Required: $0.00	Budgeted: $0.00	Required: $0.00

SUMMARY/POLICY ISSUES

Mayor Figueroa, on the recommendation of the Commission Interview Committee, recommends the appointment of Sandy McKenzie to the Planning Commission. All Commission appointments are made by the Mayor subject to confirmation by the City Council.

RECOMMENDATION/MOTION

MOVE TO: Confirm Sandy McKenzie's appointment to the Planning Commission for a term ending January 31, 2027.

APPLICATION FOR APPOINTMENT
CITIZEN COMMISSION

University Place
WASHINGTON

3609 Market Place West, Suite 200
University Place, WA 98466
PH: (253) 566-5656 FAX: (253) 460-2541

Note: Information on this form, other than the personal information reflected by an asterisk, becomes public information when submitted. Please type or print clearly.

I am interested in serving on the following commission:

- ☐ Park Advisory Commission
- ☑ Planning Commission
- ☐ Public Safety Advisory Commission
- ☐ Economic Development Advisory Commission

Name: Sandy McKenzie

*Home Phone: [redacted]

*Street Address: [redacted]

Work Phone:

*City, State, Zip: University Place, WA 98467

UP Resident? ☑ Yes ☐ No

*Email Address (Work email addresses become public information): [redacted]

Are you over the age of 18? ☑ Yes ☐ No

If No, date of birth:

Occupation: Real Estate Agent/REALTOR®

Education: MHR - Diversity, Equity & Strategic Impact; BA - History, Minor - Political Science

Professional and/or Community Activities:

Chair, Government Affairs Committee - Tacoma-Pierce County Association of REALTORS®;

Member/Past Chair, Diversity Committee - TPCAR; Chair, Washington REALTORS® DEI Committee

Do you or your spouse have a financial interest in, or are you an employee or officer of any business which does or seeks to do business with the City of University Place?

☐ Yes ■ No If yes, please explain:

Are there any special accommodations that you require?

☐ Yes ■ No If Yes, please describe:

Have you ever been convicted of a felony or have you been convicted of a misdemeanor other than minor traffic offenses within the past three (3) years?

☐ Yes ■ No If yes, please explain:

Please provide names and phone numbers of three references:

Name:	Julie Cardona	Phone:	253.820.8146
Name:	Mary Lambie	Phone:	253.732.8258
Name:	Alecia Cunningham	Phone:	253.686.4434

In case of an emergency, please contact:

*Name:	[redacted]	*Phone:	[redacted]	*Relationship:	[redacted]
*Name:	[redacted]	*Phone:	[redacted]	*Relationship:	[redacted]

To the best of my knowledge, the information provided herein is true and complete. I understand that falsification of this application will be grounds for dismissal as a committee/commission member. Further, I give permission for an authorized representative of the City of University Place to conduct a state patrol criminal background check and to inquire of former employers and other individuals about my ability to perform all aspects of the volunteer position for which I am being considered, and I release the City of University Place and those individuals and/or institutions that provide information from any liability that may arise from the provision of this information.

I authorize any necessary emergency medical treatment that might be required for me in event of physical injury and/or accident to me while participating in this program. Furthermore I authorize the City of University Place and its agents the right to take and use photographs of me for civic purposes including use in City publications and on the City website. I understand that the City cannot always control use of these photographs by third parties.

As a volunteer for the City of University Place, I agree to follow all of the rules outlined in the City's volunteer policy. I will use all provided equipment appropriately and follow all safety practices. I am aware that the work associated with being a City volunteer involves certain risks of physical injury and death. Being fully informed as to these risks and in consideration of being given the opportunity to participate in the City's volunteer program, I hereby, on behalf of my heirs and myself, assume all risks in connection with my participation in this program. I further hold harmless the City of University Place, its officials, employees, and agents, for any injuries, losses or damages which may occur to me while I am participating in this program, and I waive any right to bring claim or lawsuit against them for any such injury, loss, damage, or death. Furthermore, I agree to hold harmless, defend and indemnify the City of University Place, its officials, employees and agents from any and all lawsuits for injury, loss, or damage to other persons or entities which may arise in the future as a result of or in connection with my participation in the volunteer program except for injuries or damages caused by the sole negligence of the City.

Signature: Sandra McKenzie Date: 03/19/2025

SUPPLEMENTAL APPLICATION FOR RE-APPOINTMENT
PLANNING COMMISSION

University Place
WASHINGTON

3609 Market Place West, Suite 200
University Place, WA 98466
PH: (253) 566-5656 FAX: (253) 460-2541

Name: Sandy McKenzie

Note: All information on this form becomes public information when submitted. Please type or print clearly.

Why do you want to continue serving on the Commission?

I very much enjoy giving back to the community I have called home for 25 years by serving on the commission. The work that we do has a direct and lasting impact on the city and its residents, so I appreciate the opportunity to act as a voice for my neighbors in our city's government.

What do you feel is the most important task of the Commission and what skills do you bring to accomplish this task?

With all of the changes to the comp plan, especially those relating to housing, I feel that I can be a valuable resource to the commission due to the work that I do as a member of the REALTOR® association government affairs committee and how closely we work with the state and local governments on housing issues.

Describe your involvement in the Commission and the results achieved by your participation.

Again, in the realm of housing, I feel that I have been able to offer insights, information and perspectives that were valuable in our decision making processes. I believe that has allowed us to make more informed decisions as a body. I was also the only woman on the commission for quite a while, and I feel that being able to offer that perspective on issues has been important and impactful.

What, in your opinion, is the most significant issue that needs to be addressed by the Commission at this time?

Because it is something that I work on every day, the issue of affordable housing will continue to hold great significance for me for years to come. I believe that everyone who works in University Place should be able to afford to live here, and I know this is not the case. I would love for the city to be able to create incentives and opportunities for the development of affordable housing for our community.

STUDY SESSION

Memo

DATE: May 1, 2025

TO: Mayor Javier Figueroa, Mayor Pro-Tem. Edward Wood & Council Members

FROM: Mandi Roberts, AICP, PLA, Otak

SUBJECT: 27th Street Business District Plan

Attachments: 27th Street Business District Plan and Market Analysis; Conceptual Corridor Map; and Presentation

Introduction

City staff have been working with Otak, Inc. and a community advisory committee on the development of the draft 27th Street Business District Plan. For the upcoming May 5th City Council meeting, Otak will do a walk-through of the planning process, draft plan, and plan recommendations.

Background

The 27th Street Business District Plan is intended to guide future redevelopment by establishing provisions that align with both the City's adopted code and ongoing redevelopment activity in the area. Serving as a strategic framework, the plan ensures that future growth supports the community's vision and guiding principles for the District.

The 27th Street Business District lies within the City of University Places' Regional Growth Center, together with the Northeast Business District, and Town Center. The Regional Growth Center is the central area of the city where growth and redevelopment will be concentrated in the future. Centers are the hallmark of PSRC's VISION 2050 and the Regional Growth Strategy.

University Place's Planning Commission met for two study sessions of the District Plan on January 15, 2025 and March 5, 2025. At the March 19 2025 meeting, the Planning Commission held a public hearing and voted to finalize their recommendation on the draft plan.

May 5th Presentation

The May 5, 2025 presentation will cover:

- 27th Street Business District Plan purpose and vision statement
- Planning process and advisory committee engagement
- Community survey results summary

Memo

- Existing conditions and market assessment—high points
- Development scenarios analyzed
- Draft Plan Outcomes/Recommended Actions
    - Overall "Imagining University Place 27th Street Business District" plan
    - Visualizations of key corners/places along the corridor
    - Recommended Actions (see attached presentation for summary of these) for:
        - Regional Collaboration
        - Environment and Climate Change
        - Land Use and Development Patterns
        - Housing
        - Transportation
        - Placemaking
        - Economic Development and Vitality

Plan Guiding Principles

To provide a clear sense of purpose, the District Vision Statement and Goals are outlined below. This Plan serves as a visionary framework designed to guide growth within the 27th Street Business District in alignment with PSRC Regional Growth Center (RGC) standards. Rather than introducing new regulations or mandates, the Plan functions as a strategic guide to help shape future development while preserving and enhancing the District's character. It ensures that change occurs in a thoughtful and consistent manner, reflecting the District's long-term goals.

27th Street Business District Vision Statement

"Over time, the 27th Street Business District will become a community destination, with a cohesive identity and quality design. Pedestrian friendly redevelopment and civic improvements will provide opportunities for: new gathering spaces; neighborhood-serving local businesses; dining and retail opportunities; and housing."

Guiding Goals

1. Enhance the sense of community by establishing a place for gathering and events while supporting community involvement.
2. Support and encourage small businesses opportunities such as neighborhood services, dining, and retail.

Memo

3. Align with the city adopted form-based code provisions to support quality design and redevelopment.
4. Improve facilities and connections for people walking, biking, and rolling to and through the district.
5. Enhance and maintain greenspace within the public and private realm.
6. Provide diverse housing choices to meet the demand for a variety of household sizes and incomes.

Recommended Actions

The plan includes a list of recommended actions, and these are summarized in the attached presentation.

Next Steps

Staff submitted the recommended draft plan to the Washinton State Department of Commerce for the 60-day state agency review. The 60-day state agency review ends on May 20, 2025.

At the May 5, 2025 meeting, City Council will hold its first study session on the 27th Street Business District. After Council studies the plan, Staff will bring a resolution for Council consideration for adoption of the 27th Street Business District Plan.

The City Council will hear a brief presentation by staff and Otak, Inc. on the 27th Street Business District subarea plan, including an overview of the plan, recommended actions, and visualizations. Staff will ask the Council to provide feedback on the information provided and ask the Council might be needed to make the most informed decision to adopt the plan.

Katie Connors

From: [redacted]
Sent: Wednesday, February 19, 2025 4:53 PM
To: City of University Place Planning
Subject: 27th Street Business District

I'm very encouraged by what I see in the Draft Plan presentation. At first, I was concerned because the stylized elevation drawings were all level—something that 27th Street generally isn't. As I got more into the presentation, I was more pleasantly surprised. And the more I saw, the better it got. I hope it ends up being at least that good.

Based on what has happened up on Bridgeport I believe it will be just fine.

Dallas Hoopes, **architect**
[redacted]
University Place, WA 98466
[redacted]

NOTICE: All emails and attachments sent to and from City of University Place are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

Katie Connors

From: Ellida Lathrop [redacted]
Sent: Monday, February 24, 2025 6:54 AM
To: City of University Place Planning
Subject: 27th St Business Plan

Where is Dance Theatre Northwest? They have been there for 35 years!!
Ellida Lathrop
[redacted]
Sent from my iPad
NOTICE: All emails and attachments sent to and from City of University Place are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

Katie Connors

From: Ryan Olsen [redacted]
Sent: Friday, April 25, 2025 10:42 AM
To: City of University Place Planning
Cc: Ryan Olsen; Lisa Olsen
Subject: Feedback: Proposed 27th ST W Business District Plan: Conceptual Connections

Hello City of UP Planning Team,

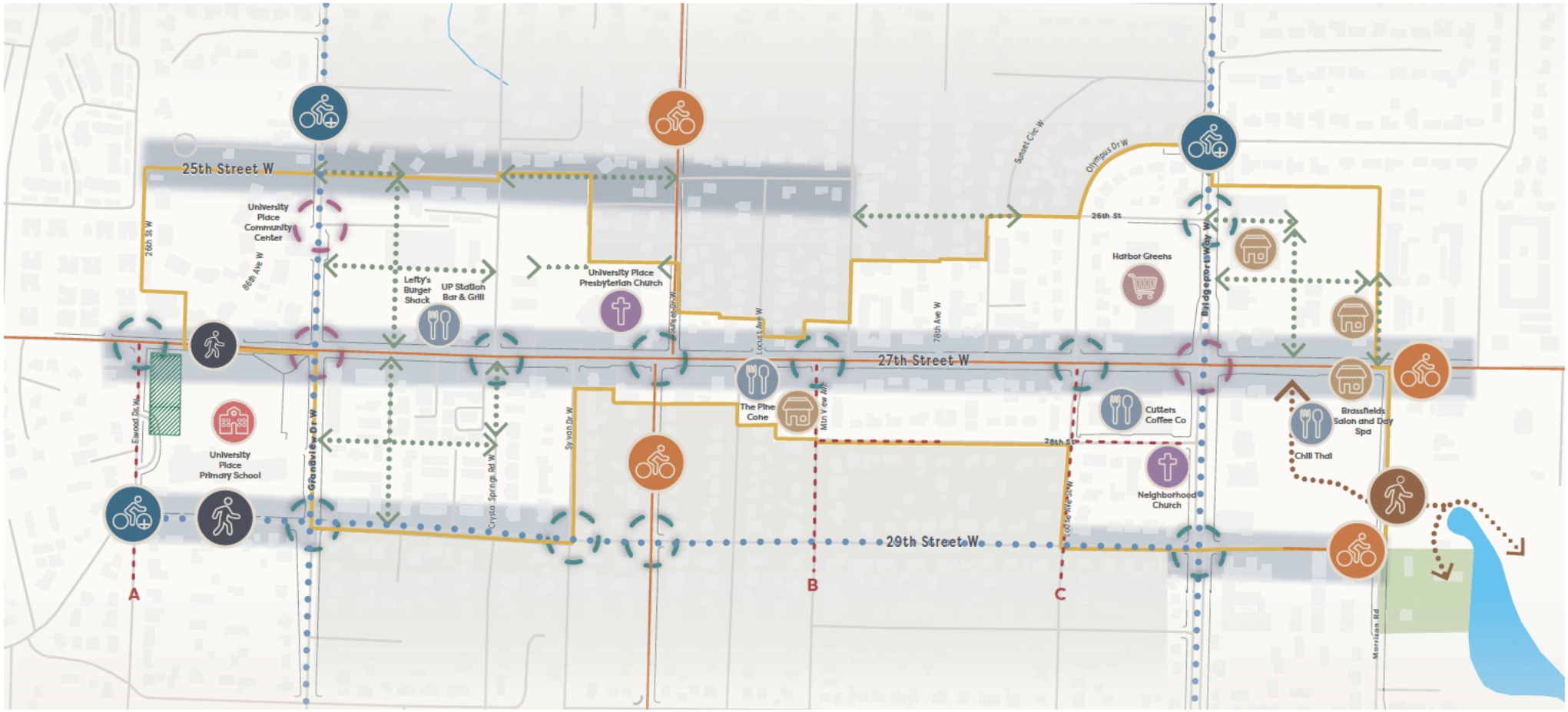
I was reviewing the proposed 27th ST W Business District Plan and was surprised to see the "Conceptual Connections" listed on pages 75 and 95 of the draft plan, would cut through the middle of my property/home.

While the overall plan looks interesting, I would have to object to this concept for possible pedestrian traffic as it would directly dissect my parcel at 2344 Sunset DR W.

I know that this plan is conceptual only, and is not fully finalized, but did want to raise my objection to any planning that would impact my home, parcel, or land. Formally, I would oppose any plan of putting a road or a commuter/pedestrian path across my property. It would severely impact my livability, privacy, and enjoyment of home and is not feasible. Not to mention, it would likely impact the parcel owners at 2504 Sunset DR W and 2340 Sunset DR W, respectively.

I am going to assume that the person/firm who drafted this conceptual plan may not have realized that the parcels are privately owned, and such an impact would not be suitable.

Again, raising this concern here as the proposed plan is in the early phases. For context, I took a screen snip of the plan (from page 75), and highlighted my parcel in the red box, and the green arrow overlaid on the "Conceptual Connection" marked in the report.



Legend

Street Uses

- Conceptual Connections
- Existing Pedestrian Crossings
- Intersection Improvements
- Bike Facility Improvements
- Pedestrian Trail
- Existing Bike Facility
- Pedestrian Priority
- A B C Potential Festival Street Placement
- Sidewalks
- City Amenity Space
- Increased Density in Housing
- Corridor Improvements

Neighborhood Centers

- School
- Religious Institution
- Restaurant
- Commercial
- Grocery

N

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Thank you in advance for allowing me to voice my input.

Sincerely,
Ryan & Lisa Olsen
[redacted]
University Place, WA 98466
[redacted]

NOTICE: All emails and attachments sent to and from City of University Place are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

Katie Connors

From: [redacted]
Sent: Saturday, April 26, 2025 8:03 PM
To: City of University Place Planning
Subject: 27th Street Business District

Hi,
I would like to point out a factual error printed in the Draft Plan for the 27th Street Business District. On page 32 under the Sunset Drive W heading, it states "The street has two lanes, delineated bike lanes, and sidewalks along **both** sides of the street for most of its length." In fact, Sunset Drive W has sidewalks on **one** side of the street almost exclusively. Sidewalks exist on both sides of Sunset only immediately south of 27th street for a few hundred feet adjacent to UP Presbyterian. I hope this mistake can be corrected.
Thank you,
Jill Purdy
[redacted]

NOTICE: All emails and attachments sent to and from City of University Place are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56).

University Place
WASHINGTON

27th Street Business District Plan

ACKNOWLEDGMENTS

Advisory Group Members

The City would like to thank and acknowledge the participation of the following members of the Advisory Group who participated in the planning process:

Elisa Linton, *The Linton Agency*
Michael McCune, *Brassfields*
Dan Small, *University Place Presbyterian Church*
Jim Lineweaver, *Families Unlimited Network*
Peggy Rose Webster, *Total Image Solutions*
Ashley Keays, *Keays Wellness Group*
Jeremy Boyd, *UP Station*
John Siridakis, *Windermere Realty/Economic Development Advisory Commissioner*

City Staff

Kevin Briske, *Director of Community and Economic Development*
Becky Metcalf, *Business Outreach Liaison*
Kennith George, *Planning Manager*
Katie Connors, *Associate Planner*
Emily Tedder, *Planning Assistant*

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Otak, Inc.
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Sierra Carson, AICP
Sarah Diekroeger, AICP
Briana Weekes
Brendan Wedderspoon

Leland Consulting Group
Brian Vanneman, *Principal*
Andrew Oliver

Planning Commission

David Graybill, *Chair*
Sandy McKenzie, *Co-Vice Chair*
Stephen Smith, *Co-Vice Chair*
Adria Buchanan
Christopher Hebert
Harriet Richardson
Bill Peters
Byron Pullen

City Council

Javier H Figueroa, *Mayor*
Edward Wood, *Mayor Pro Tem*
Frank Boykin, *Council Member*
Steve Worthington, *Council Member*
Denise McCluskey, *Council Member*
Stan Flemming, *Council Member*
Melanie Grassi, *Council Member*

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1. Introduction

Background and Context

In the 1950s, before the City of University Place was officially incorporated, the area began to grow rapidly as suburban living became popular following World War II. At that time, 27th Street served as the commercial core of the community. This mid-century district, rich in history, placed a strong emphasis on local businesses. A streetcar once traversed this bustling area, further contributing towards the development of a pedestrian corridor.

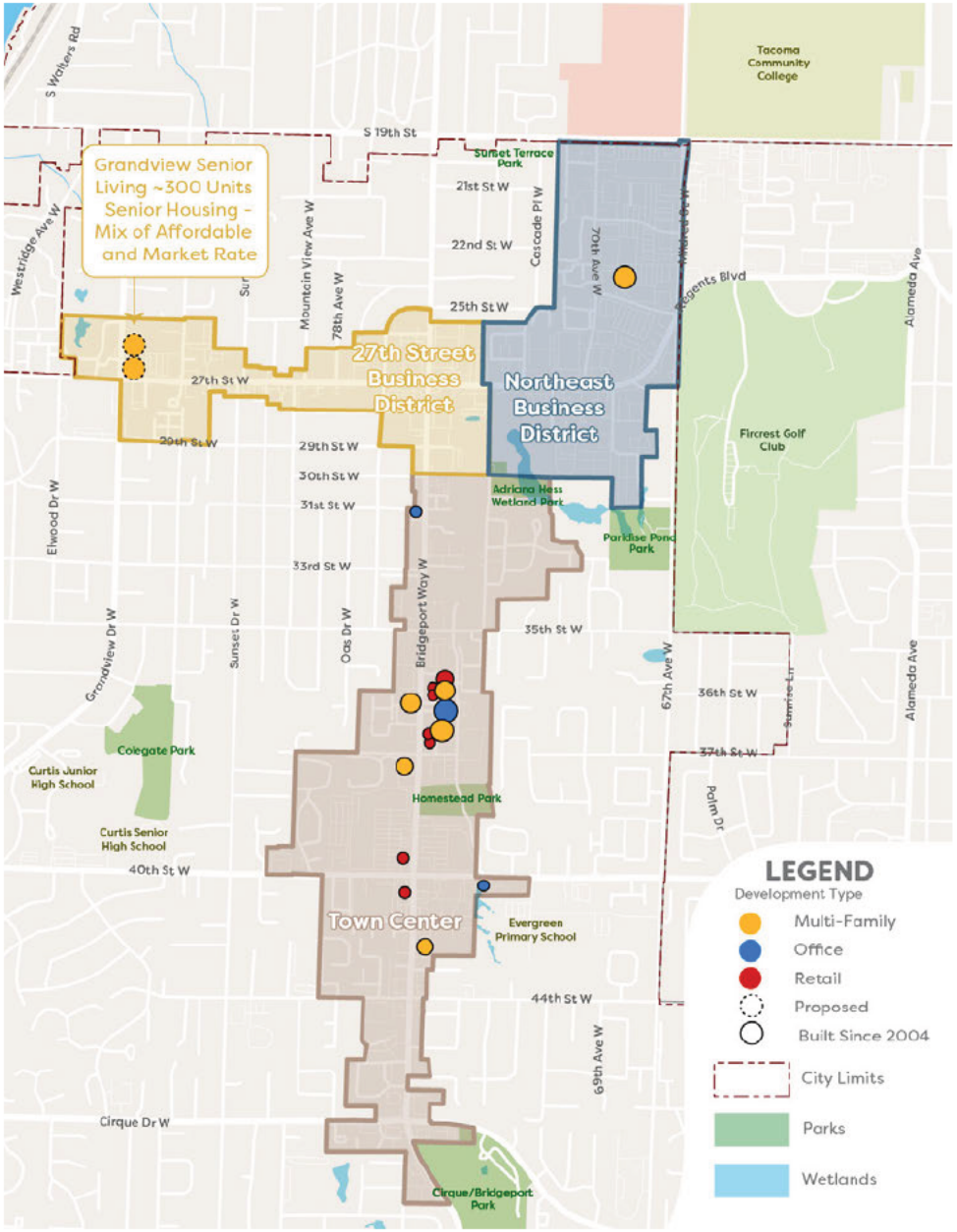

Figure 1. Regional Growth Center Districts

In 2017, the City of University Place adopted a Regional Growth Center (RGC) Plan that encompassed the 27th Street Business District, as well as Town Center and the Northeast Business District. Figure 1 shows the three districts that make up the full RGC area for University Place.

The RGC Plan designated a 481-acre commercial, multifamily, and mixed-used area under Puget Sound Regional Council's (PSRC) Centers Framework. The plan outlines a vision and guiding principles that are instrumental in the development of three distinct districts found in the Regional Growth Center. Figure 2 shows the regional Pierce County context surrounding University Place.

As an outcome of completion of the RGC Plan, the City has proceeded to develop specific subarea plans for each of the three districts. The Northeast Business District Plan was completed in 2023. This plan is being completed in 2024, and the Town Center Business District Plan is proposed for completion in 2025.

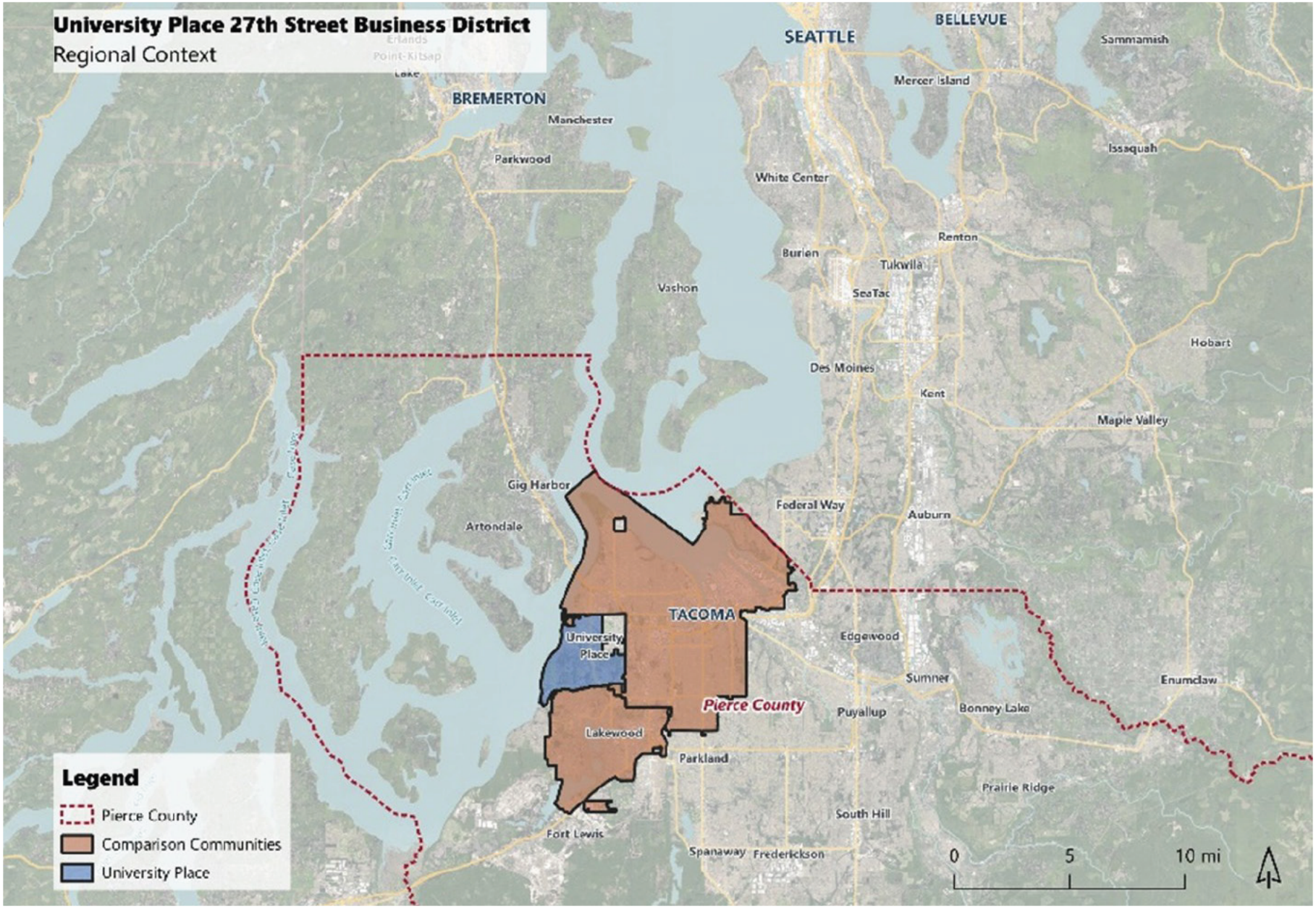

Figure 2. Regional Context Map

Purpose and Vision for 27th Street Business District

The purpose of the 27th Street Business District Plan is to establish specific provisions that align with redevelopment activity occurring in the District and the City's adopted code provisions. This plan will help to ensure that future redevelopment aligns with the vision and guiding principles for the District.

District Vision Statement

The District's vision statement (and the guiding goals on the next page) reflect changes in how the District may redevelop in the future based on recent projects and market factors.

Vision Statement

The 27th Street Business District vision statement is as follows:

"Over time, the 27th Street Business District will become a ***community destination***, with a ***cohesive identity*** and ***quality design***. Pedestrian friendly redevelopment and civic improvements will provide opportunities for: new gathering spaces; neighborhood-serving local businesses; dining and retail opportunities; and housing."

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Guiding Principles

1. Enhance the sense of community by establishing a place for gathering and events while supporting community involvement.

2. Support and encourage small business opportunities such as neighborhood services, dining, and retail.

3. Align with the city adopted form-based code provisions to support quality design and redevelopment.

4. Improve facilities and connections for people walking, biking, and rolling to and through the district.

5. Enhance and maintain greenspace within the public and private realm.

6. Provide diverse housing choices to meet the demand for a variety of household sizes and incomes.

Regional Planning Context

The 27th Street Business District lies within the City of University Place's RGC, which overall is an area that the City is planning to concentrate development moving forward.

Puget Sound Regional Council (PSRC) provides the following definition for Regional Growth Center

According to PSRC, regional growth centers are areas of compact development where housing, employment, shopping, and other activities are in close proximity. These are areas around the Puget Sound region characterized by compact pedestrian-oriented development with a mix of uses, facilities, and services needed to accommodate population and employment growth. A key goal of Vision 2050 is focusing development in urban growth areas and attracting an increased proportion of regional jobs and housing growth into regional growth centers.

Regional Growth Center

Area with dense existing jobs and housing, high-quality transit service, and planning for significant growth. These centers may represent areas where major investments – such as high-capacity transit – offer new opportunities for growth.

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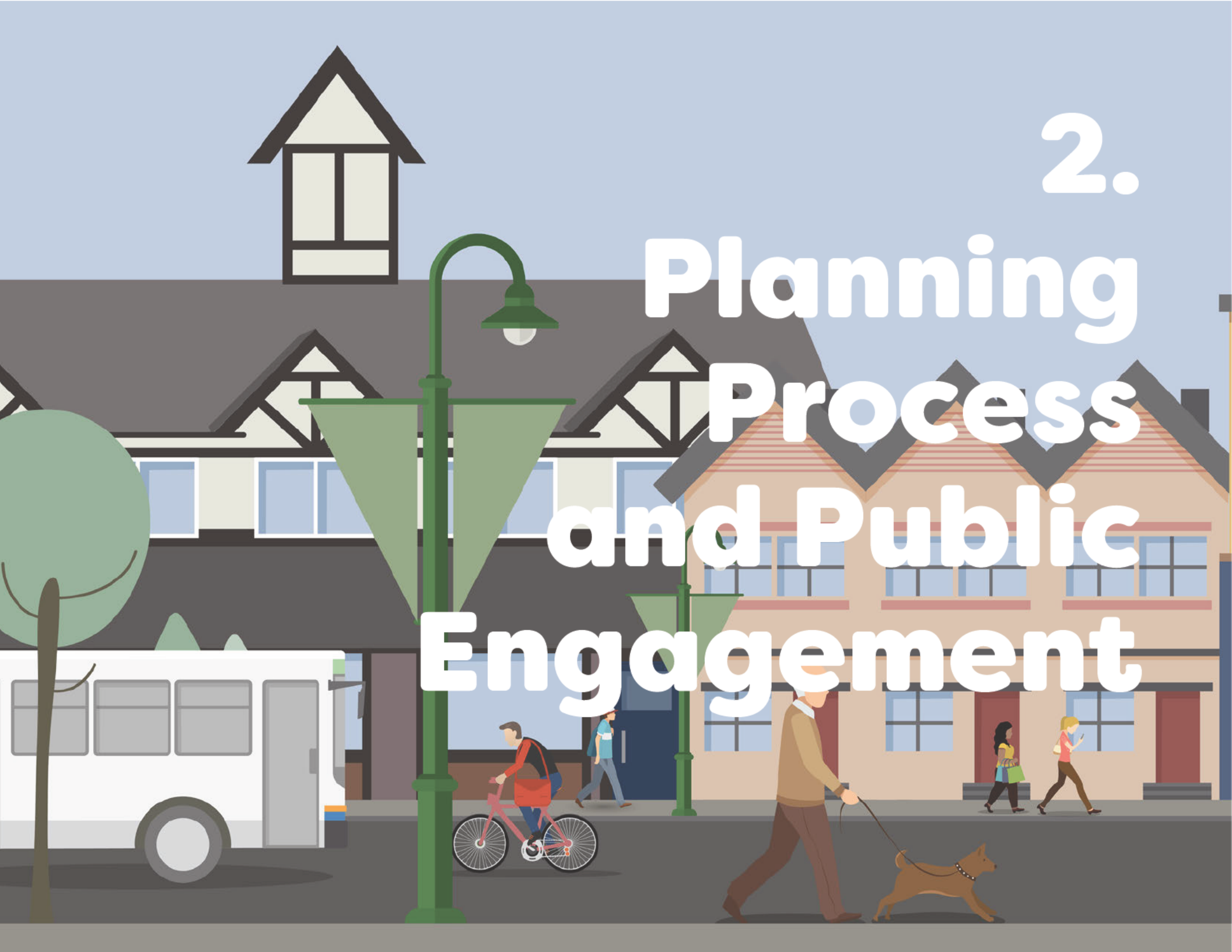
Regional Planning Context Continued

One of the strategic actions in the University Place RGC Plan was to create a specific plan for the 27th Street Business District. The City's Comprehensive Plan Land Use policies also direct the City to create specific plans for each of the three districts. Along with the establishment of the 27th Street Business District Plan, an important objective was to bring the 27th Street Business District Plan into alignment with the City's recently adopted form-based code provisions.

> ***Comprehensive Plan Policy LU12C** - Complete specific area plans for the three subarea plan districts -- the Town Center District, 27th Street Business District, and the Northeast Mixed-Use District. Create road grid systems to improve circulation and redevelopment opportunities where many of the properties have poor access and visibility. Require mixeduse development along arterial streets and at intersections of arterial and secondary streets and support stand-alone "missing middle" housing, especially when it is located behind commercial mixed-use development near the street.*

University Place is one of sixteen cities identified as a "Core City" within PSRC's Regional Growth Strategy framework. Core Cities are intended to accommodate a significant share of future growth—

28 percent of the region's population growth and 35 percent of its employment growth by the year 2050.



2. Planning Process and Public Engagement

Overview

The 27th Street Business District Plan was developed over the course of approximately twelve months from the Fall of 2023 through the end of 2024.

Figure 3 shows the planning process and key activities that occurred throughout the process.

Figure 3. Planning Process

Advisory Group Engagement

An advisory group made up of community members and business owners was established to help guide the 27th Street Business District Plan planning process. To establish the advisory board, the City of University Place conducted outreach with businesses in the 27th Street Business District to gather interested stakeholders for the voluntary committee. The advisory group members met four times with the project team during the planning process to hear about and provide feedback on various aspects of the plan as it was developed. The advisory group served as a "sounding board" for ideas and opportunities and helped to advise the planning team about community interests and values. The advisory group members served as liaisons to the broader community—bringing perspectives to the table beyond their own personal views that may be representative of their role/engagement as a member of the community.

While the advisory group is not a regulatory board and was not in the role of approving or adopting the subarea plan, the advisory group made recommendations to Planning Commission and City Council based on their involvement in the planning process. The advisory group provides a insightful role in developing, vetting, and supporting the vision, policies, and actions proposed in the plan upon its draft completion.

Community-Wide Visioning Survey

A visioning survey was launched online on March 17th, 2024 to gather feedback from the general public. The survey ran for one month until April 17th, 2024. In total, 681 unique respondents provided comment on the visioning survey.

The visioning survey was presented in two forms: one hosted on SurveyMonkey, which had a comprehensive set of eight questions. Another form of the survey was hosted through FlashVote which consisted of five of the eight questions. Respondents envision the district as a walkable destination full of local businesses within a quality designed public realm.

Some example questions from the visioning survey and most common answers are summarized on the next page.

Figure 4. Visioning Survey Summary

Which of the following would you like to see as the 27th Street Business District develops over the next 20 years?

The most common responses were:

- local businesses that primarily serve the neighborhood
- local businesses that primarily serve the broader community
- easy to park once and walk to multiple businesses
- easy to access via walking, biking, or taking transit
- easy to park near specific businesses
- new residential housing units

Which of the following do you think the 27th Street Business District needs the most?

The most common responses were:

- small scale restaurants, coffee shops, and pubs
- small retail spaces
- greener streets
- parks and recreational opportunities
- nearby groceries and "daily" shopping needs
- walking and/or biking improvements/trails

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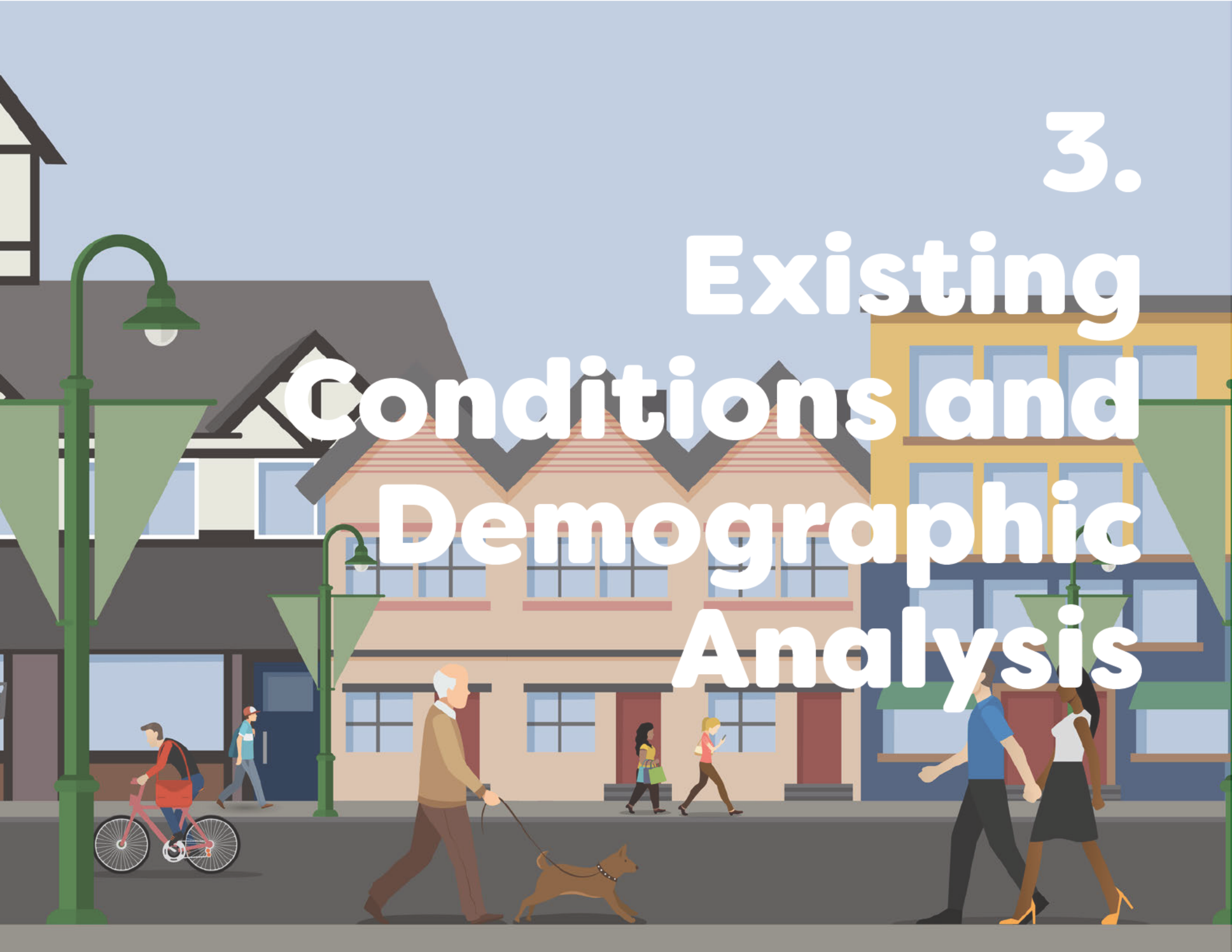
Name one thing you would like to make sure is improved in the 27th Street Business District.

The most common responses were:

- specific locations: the vacant lot around/ behind Lefty's; the intersection of 27th and Grandview
- general retail and dining experiences
- transportation, pedestrian infrastructure, and walkability



3. Existing Conditions and Demographic Analysis

Overview

The 27th Street Business District is one of three districts that make up the University Place Regional Growth Center. The District boundaries do not directly correspond with streets but the farthest boundaries are 25th Street W to the north, Morrison Road W to the east, 30th Street W to the south, and 87th Avenue W to the west.

Current Land Uses

Current land uses in the District are shown in Figure 4 and include varying densities of residential and business (commercial and retail) uses, as well as schools, church properties, office and employment uses, and parking areas. There are also some undeveloped and vacant parcels in the district. The nearest public park/open space is Adriana Hess Wetland Park, located just outside the district to the southeast and further described later in this plan.

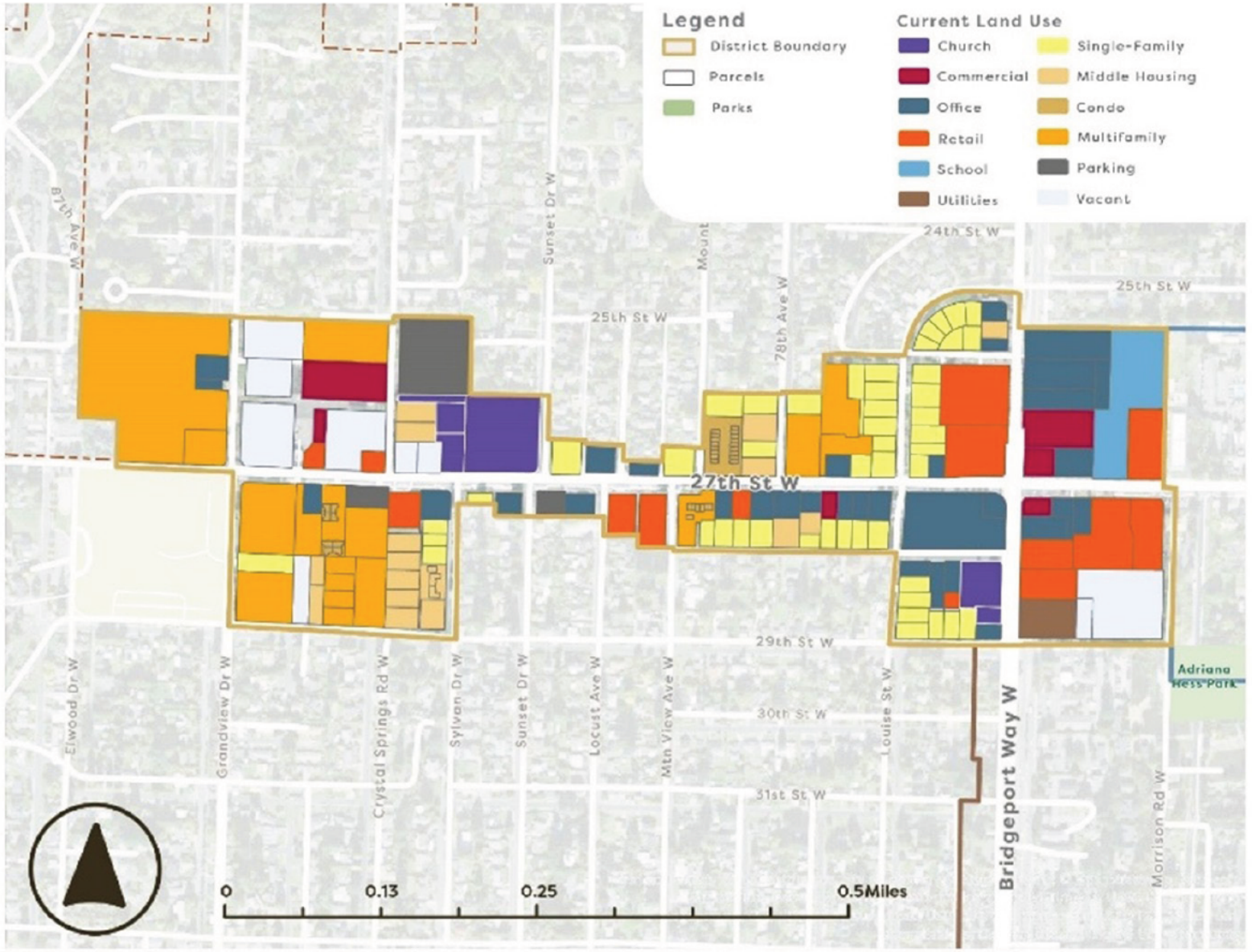


Figure 5. Current Land Uses

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Existing Zoning

The 27th Street Business District contains 80.5 acres of privately-owned properties or parcels, excluding right-of-way. Aside from 0.1 acres zoned POS (Parks & Open Space), the District is comprised of two main zones: Mixed Use – Neighborhood (MU-N45) and Mixed Use – Urban (MU-U75). There is also a Storefront Frontage Overlay and a Transition Overlay present in the district. See Figure 6.

After the adoption of the Regional Growth Center Subarea Plan in 2017, the City developed and adopted the plan's recommended form-based code (FBC) to guide building form and height in each new zone category, and to provide more flexibility related to the types of specific uses that could be redeveloped. The FBC is codified in section 19.54 of the University Place Municipal Code. The form-based code contains four designations which regulate development with the goal that "new development projects exhibit the highest standards of urban design, architecture, and landscaping at the scale of the neighborhood, block, lot, and building." The zones are described with example building types, desired form, streetscape, parking, and use considerations, with accompanying renderings of example development.

The Mixed Use – Neighborhood (MU-N45) and Mixed Use – Urban (MU-U75) zones both come from the Regional Growth Center FBC zoning framework. Overall, this form-based code is relatively flexible and easy to navigate, reducing barriers to development throughout the RGC.

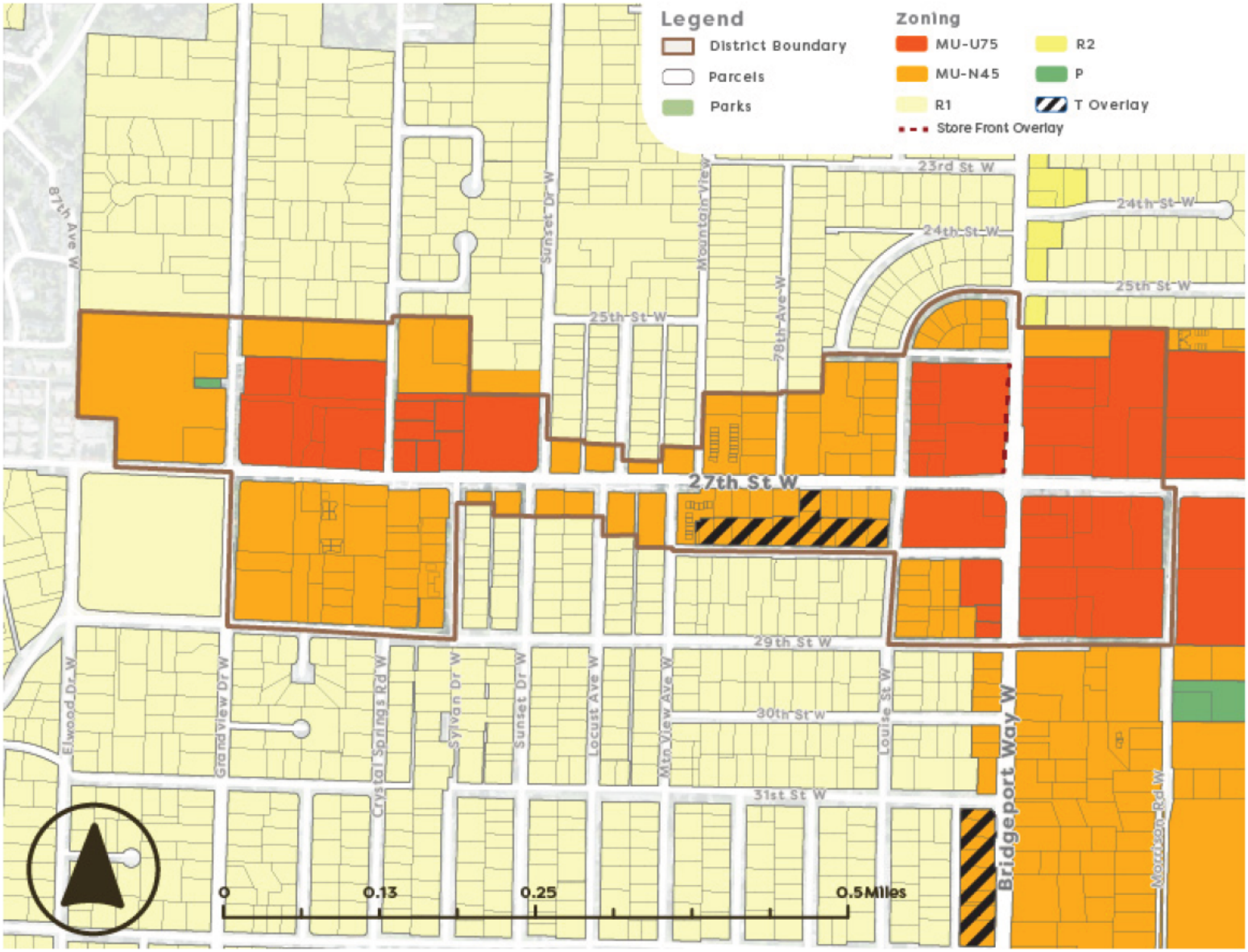

Figure 6. Existing Zoning Map

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Mixed Use – Neighborhood (MU-N45)

The Mixed Use – ***Neighborhood (MU-N45)*** zone serves as a transition zone providing separation between more intense commercial activities and residential areas. Allowed uses include multifamily housing, adult family homes, nursing homes and assisted living facilities, day care, religious assembly, professional offices, retail uses, public parks, public and private recreation, government services, and minor utility distribution facilities. A maximum building height of 45 feet is allowed, to mitigate visual impacts to adjacent residential areas. Building types include multiplex, townhouse, courts, livework units, commercial and mixed use wood frame and podium building types of up to four levels. 51.6 acres of the district is zoned Mixed Use-Neighborhood (MU-N45).

Grandview Senior Living Renderings, University Place , WA

The Mixed Use: ***Neighborhood (MU-N45) and Mixed Use Urban (MU-U75)*** zones both come from the Regional Growth Center FBC zoning framework. Overall, this form-based code is relatively flexible and easy to navigate, reducing barriers to development throughout the RGC.

Mixed Use – Neighborhood (MU-N75)

The Mixed Use – ***Urban (MU-U75)*** zone applies to an area of multifamily residential and commercial uses along arterial streets. In most areas the Mixed Use – Urban zone is separated from single-family homes by the Mixed Use – Neighborhood zone. A building height of 75 feet is allowed in the MU-U75 zone. If a property is adjacent to a R1 or R2 zone, the maximum height of a new development is 45 feet in order to mitigate impacts to historic housing stock. Building types include multiplexes, townhomes, courts, live-work units, commercial, parking garage liner, and mixed use building types. The building height would allow five wood frame stories over a one- or two-level concrete podium. The form of development in the MU-U75 zone would generally be a mixed use with a focus on residential upper floors and active uses at the ground floor level. On arterial streets such as Bridgeport Way and 27th Street West, the ground floor level may support retail, restaurants, office space, and other active uses, while on other street frontages the ground floor level could be designed to support residential uses. Developments that include a mix of retail, personal services, offices, and residential uses are encouraged.

The commercial area on the corners of the intersection of 27th Street and Bridgeport Way and the northwest corner of 27th Street at Grandview, a total of 28.8 acres, is zoned Mixed Use-Urban (MU-U75).

Overlay Zones

The ***Storefront Frontage Overlay*** requires "storefront frontage and a minimum floor-to-ceiling height to accommodate ground floor live-work, commercial, retail, or other such nonresidential activity on streets where the vision expects active, pedestrian-oriented streetscapes."

There is also a ***Transition Properties Overlay*** zone on a row of MU-N45 parcels on 28th Street. According to UPMC 19.20.040, this zone creates a "uniform set of design standards aimed at protecting single-family neighborhoods that abut commercial areas," including "limits on access, additional buffering and/or setback requirements, building modulation, and location of windows."

Parks/Open Space, Public Facilities, and Schools

Parks and Open Space Areas

While there are no parks within the District, one park is located close to the District boundary. Adriana Hess Wetland Park is a 2-acre open space/ natural area located directly to the south east of the District. Access to the park is provided from Morrison Road W. Facilities at the Wetland Park include trails for birdwatching and a picnic shelter. Offices for Tahoma Audubon Society are located on the park property.

This park along with shopping centers and other destinations, are important places in the District that should be well connected to sidewalks/ walkable routes, bicycle ways, and transit service.

Within the district, the City oversees a portion of the school property that is slated for future transformation into a park improvement.

Public Facilities

Fire and emergency medical services are provided by West Pierce Fire and Rescue. Police services are provided by Pierce County via a City of University Place contract. Court services are provided by the City of Lakewood via a City of University Place contract. Library services are provided by the Pierce County Library System with a branch library located in Town Center. Municipal facilities are provided by the City. The Tacoma-Pierce County Health Department provides a wide array of services and benefits to the community including health and wellness outreach, as well as information about air quality and environmental conditions, fire and emergency preparedness, and other topics.

Schools

University Place possesses a robust educational system that caters to students of all ages. The University Place School District and Charles Wright Academy provide education for students from kindergarten through 12th grade. University Place Primary School borders the district, and Montessori in Motion, a private preschool, is located within the district. Additionally, Tacoma Community College, located northeast of the district, offers further educational opportunities for the community. Overall, University Place offers a diverse range of educational opportunities, from early childhood education to higher education, ensuring that residents have access to quality learning experiences at every stage of their academic journey.

Transportation and Connections

Existing Transportation Network

Primary streets within the District include 27th Street W (from Elwood Drive W to Morrison Road W) and Bridgeport Way W (from Olympus Drive W to 29th Street W). Much of the length of these arterials through the district have been improved to meet current standards with continuous sidewalks and delineated bike lanes. This work was completed in 2019 and has greatly expanded pedestrian connectivity within the district.

While some segments outside of the primary arterials are still in need of improvement, expansion of street rights-of-way to add lanes is not planned or anticipated. Neighborhood streets have not been improved with sidewalks or delineated bike lanes. Capacity won't be increased through widening or adding lanes, but rather by improvements to intersections and by increasing travel by other modes (transit, walking, bicycling, car share, etc.).

Connecting collector and local streets are generally in good condition for vehicle use, but often lack sidewalks and bicycle facilities.

Due to the growth of single-family detached housing in the District over the past decades, there is a general lack of connectivity. Existing blocks are large with a high level of connectivity along the 27th Street and Bridgeport Way corridors. Transit service is provided by Pierce Transit and consists of two primary routes serving the community, see transit section for more detail.

Sound Transit's long-range plans call for extending light rail via Tacoma Link to the Tacoma Community College Transit Center, northeast of the subarea. It is anticipated that high-capacity transit such as bus rapid transit and/or express service could be extended through University Place to serve the regional growth center and connect to the light rail system in the future with increases in population/households and employment in the subarea. The Pierce Transit 2040 Long Range Plan includes a proposed Route 51 which would run North to South between Lakewood, University Place, and Tacoma along Bridgeport Way W.

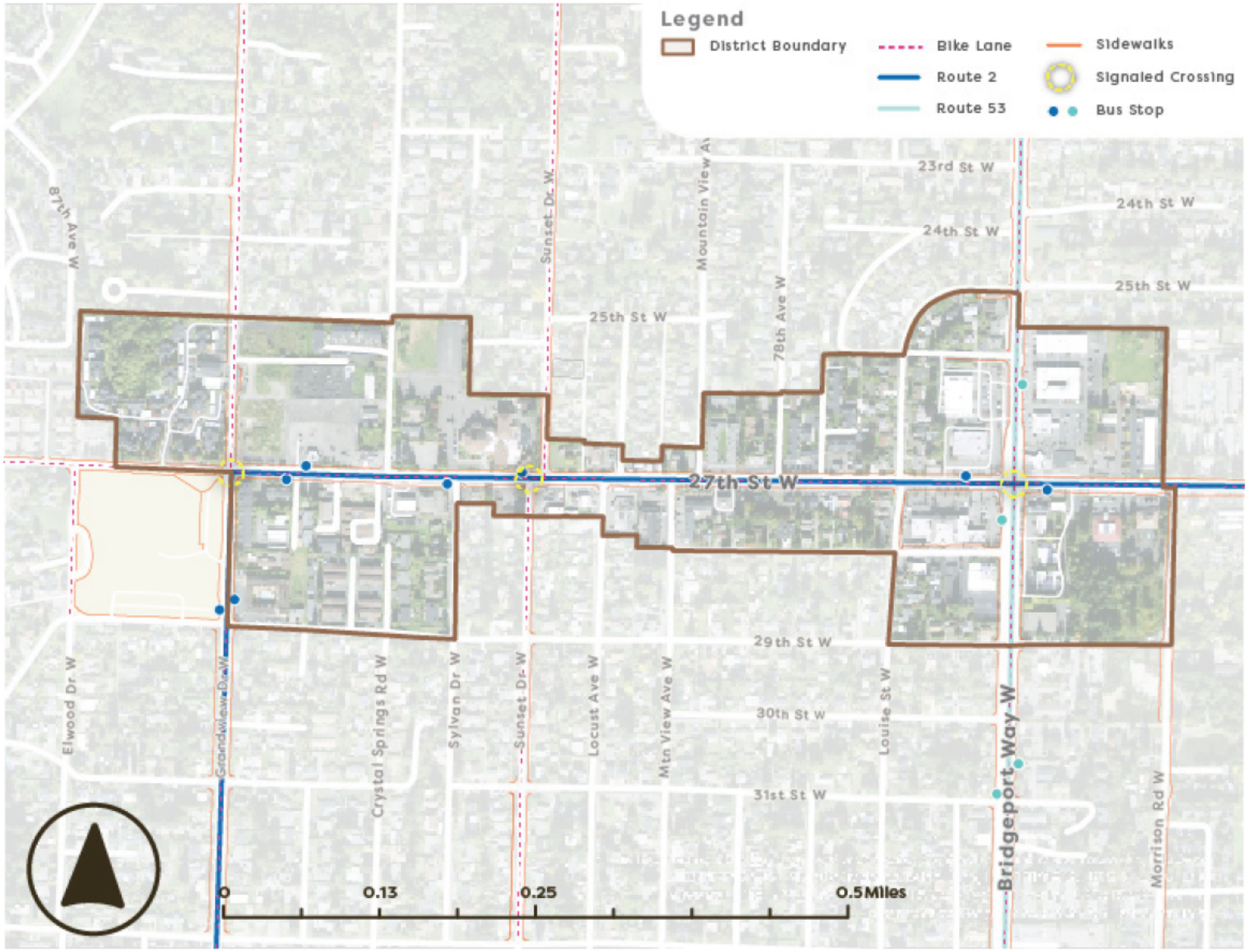

Figure 7. Transportation and Connections

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Primary Streets in the District

- ***27th Street W***- This street is a Secondary Arterial in the District, running the length of the district and connecting the District to Day Island to the west and the Northeast Business District to the east. The street has three lanes with a center turn lane, delineated bike lanes, and sidewalks along both sides of the street.
- ***Bridgeport Way W***- This street is a Major Arterial in the District, connecting the District to Tacoma to the north and the Town Center District to the south. The street has five lanes with a center turn lane, delineated bike lanes, and sidewalks along both sides of the street.
- ***Grandview Drive W***- This street is a Collector Arterial within the District, connecting the District to the rest of University Place to both the north and south. The street has two lanes, delineated bike lanes, and sidewalks along both sides of the street.

Neighborhood Streets

- ***Sunset Drive W*** - This street is a Collector Arterial within the District, connecting the District to the rest of University Place to both the north and south. The street has two lanes, delineated bike lanes, and sidewalks along one side of the street for most of its length.
- ***Mountain View Avenue W*** - This street is an unclassified street extending north from 27th Street W. The street is two-lane with no sidewalks or bike lanes and connects the District to the rest of University Place to the north into Tacoma.
- ***Locust Avenue W***- This street is unclassified and extends south from 27th Street W. The street is two-lane with no sidewalks or bike lanes and connects the District to the rest of University Place to the south.
- ***Crystal Springs Road W***- This street is unclassified and extends south from 27th Street W. The street is two-lane with no sidewalks or bike lanes and connects the District to the rest of University Place to the south.
- ***78th Avenue W***- This street is unclassified and extends south from 27th Street W. The street is two-lane with no sidewalks or bike lanes and connects the District to the rest of University Place to the south.
- ***86th Avenue W***- This street is unclassified and short in length, connecting 27th Avenue W and Grandview Drive W within the Carriage House Neighborhood. It is two-lane with no sidewalks or bike lanes.

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Other Streets

- ***26th Street W***- This street is a short, unclassified connection between Bridgeport Way W and Sunset Circle W. It is two-lane with no sidewalks or bike lanes.
- ***28th Street W***- This street is a short, unclassified road running between Bridgeport Way W and ending at Mountain View Avenue W. It is two-lane with no sidewalks or bike lanes. This street serves as part of the southern boundary to the District.
- ***29th Street W***- This street is a short, unclassified road running between Bridgeport Way W and ending at Elwood Drive W. It is two-lane with no sidewalks or bike lanes and connects the District to the Town Center Business District to the east.
- ***26th Court W***- This street is a short, unclassified connection to/from 86th Avenue W within the Carriage House Neighborhood. The road is a two-lane road with no sidewalks or bike lanes.
- ***25th Street W***- This street is a short, unclassified road connecting Bridgeport Way W to Cascade Place W. It is two-lane road with no sidewalks or bike lanes.

Transit Service

Current transit service for the District is provided by Pierce Transit and consists of two primary routes serving the community. Route 53 is a bus route operated by Pierce Transit connecting the District with Tacoma Community College and the Tacoma Mall. This route typically runs every 30 and 60 minutes and operates along Bridgeport Way W. Route 2 is a bus route connecting Downtown Tacoma to Lakewood Towne Center and runs through the District. This route operates along 27th Street W and typically runs every 30 and 60 minutes.

Planned Transit Improvements.

Sound Transit has outlined plans to extend the Link Light Rail from the current terminus in the Tacoma Hilltop neighborhood. Six new stations are planned with a track length of three and a half miles and would provide access from Tacoma Community College to the wider Seattle-Tacoma area via the Tacoma Dome Station. The new line is part of Sound Transit's ST3 package and is anticipated to open between 2039 and 2041.

Pedestrian and Bicycle Network and Facilities

Pedestrian connectivity throughout the district is comprehensive. Major roads such as 27th Street W and Bridgeport Way W have sidewalks located on both sides of the street alongside delineated bike lanes. The District is characterized by predominately mixed-use zoned development following 27th Street W and Bridgeport Way W. Surrounding the District to the north and south are single-family detached neighborhoods with limited pedestrian and cyclist infrastructure. Sidewalks and associated pedestrian facilities were updated in 2018 to include a full sidewalk along the south stretch of 27th Street W from Grandview Drive W to Louise Avenue W.

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Existing Utility Services

Sanitary Sewer

Sanitary sewer service is provided to the City of University Place by Pierce County Public Works and Utilities as well as by the Cities of Fircrest and Tacoma. According to the 2020 amendment to the University Place Comprehensive Plan, Policy CF6D states that the City will work through a franchise agreement with these jurisdictions to ensure that sewers are available within 300 feet of all properties within the next 20 years, enabling individual property owners to extend a sewer line to their properties for a reasonable cost. Pierce County Planning and Development is currently updating the Unified Sewer Plan (to be completed in 2025), which will guide the Sewer Division for the next 20 years. This project is entering the third phase of development which will include financial analysis, planning, and regulatory deliverables. The Unified Sewer Plan will plan for future residential and employment growth by replacing aging sewer system components and upgrading to new technology.

Water

Water service in the City of University Place is managed by City of Tacoma Public Utilities Water Division and coordinated through the Tacoma Water System Plan. This document was last updated in 2018 and is regularly updated every ten years. The Water System Plan includes a demand forecast developed through econometric analysis of water usage and growth projections. This forecast provides a basis for evaluating water supply adequacy, system capacity, and the need for infrastructure improvements to accommodate projected growth.

Surface Water Management

Surface water and stormwater in the District is managed by the City of University Place. The District is in the Chambers Subbasin of the Chambers-Clover Watershed Resource Inventory Area (WRIA 12). Some portions of the district lie in the Day Island and Soundview Drainage Basin with other portions draining into the Crystal Springs Creek basin. Stormwater drains directly into Puget Sound or into Crystal Creek which flows into Puget Sound by the Day Island lagoon. Due to development, the District is largely impervious, with some open space at the University Place Primary School and at a monitored wetland lot behind Chili Thai.

There are no streams in the District. Stormwater is collected and transported through the City's stormwater infrastructure. The City's stormwater infrastructure in the District consists of stormwater conveyance and two stormwater vaults according to the University Place Comprehensive Plan. A stormwater filter vault is located nearby on the University Place Primary School property. The City's adopted Comprehensive Storm Drainage Plan identified problems with drainage infrastructure in the Day Island and Soundview Drainage Basin. The Comprehensive Storm Drainage Plan's recommended improvements are directed at correcting both existing problems and accommodating the effects anticipated from future growth of the City.

The City has adopted the King County Surface Water Design Manual (KCSWDM) as its standard for development and level of service. Title 13 of the University Place Municipal Code provides additional direction and standards for surface water management. Future new development and redevelopment in the District will be required to comply with these requirements and standards.

Development Scenarios and Surface Water Management

The City of University Place has identified three redevelopment scenarios as part of the ongoing planning efforts for the 27th Street Business District Plan. These scenarios utilize the Pierce County Buildable Lands Inventory which identifies parcels that are underutilized. The Low Development scenario indicates that several parcels are underutilized and could feasibly be redeveloped. These findings align with the base information in the Buildable Lands Inventory. The Medium Development scenario indicates a quarter of the area within the District is redevelopable. The High Development scenario indicates that the majority of the land within the District can be redeveloped, though this would only be feasible if the City were to exceed their expected growth targets. Properties that are undergoing redevelopment will be required to adhere to current stormwater regulations as detailed by the KCSWDM and Title 13 of the University Place Municipal Code. The KCSWDM requires the construction of surface and storm water management systems to mitigate the impacts of new development or redevelopment on drainage systems. Flow control on these sites means that runoff needs to be detained and released at rates that match the peak flows and flow durations that existed prior to development. Water quality on these sites means that runoff from those new and replaced pollution-generating impervious surfaces and new pollution generating pervious surfaces must be treated.

Power and Communications

Power service in the District is managed by City of Tacoma Public Utilities Power Division (Tacoma Power). Tacoma Power has a maintenance agreement with University Place to service and maintain street light facilities. Tacoma Power utilizes forecasts produced by the Puget Sound Regional Council (PSRC) and local municipalities to project future load growth. Tacoma Power uses this information in conjunction with its system planning criteria to prepare a six-year facilities plan. Pursuant to the current six-year plan, Tacoma Power does not anticipate development of new substations or major line replacements within University Place.

The addition of a large commercial or industrial center in the area may require the development of additional new facilities. Individual redevelopment projects may require the extension of electricity services as needed to serve the demand of new customers, who then will pay for these services. The City will continue to coordinate with Tacoma Power to review the potential build-out demand of the District and the anticipated growth rates over time to determine the need for potential future service and facility improvements.

Telecommunications services are provided by several private companies with a division of Tacoma Public Utilities providing cable television services. These service providers continually coordinate with the City to anticipate demand within the geographic area of University Place to provide the most comprehensive set of services to their customers. The City will continue to coordinate with these providers by informing them of planned zoning changes and build-out projections.

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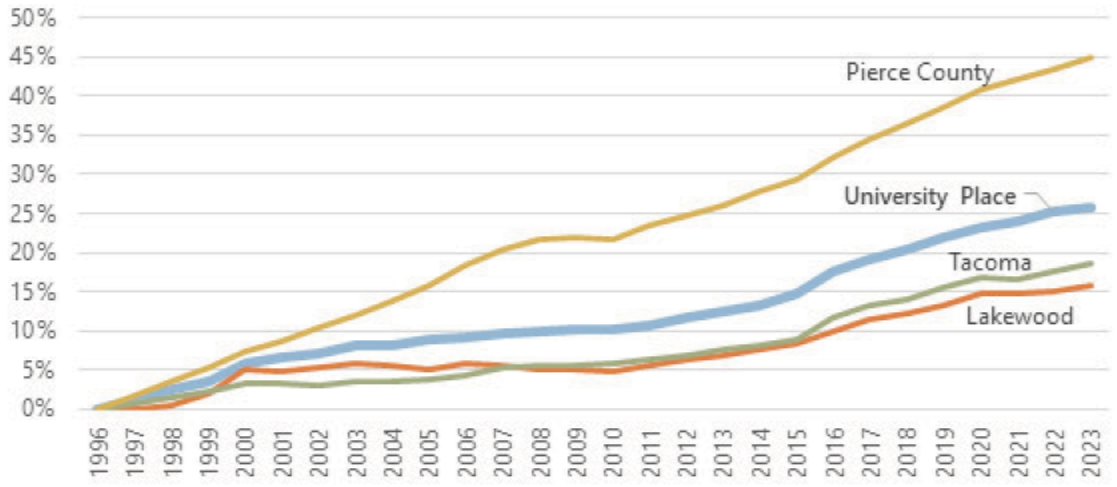
Demographics

Since incorporation in 1996, University Place has grown by about 25 percent in population. This is a slower rate of growth than that seen in Pierce County overall, but faster than the rate of growth in neighboring Lakewood, as shown in Figure 5. Tacoma, the largest city in Pierce County, grew considerably more slowly than the county in recent decades, suggesting a trend of increasing population in the more suburban and smaller jurisdictions in the county, such as University Place. This growth in suburban and smaller areas is likely related to the overall regional population increases driven by Seattle's technology and aerospace industries, as well as likely spillover from King County as housing prices have increased in recent years.

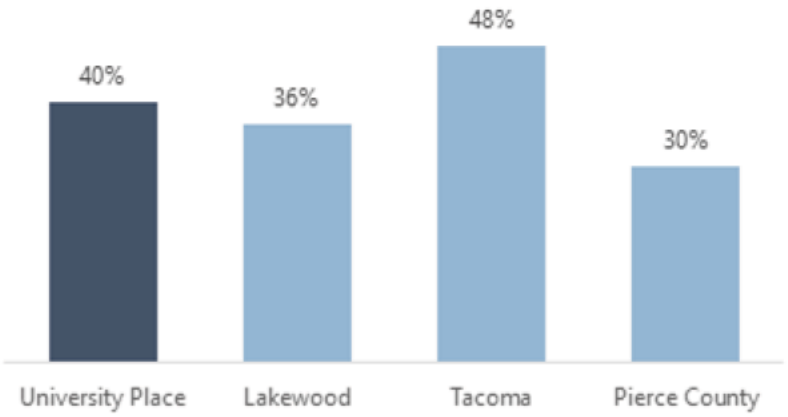
Figure 8. Change in Population in University Place, Lakewood, Tacoma, and Pierce County, 1996-2023



Source: WA Office of Financial Management

Pierce County sets population targets for its cities, as part of the Countywide Planning Policies and the overall Comprehensive Plan update process. These targets are based on countywide population forecasts issued by the state and reflect the amount of growth that each city needs to plan to accommodate over the coming decades. University Place's current population is 34,866 and the city's 2044 population target is 48,758 – an increase of 40 percent. This represents a growth rate of 1.4 percent per year on average, nearly double the 0.8 percent per year rate seen over the past 20 years. This is also a higher rate of growth than that expected countywide, although not as high as the rate of population growth expected in Tacoma, as shown in Figure 9. Overall, these growth targets represent a reversal of recent trends, with Tacoma expected to absorb a higher share of overall Pierce County growth in the coming decades, compared to the more dispersed growth seen in previous years.

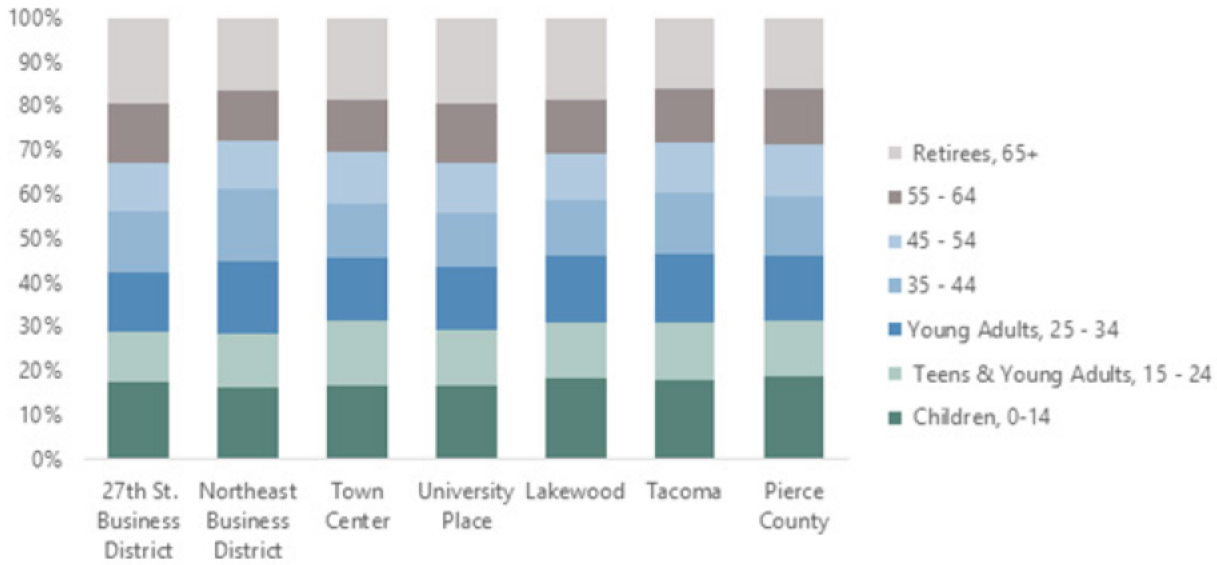
Figure 9. Growth Target Population Increase, 2023-2044



Source: WA Office of Financial Management, Pierce County Countywide Planning Policies

As of 2023, the 27th Street Business District has an estimated 1,301 residents. This is similar to the 1,559 residents of the Northeast Business District but considerably less than the population of the Town Center subarea, at 4,545. The following charts compare the demographics of 27th Street Business District residents to the other two RGC Subareas, to the city, and to comparison geographies. Residents of the 27th Street Business District are similar in age breakdown to the city as a whole, which skews slightly older than Tacoma and Pierce County, as shown in Figure 10. Within the RGC Subareas, the 27th Street Business District has a slightly older population, with a higher share of adults over 55.

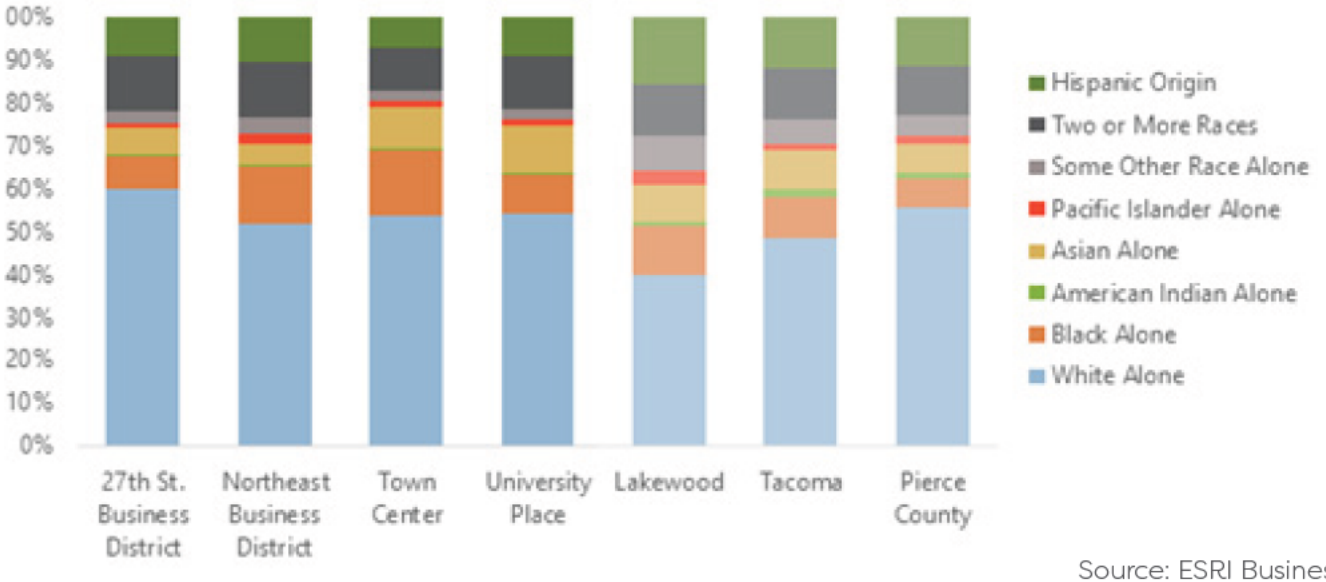
Figure 10. Age in the University Place RGC Subareas and Comparison Geographies, 2023



Source: WA Office of Financial Management, Pierce County Countywide Planning Policies

Figure 11 shows that about 65 percent of residents in the 27th Street District are white, a higher share than in the other parts of the RGC and in University Place overall. The Northeast Business District and Town Center are more diverse, as are the neighboring communities of Lakewood and Tacoma.

Figure 11. Race & Ethnicity in the University Place RGC Subareas and Comparison Geographies, 2023



Source: ESRI Business Analyst

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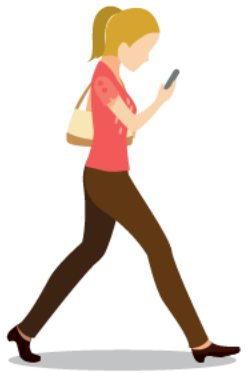
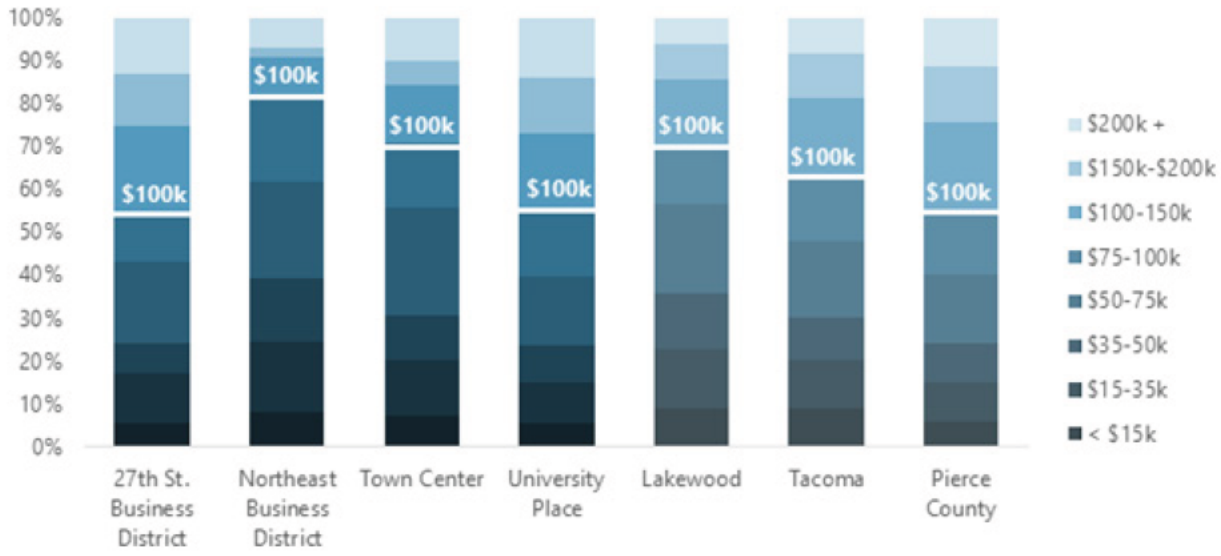
One way in which the three RGC subareas differ noticeably is in housing tenure. As shown in Figure 12, compared with the other RGC subareas, more households in the 27th Street Business District are homeowners, which fits with the existing housing stock in the area. On the other hand, most homes in the Northeast Business District and Town Center are rental apartments. However, University Place as a whole, has a higher share of homeowners than Lakewood and Tacoma, at 55 percent.

Figure 12. Housing Tenure in the University Place RGC Subareas and Comparison Geographies, 2023



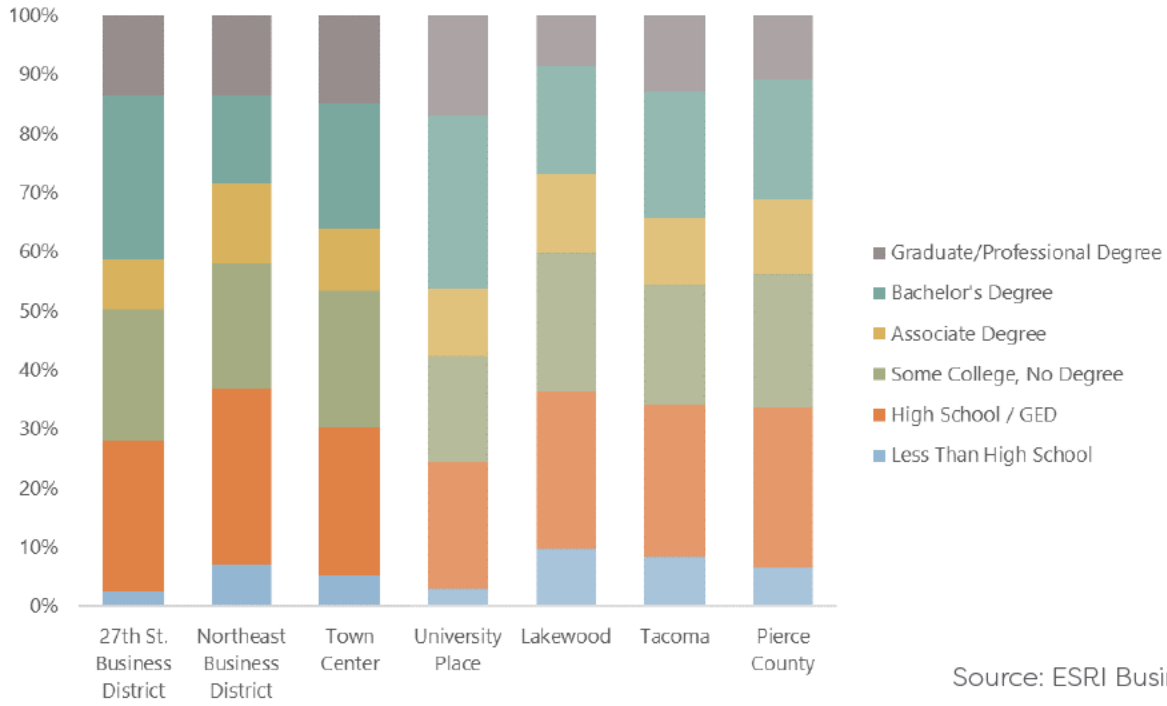
Compared to University Place, Lakewood and Tacoma, Figure 13 shows that current residents of the 27th Street Business District are significantly higher income-earners than in the other RGC subareas, though similar to the University Place population overall. This also fits with the above trends in homeownership since homeowners tend to have higher household incomes than renters. Lakewood and Tacoma have lower shares of residents earning over $100,000 in particular. University Place and Pierce County are broadly similar in income distribution.

Figure 13. Household Income in the University Place RGC Subareas and Comparison Geographies, 2023



The educational attainment levels in University Place reflect a more educated population compared to neighboring cities like Lakewood and Tacoma. As shown in Figure 14, a higher proportion of University Place residents hold bachelor's and graduate degrees, with a lower share of residents having only a high school diploma or less. Among the subareas, the 27th St. Business District has a more highly educated population, with more residents holding bachelor's degrees and fewer lacking a high school diploma compared to the Northeast Business District and Town Center.

Figure 14. Educational Attainment in the University Place RGC Subareas and Comparison Geographies, 2023



Source: ESRI Business Analyst

Employment

Figure 15 shows the top employment sectors in the 27th Street Business District and comparison areas. Medical, retail, office, and food service are the major sectors in the 27th Street Business District. These trends are shared regionally, with a particularly high share of medical employment in Lakewood. The 27th Street Business District has a more specialized employment landscape than the city overall, as would be expected given the mix of small offices, retail, and restaurants along the corridor. The Town Center is broadly similar in employment trends, again given the focus on office and retail in that area, whereas the Northeast Business District has considerably more office employment and fewer amenities. On the whole, the District is similar to the regional employment landscape, focused on medical, retail, office, and service industry jobs.

Figure 15. Housing Tenure in the University Place RGC Subareas and Comparison Geographies, 2023

	27th St. Business District	Northeast Business District	Town Center	University Place	Lakewood	Tacoma	Pierce County
Total Jobs	**632**	**1,064**	**2,014**	**5,958**	**28,695**	**112,494**	**306,958**
Medical	32.1%	10.9%	22.1%	19.5%	33.6%	27.7%	19.0%
Retail	19.0%	7.1%	24.9%	17.6%	11.9%	10.6%	12.8%
Office Services	16.3%	33.7%	18.6%	17.5%	8.4%	19.1%	16.8%
Accommodation and Food	12.7%	18.6%	13.4%	9.1%	9.0%	6.2%	7.7%
Other Services	7.8%	7.0%	3.4%	4.2%	2.8%	2.8%	3.1%
Education	5.7%	2.3%	0.1%	13.9%	11.3%	5.7%	8.5%
Construction	3.0%	6.8%	1.9%	5.9%	5.9%	3.4%	8.0%
Arts / Entertainment	2.2%	5.6%	0.9%	3.8%	2.4%	1.4%	2.2%
Wholesale	0.8%	7.0%	0.4%	1.9%	3.9%	3.1%	4.4%
Transportation / Warehousing	0.3%	0.7%	0.3%	0.8%	6.1%	4.8%	6.7%
Manufacturing	0.2%	0.4%	1.7%	0.9%	3.3%	4.9%	5.3%
Public Administration	0.0%	0.0%	12.1%	5.0%	1.2%	9.7%	4.8%
Utilities	0.0%	0.0%	0.0%	0.0%	0.3%	0.2%	0.2%

Source: Urban Footprint, Longitudinal Employment Household Dynamics (LEHD) via Census OnTheMap

Key Takeaways

- The 27th Street Business District is more similar to University Place as a whole than it is to the other parts of the Regional Growth Center (RGC), such as the Town Center.
- Residents of the District are more likely to be white, better-educated, and older homeowners when compared with the Northeast Business District and Town Center areas.
- The demographics fit with the differing development patterns in the three subareas – the Town Center and Northeast Business District contain significantly more high-density apartments whereas the 27th Street Business District contains single-family homes, condos, senior living, and higher-end apartments.
- The more neighborhood and suburban feel of the 27th Street Business District may point to different redevelopment types and opportunities when compared with the other RGC Subareas.
- There are far fewer jobs in the 27th Street Business District than in the Northeast Business District and Town Center. The jobs in the 27th Street Business District are in the medical, retail, office, and food service sectors, similar to University Place and the region as a whole.

4.

Development Potential

Parcel Value and Buildable Lands Status

Leland Consulting Group conducted an analysis to determine a range of potential future housing units and jobs for the 27th Street Business District, in order to inform future transportation and infrastructure planning as well as compliance with PSRC Regional Growth Center and Pierce County planning targets. The first step in this analysis was to analyze overall parcel value and the results of the Pierce County Buildable Lands report as a first pass at determining likelihood of redevelopment at a parcel level.

Figure 15 shows the total value (buildings + land) of parcels in the district according to the Pierce County Assessor, with lower values in white and higher values in darker shades of blue. In general, lower value parcels are considered more likely to redevelop, such as the parcel in the far southeast of the District as well as the vacant parcels at the proposed Grandview Senior Living site.

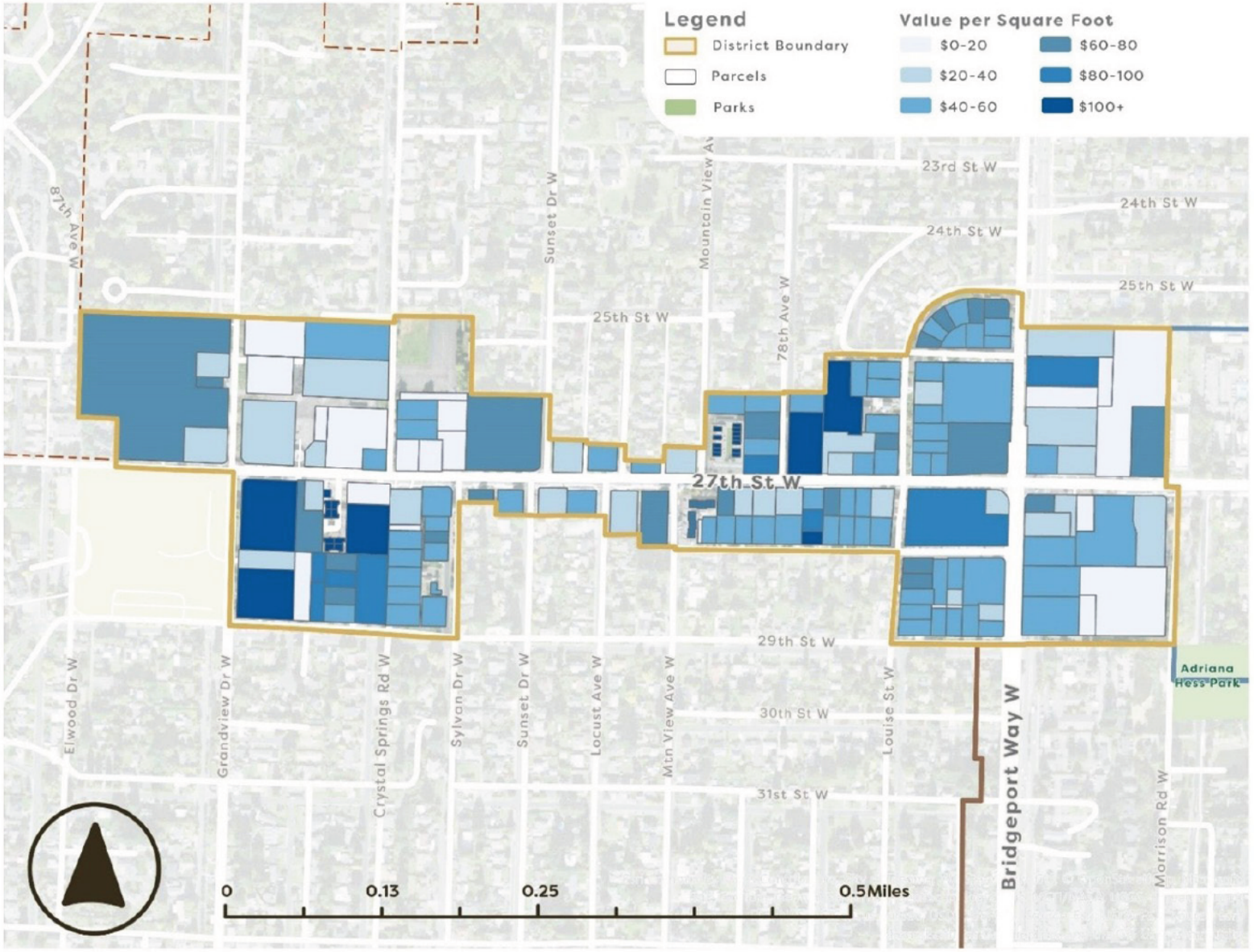


Figure 16. Total Parcel Value in the 27th Street Business District

The 2021 Pierce County Buildable Lands Report assigned a classification to each parcel in the county based on parcel value, existing and potential future use, zoning, improvement to land value, and other considerations. As shown, the vast majority of parcels in the District are considered “Underutilized” according to Pierce County’s analysis, with a few vacant parcels as well. The “Underutilized” category generally means that the parcel’s current use is significantly less intensive than that which is allowed under the zoning code. Since essentially all of the district is zoned for four- to seven-story multifamily or mixed-use development, the existing single-story commercial and single-family uses result in this classification being broadly applied in this area. These classifications indicate that the county expects to see a significant amount of potential redevelopment in the District over the coming decades.

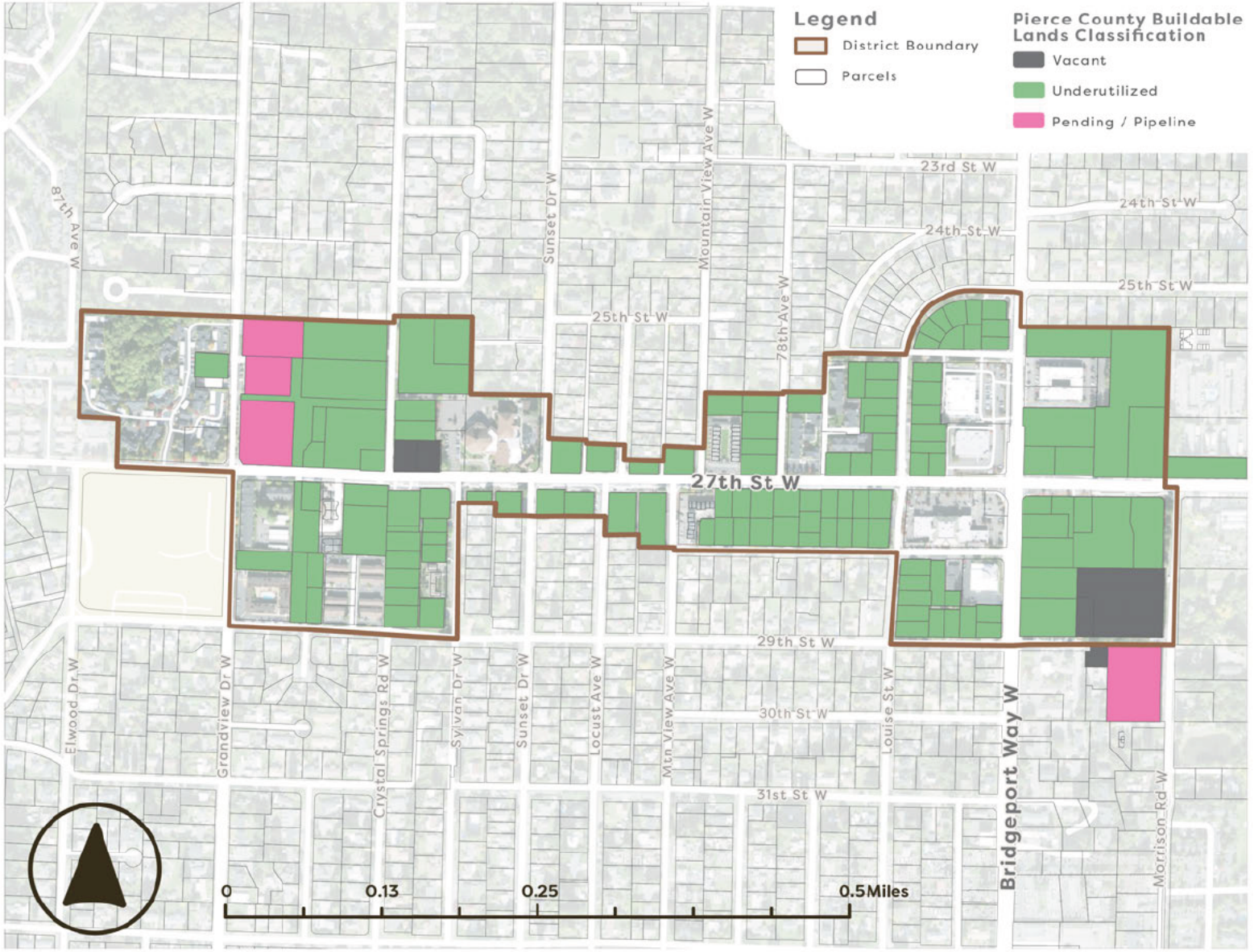


Figure 17. Pierce County Buildable Lands Parcel Classifications, 2021

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Redevelopment Scenarios

LCG developed three scenarios for redevelopment of the subarea using different assumptions for not of which parcels might redevelop. These scenarios were based on the data shown on the following pages, locations of proposed projects such as the Grandview site, and input from city staff.

The ***low scenario represents*** the continuation of the status quo – assuming that only pipeline projects, vacant parcels, and locations of potential redevelopment known to the city will redevelop over the next 20 years.

The ***middle scenario*** represents an expansion of current trends to include other lower-value properties with reasonable redevelopment potential, such as some of the church parking lots, an expansion of multifamily development near the proposed Grandview Senior Living, and some redevelopment of some low-intensity commercial uses.

The ***high scenario*** represents the potential build-out capacity of all parcels classified as vacant or underutilized in the Pierce County Buildable Lands Report. This is likely much higher than the amount of development that will be seen in future decades but provides a benchmark of the potential unit and job count if the majority of the District were to change over time. Note that this scenario assumes a 15 to 25 percent Market Factor reduction of the total assumed redevelopable acreage per Department of Commerce guidance on Land Capacity Analyses.

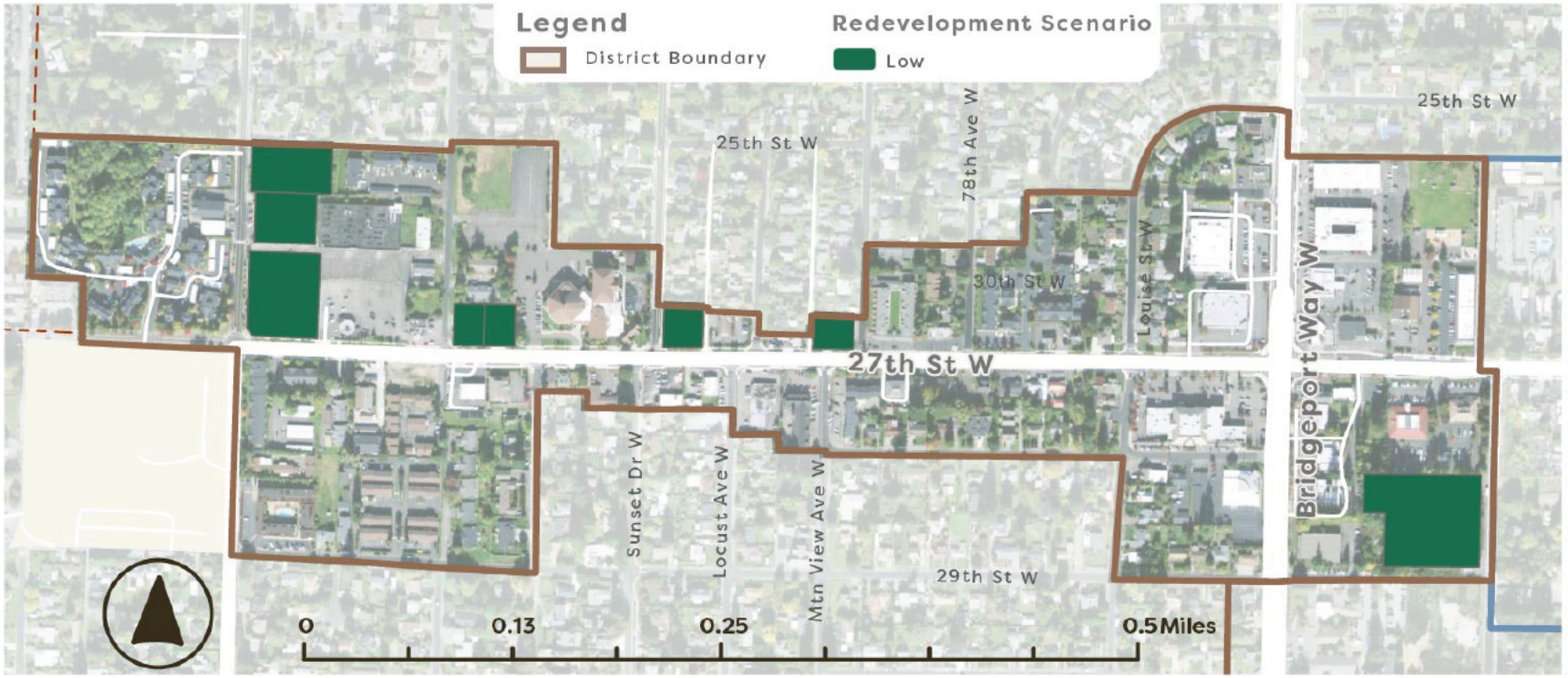

Figure 18. Low Redevelopment Scenario

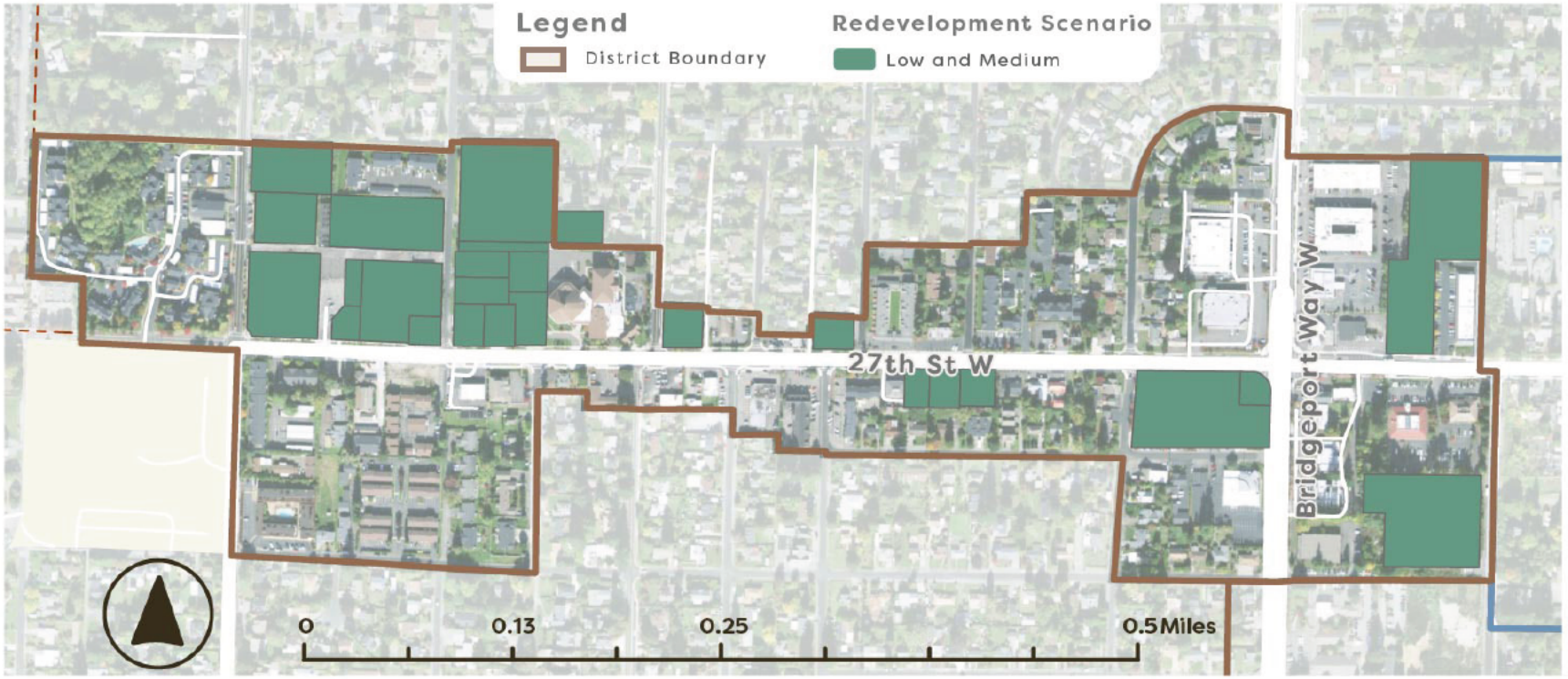

Figure 19. Low and Medium Redevelopment Scenario

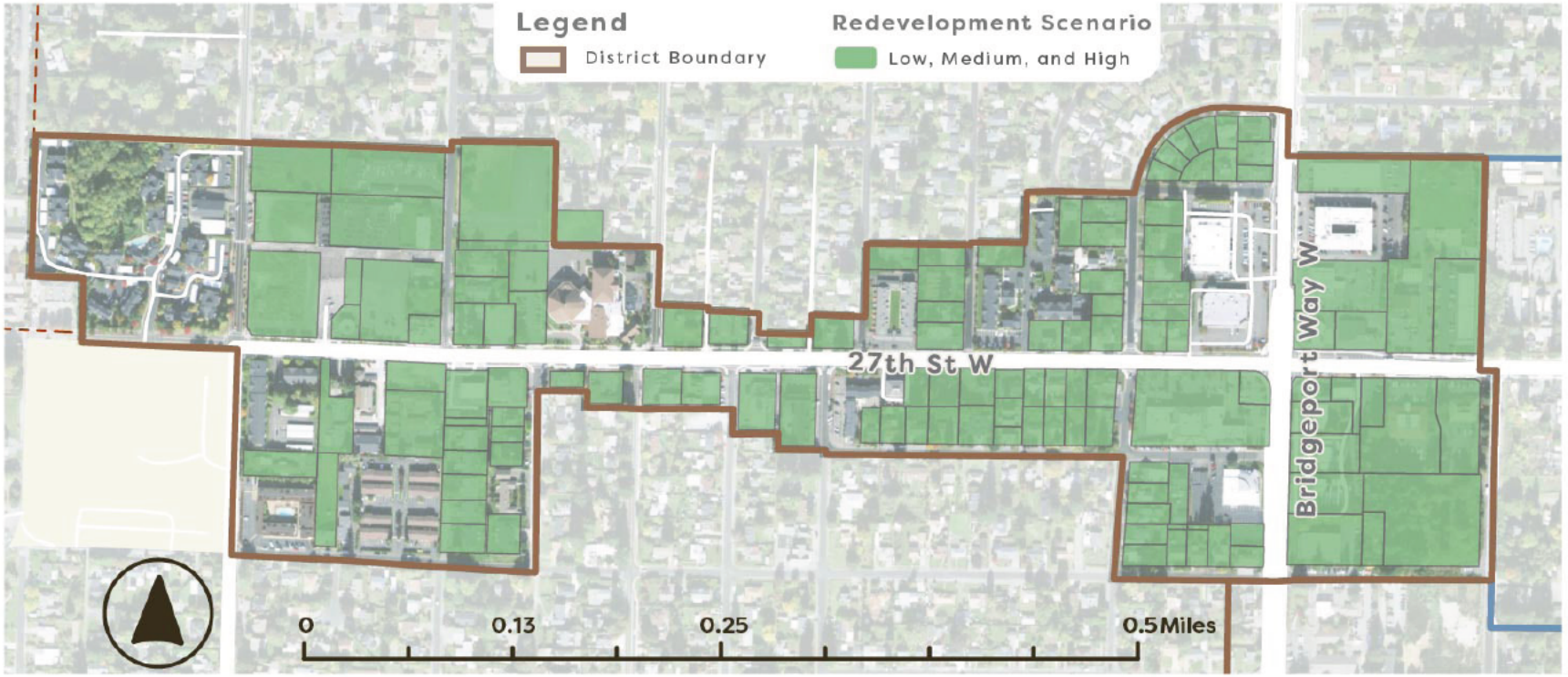

Figure 20. Low, Medium, and High Redevelopment Scenario

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Population, Housing, and Employment Capacity

Capacity Analysis Assumptions

The capacity analysis assumes that vacant and underutilized properties specified in the Pierce County Buildable Lands Report will redevelop. Known proposed redevelopment projects (pipeline projects) were added to the analysis. The analysis also assumed a specific mix of prototypes for each zone (zoning classification) in the study area. This assumed mix of prototypes is based on the amount of redevelopment that is likely feasible (based on the previous market assessment and the City's regional growth center policies). The analysis assumes that 40 percent of the land area in the study area would not redevelop due to market factors.

Prototypes

To analyze capacity, building prototypes were established for the type of expected future redevelopment in the MU-U75 and MU-N45 zones. The housing unit and employment densities from each prototype were then applied to the selected parcel acreage in each scenario to determine redevelopment capacity. The two prototypes were developed using data from the scenario planning tool Urban Footprint and from data on existing buildings in University Place and the greater Seattle area from CoStar. Each prototype was based on housing unit and employment statistics from several representative buildings and generally assumes a mixed-use prototype with housing above ground floor commercial, matching the 45- and 75-foot heights in the 27th Street Business District. Employment densities and prototype imagery for the two prototypes are shown.

Zone	Residential Density	Employment Density	% Residential
MU-U75	103 du/ac	18 emp/ac	91%
MU-N45	57 du/ac	67 emp/ac	70%

Figure 21. MU-N45 and MU-U75 Prototypes Used in Capacity Analysis

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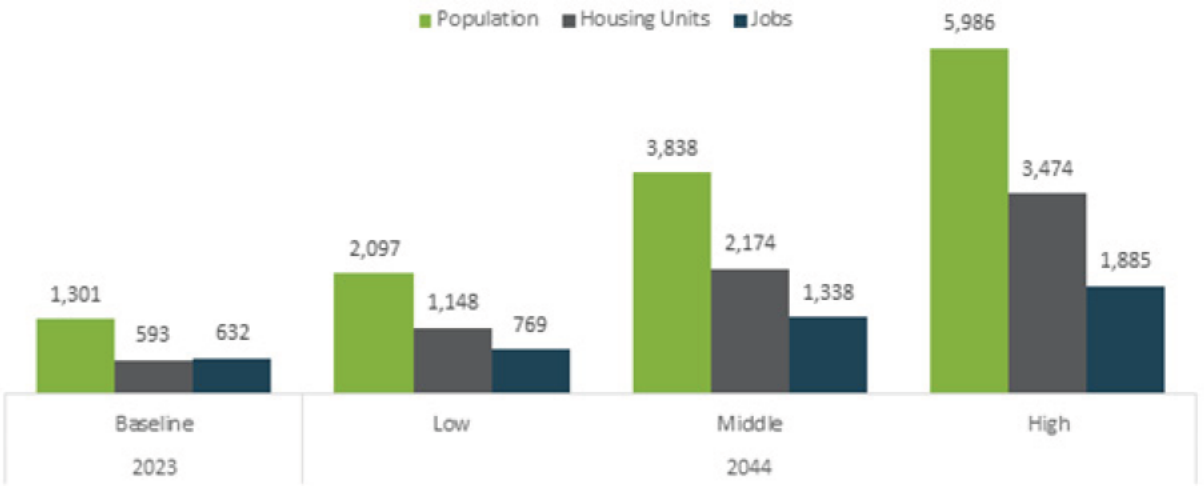
Capacity Analysis Results

The results of the redevelopment analysis are shown in Figure 22. Under the low scenario, housing units and population in the District would approximately double, with a very small increase in jobs. This is very likely to represent at least a minimum of what will occur over the next 20 years given the existing pipeline and proposed development. The middle scenario represents about a tripling of housing units and doubling of jobs. This represents more of an aspirational scenario but is not outside the realm of possibility for the planning horizon. The high scenario shows that if the majority of the acreage in the District were to redevelop, there could be almost six times the current number of residents and three times the current amounts of jobs accommodated within the current zoning. This is highly unlikely but potentially a useful reference point for future planning efforts.

Figure 22. Redevelopment Scenario Results in 27th Street Business District



Source: Urban Footprint, Leland Consulting Group

5.

Recommendations

Overview

These images provide a glimpse of the 27th Street Business District's future, based on conceptual ideas, showing a vision of the evolution of the corridor over the next 20+ years. Locations were selected to highlight key opportunities within the corridor rather than actual development plans. The images reflect the subarea plan and design guidelines, illustrating a balanced mix of pedestrian-friendly infrastructure and commercial spaces.

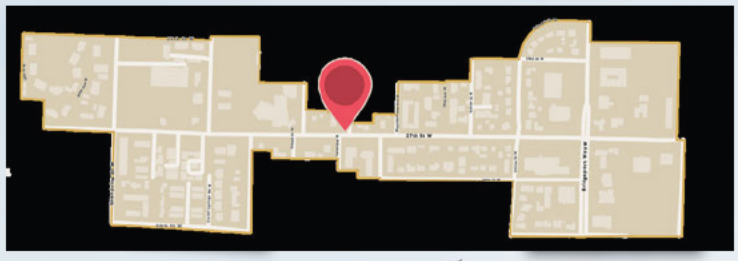
Figure 23. Visualization Locations

GRANDVIEW PLAZA, NORTHEAST VIEW

GRANDVIEW PLAZA, NORTH VIEW

GRANDVIEW PLAZA, NORTHWEST VIEW

27TH AND SUNSET DR, NORTHEAST CORNER



27TH AND LOCUST AVE, NORTHWEST CORNER

27TH AND SUNSET DR, SOUTHEAST CORNER

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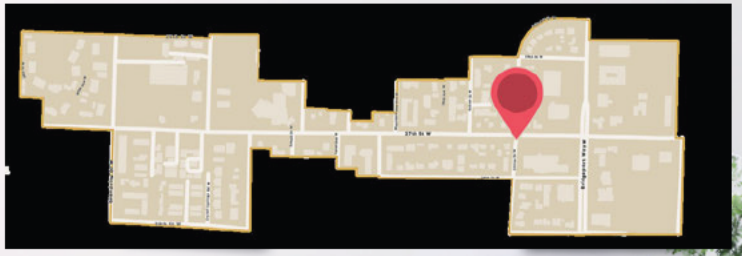

LOUISE AVE FESTIVAL STREET

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LOUISE AVE FESTIVAL STREET

27TH AND BRIDGEPORT WAY AVE, NORTHEAST CORNER

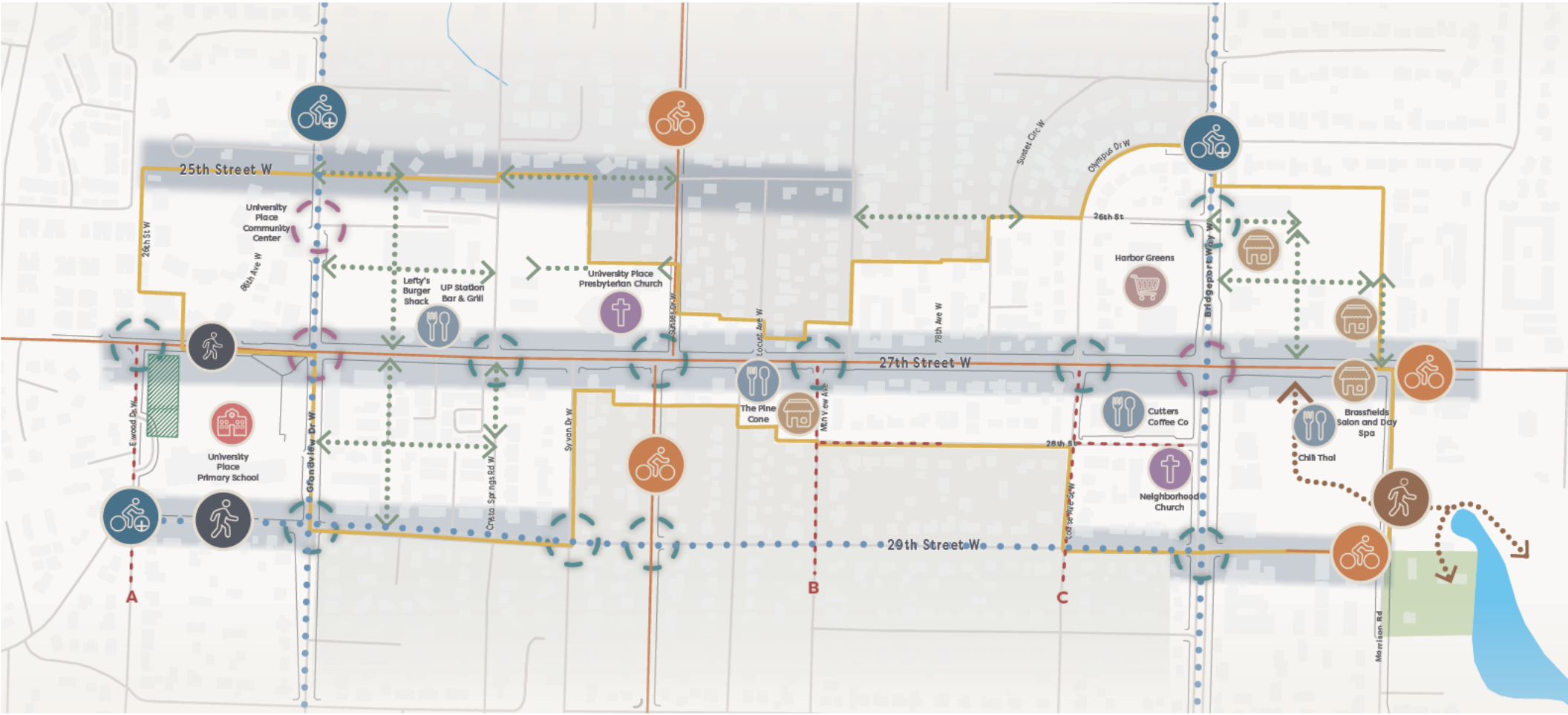
27TH AND BRIDGEPORT WAY AVE, NORTHEAST CORNER

PLAN RECOMMENDATIONS

Recommendations include suggested actions from the University Place Regional Growth Center, as well as new actions that have been identified as part of the District planning process. The City has already started to implement the vision for the District by adopting the form-based code. However, there are other actions identified in the Regional Growth Center Plan that still need to be carried forward. This section provides further recommendations for regional collaboration, walkability and connections, and increasing placemaking.

Concept illustrations have been created to show how the adopted form-based code could look when implemented in various locations in the District. These illustrations are conceptual graphic depictions of desired character, as well as the scale of potential redevelopment. Actual redevelopment plans for various properties may vary from the concepts shown, but the concepts provide visualizations related to what can be expected with future building height and form.

Figure 24. Imagining Univeristy Place 27th Street Business District



Legend

Street Uses

- Conceptual Connections
- Existing Pedestrian Crossings
- Intersection Improvements
- Bike Facility Improvements
- Pedestrian Trail
- Existing Bike Facility
- Pedestrian Priority
- A B C Potential Festival Street Placement
- Sidewalks
- City Amenity Space
- Increased Density in Housing
- Corridor Improvements

Neighborhood Centers

- School
- Religious Institution
- Restaurant
- Commercial
- Grocery

N

Regional Collaboration

The 27th Street Business District is part of the City's regional growth center recognized by the Puget Sound Regional Council centers framework. The 27th Street Business District performs as a key neighborhood hub in University Place with mixed use activity and accessible transit. The City should continue to work collaboratively with all neighboring jurisdictions, Pierce County, service and utility providers, transportation providers, PSRC, and others for planning purposes.

Recommended Actions:

» Identify strategies for phasing of redevelopment and supporting redevelopment with publicly funded infrastructure and park improvements.

- Identify priority areas: Target initial phases in locations with strong potential for impact or need.
- Stagger investments: Begin with infrastructure that will attract initial private development. Gradually expand improvements as projects progress.
- Economic incentives: Use tax increment financing (TIF), tax abatements, or grants for projects that advance community goals, such as affordable housing or mixed-use spaces.

Environment and Climate Change

University Place Business District prioritizes development strategies that are conscious of the local environment. The district should strive to enhance greenspace and innovative stormwater management to reduce University Place's impact toward a changing climate.

Towards the west side of the district, Adriana Hess Wetlands Park is 2-acres of wetlands that serves as a valuable wildlife habitat corridor and functions as a carbon sink. The development of the district should introduce stormwater design to decrease the quantity of impervious surfaces and enhance green space on streets through plantings. The focus of creating a walkable redevelopment pattern aids in reducing emissions as the district will rely less upon daily vehicular systems for day-to-day tasks. In the redevelopment of the district, sustainable practices such as the retrofitting of existing buildings should be considered.

Recommended Actions

- Implement measures to conserve and improve the health of critical and environmentally sensitive areas. This includes prioritizing the conservation and enhancement of parks and open spaces, with a special focus on the wetland systems at Adriana Hess Park, due to the geographic proximity of the wetlands to the District.
- Develop and expand pathways, trails, and other connections to improve public access to existing parks and open spaces, ensuring they are reachable and enjoyable for all community members.
- Look for opportunities within new development projects to form new open spaces, contributing towards creating valuable living spaces by supporting ecology within the urban fabric.
- Promote and implement innovative stormwater management practices through low impact development (LID) techniques, to support water infiltration and biodiversity.

Environment and Climate Change Recommended Actions

- Ensure that environmental policies and actions consider and address the needs of vulnerable populations, aiming to avoid or mitigate any adverse environmental impacts on these groups.
- Align local policies and actions with state and regional goals for reducing greenhouse gas emissions, contributing to broader efforts to mitigate climate change impacts.
- Encourage the use of alternative transportation options, such as public transit, biking, and walking, to reduce reliance on single occupancy vehicles, as these efforts collectively help lower local greenhouse gas emissions
- Consider the feasibility of establishing a green-building program, including incentives, to encourage sustainable development practices within the 27th Street Business District.
- Encourage more efficient parking by reducing the amount of on-site parking each development is required to provide, helping new development projects be more sustainable.
- Consider strategic locations for electric vehicle charging stations to make EV charging accessible to the public and collaborate with service providers to install these stations.
- Advise new development projects to include adequate bike parking facilities to support and encourage cycling as an accessible and enjoyable mode of transportation.

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Land Use and Development Patterns

A key focus of this plan for creating a highly livable 27th Street Business District is to explore various treatments and redevelopment opportunities, how buildings can be designed to better interact with the public realm, creatingpedestrian- and bicycle-friendly streets, and providing more gathering spaces. The specific requirements within the form-based code prescribe that new development initiatives adhere to humanistic standards in urban design, architecture, and landscape design, articulating place specific needs to the neighborhood, block, parcel, and building levels.

The City is integrating higher density mixed use development near larger intersections such as 27th Street, Grandview Drive, and Bridgeport Way to create economic hearts of activity within the District. The goal of the development patterns is to provide a place to live and play. The codes encourage a mix of densities bringing in missing middle housing typologies and small-scale development along the 27th Street corridor. This atmosphere can be further enhanced by exploring the potential for middle housing in residential neighborhoods that are immediately adjacent to the 27th Street corridor.

Land Use and Development Recommended Actions:

- Continue to guide the aesthetic standards of development through University Place's growth center-specific form-based code to enhance the public realm and ensure new projects align with humanistic urban design standards. This strategy will foster cohesion in architecture and landscape design, so new development projects will complement the District's existing fabric by enhancing its mid-century character.
- Promote the development of smaller blocks and mid-block connections as outlined in the connectivity map. This approach aims to improve walkability and accessibility within new developments, making the District more pedestrian-friendly as density increases.
- Support the strategic development of infill projects, especially on underutilized parcels. This aids the ability to maximize land use and contributes to the overall growth and vitality of the District.
- Enhance overall quality of life in the District by providing access to live, work, and play by offering employment and educational opportunities within the District. This mix of activity creates vibrancy within the community.
- Consider improving the pedestrian experience of the street and reinforcing the history of the corridor by integrating commercial elements to align with the vision for a mixed-use Regional Growth Center and District. Small-scale commercial ventures, like coffee shops and mom-and-pop shops draw interest and slow the speed of the street. The City can promote ground-floor commercial uses by collaborating with property owners, incorporating incentives into the zoning code, and offering additional incentives, such as the storefront improvement program.
- Assess small, underdeveloped properties to identify potential zoning changes or other measures that could promote development in line with the character of the 27th Street and the greater City.

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Housing

As an urban center, housing plays a critical role in creating a baseline of security and activity within a district. University Place has a desirable and strong market for home sales, but single-family home ownership is becoming increasingly unattainable. The 27th Street Business District is currently nestled within a residential area. This location offers significant opportunity to expand housing options. There is potential for the City to diversify housing typologies and affordability while safeguarding the neighborhood character through quality design following form-based code. The City can study how middle housing typologies such as condos, duplexes, fourplexes, and townhomes would fit into the neighborhoods north and south of the district. Middle housing typologies provide an opportunity for more affordable home ownership.

The diversity in housing paired with mixed-use activity in the district creates potential for a lively place to live within the Tacoma region. To extend affordable housing opportunities for all, the City may consider extending its current Multifamily Tax Exemption program to encompass the 27th Street Business District. This type of action would boost affordable housing options while encouraging the development of market-rate apartments in the area.

Housing Recommended Actions:

- Enhance density standards and development regulations to accommodate diverse housing options for all significant income groups. Planning for a variety of housing gives options that are accessible and varied, allowing greater opportunity for different income groups within the community.
- Explore expanding housing typologies in the neighborhoods surrounding the district, especially assessing opportunity for missing middle and townhome typologies north and south of the district.
- Evaluate broadening the City's existing MFTE program to leverage market-rate multifamily development. These developments can offer increased density paired with quality design features that enhance ground floor design to enhance the 27th Street Business District experience.
- Support the completion of the Grandview Senior Living projects proposed for the western edge of the district. This type of development supports the vision for the area including new multi-family residential and acts as an anti-displacement measure for elders living in the region.

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Placemaking and Gathering Spaces

Placemaking efforts strive to create a robust public realm that offers places to be and reflects the community. Currently, along the 27th Street Business District there is a need for more casual places to gather. The City could have options to support gathering places, public art, festival streets, intersection improvements, streetscape improvements, and outdoor dining. Through small to large scale activation, placemaking efforts will help create third place destinations within the District. Third places are places outside of the home (the first place) and the workplace (the second place) where people go to converse with others and connect with their community. These improvements will help create a sense of place throughout the District.

Recommended Actions:

- To enhance the District's character, promote public art installations in new developments to achieve a District experience that is enriched by public art. Public art aids the identity of the business District, creates added touristic destination, and acts as a traffic calming measure.
- Encouraging businesses and public partners to create murals is a momentum building strategy towards achieving an arts filled District.
- Encourage public art installations in new developments to enrich the District's character and cultural appeal.
- Ensure new and improved pathways to parks and open spaces, providing ease of access to these amenities, thereby promoting a healthier and more enjoyable environment.
- Enhance trees and landscaping to increase greenspace within the District, finding opportunities to utilize planters and planting medians.

- Encourage new developments to contribute towards enhancing the public realm by creating and activating open spaces with amenities to enhance opportunities for rest and play within the District.
- Explore developing a unique brand and identity for the 27th Street Business District to foster a sense of community and attract more visitors and businesses. Brand identity for the District can relate to the midcentury history and future of the District.
- Create gateways that relate to the identity of the District and integrate wayfinding systems such as signage and public art at existing and new connection entrances to the District to increase ease of navigation and enjoyment of experience.
- Review and potentially enhance existing lighting, safety, and security measures to support future redevelopment and ensure a safe and welcoming environment for all.

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Placemaking and Gathering Spaces
Precedent Studies

The 27th Street Business Plan envisions a dynamic transformation of the corridor, with various possibilities for how this change could physically take shape over time. To illustrate these potential developments, we present a selection of precedent images in the following pages. These are inspirational images that highlight key design featurues that could be adapted and implemented in a range of styles, from informal to more formal designs. Many of these public space concepts can be tested in phases to gauge their effectiveness and align with the evolving needs of the community. These images are intended to spark inspiration and generate interest in the district's future.

GATHERING SPACES

Image Locations

1. Sonder Boulevard, Copenhagen, Denmark. Photo Credit: SLA
2. Terry Streetscape, Seattle, Washington, Photo Credit: Berger Partnership
3. Park(ing) Day, Austin, Texas. Photo Credit: Austin Transportation and Public Works

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PUBLIC ART

Image Locations

1. Milan, Italy. Photo Credit: Bloomberg Associates
2. Vision Zero, Jersey City, New Jersey. Photo Credit: StreetPlans
3. Mural, Silverlake, Los Angeles, California

FESTIVAL STREET

Image Locations

1. Little Prince Plaza,New York, New York. Photo Source: StreetPlans
2. South Robert Maestas Street, Seattle, Washington
3. Capitol Hill Station Plaza, Seattle, Washington. Photo Credit: Berger Partnership

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INTERSECTION IMPROVEMENTS

Image Locations

1. Rochester, New York. Photo Credit: City of Rochester
2. Midblock Crossing. Photo Credit: NACTO
3. Portland, Oregon. Photo Credit: Justin Martin.

STREETSCAPE IMPROVEMENTS

Image Locations

1. Fort Street, Victoria, Canada. Photo Credit: Michal Klajban/ Wikimedia Commons
2. Bourke Street Cycleway, Sydney, Australia. Photo Credit: Group GSA
3. South Park Pavement to Parks, Seattle, Washington

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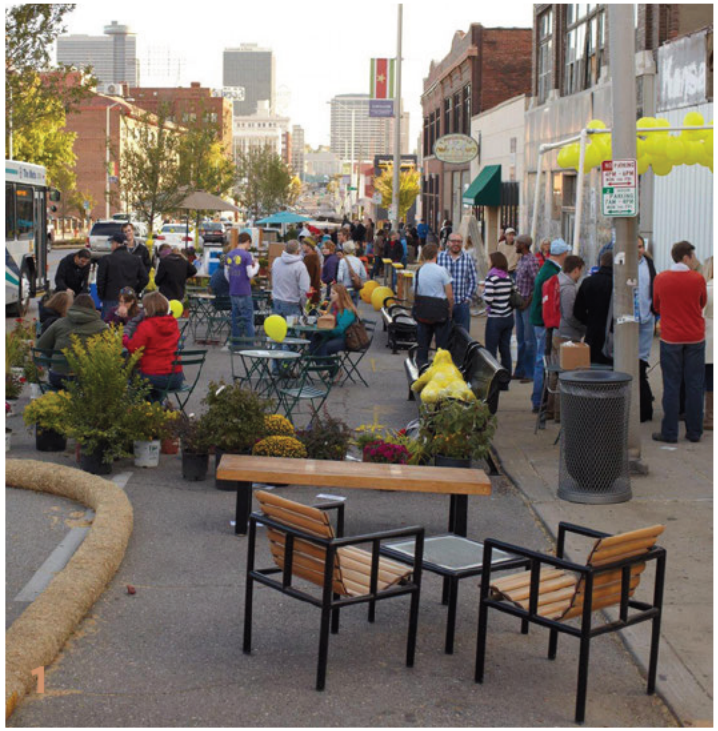
STREET DINING

Image Locations

1. 16th and 17th Street Block, Kansas City, Missouri. Photo Credit: BNIM
2. 43rd Street, Seattle, Washington, Photo Credit: U-District Partnership
3. Chinatown, New York City, New York. Photo Credit: Emily Schneider



Economic Development and Vitality

27th Street Business District plays a vital role in sustaining local economic activity by providing employers with storefront opportunities. The presence of brick and mortar, small businesses is vital towards retaining the character of the District. There is a large demand for businesses that serve the community as third-spaces bringing services and gathering places to the District. Within the Seattle and Tacoma region, retail space performance has been booming since the pandemic. The demand for office space is less, but potential uses such as healthcare, co-working spaces, small professional service businesses, and satellite offices are viable.

Recommended Actions:

- Consider leveraging economic development tools to support the retention, expansion, and growth of employment opportunities within the center. By supporting the business environment of the District, we can help existing businesses flourish and attract new ones, enhancing job creation and economic vitality in the area, and ultimately the identity of the District as a commercial location.
- Invest in a healthy environment with ample green spaces to protect residents, reduce the risk of detrimental health impacts, and minimize the threat of climate-induced displacement.

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Economic Development and Vitality Recommended Actions:

» Engage property owners and developers to advance redevelopment projects that align with the vision for the District. Strategies could involve:

- The creation of a community business association to support the development of existing and current businesses.
- Implementation of a façade or storefront improvement program to motivate property owners to invest in their buildings to help revitalize and enhance the unique businesses in the area. The implementation of storefront improvement programs through a community business association helps to build a more cohesive pedestrian experience throughout the District.
- Working with religious institutions within the District that are seeking opportunities to site "mission-driven" housing for certain disadvantaged populations on or near their properties.
- Consideration of expanding the storefront overlay requirement in the form-based code.

Transportation and Connectivity

To support commercial activity and housing within a Regional Growth Center, a well-connected, wholistic transportation system is needed. The district supports multimodal transportation options to travel to and within the district through network improvements. The envisioned walkable development pattern calls for a new street grid to aid the ease of movement throughout the district while maintaining vehicular needs. Additional pedestrian crossings and connections have been targeted to support user ease.

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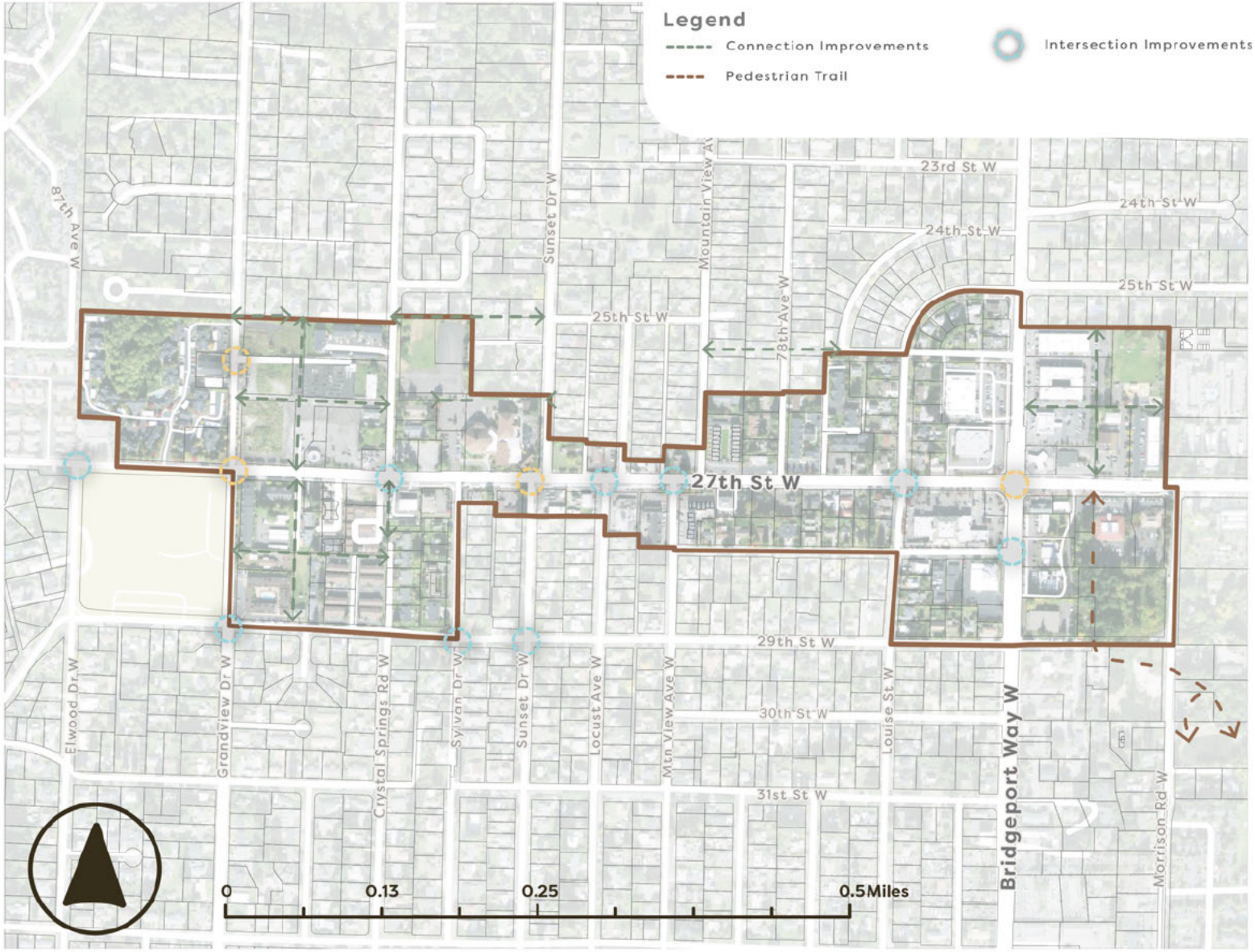

Figure 25 Pedestrian Connections

Transportation and Connectivity Recommended Actions:

- Promote an integrated multimodal transportation network that includes pedestrian and bicycle facilities, ensuring seamless connections to adjacent neighborhoods and Districts. This will enhance accessibility to the District and encourage more sustainable modes of travel.
- Encourage environmentally friendly street treatments, such as green streets, which incorporate sustainable practices like permeable pavements, increased greenery on sidewalks, and medians to manage stormwater and reduce urban heat islands.
- Adopt level-of-service standards and concurrency provisions that are specifically tailored for the center to encourage the use of transit. This can help manage traffic flow and improve the efficiency of public transportation.
- Establish a comprehensive parking management strategy that addresses the supply of parking, on-street parking, and the mitigation of parking impacts. This strategy should balance the needs of drivers with the goal of creating a dense and pedestrian forward District.
- Develop strategies to achieve a balanced mode-split that promotes a sustainable mix of car, transit, and non-motorized travel. This could involve offering incentives for public transportation use and enhancing infrastructure for cyclists and pedestrians.
- Development along 27th Street should advance the safety and aesthetic quality of pedestrian crossings. Improvements can be achieved by including curb extensions, median refuge islands, and raised crossings. These can be achieved by adding projects to the City's transportation/capital improvement plans and by incentivizing developers to include these improvements.
- Support events where 27th Street and other major designated streets in the RGC are temporarily open to pedestrian and bicycle movement only.

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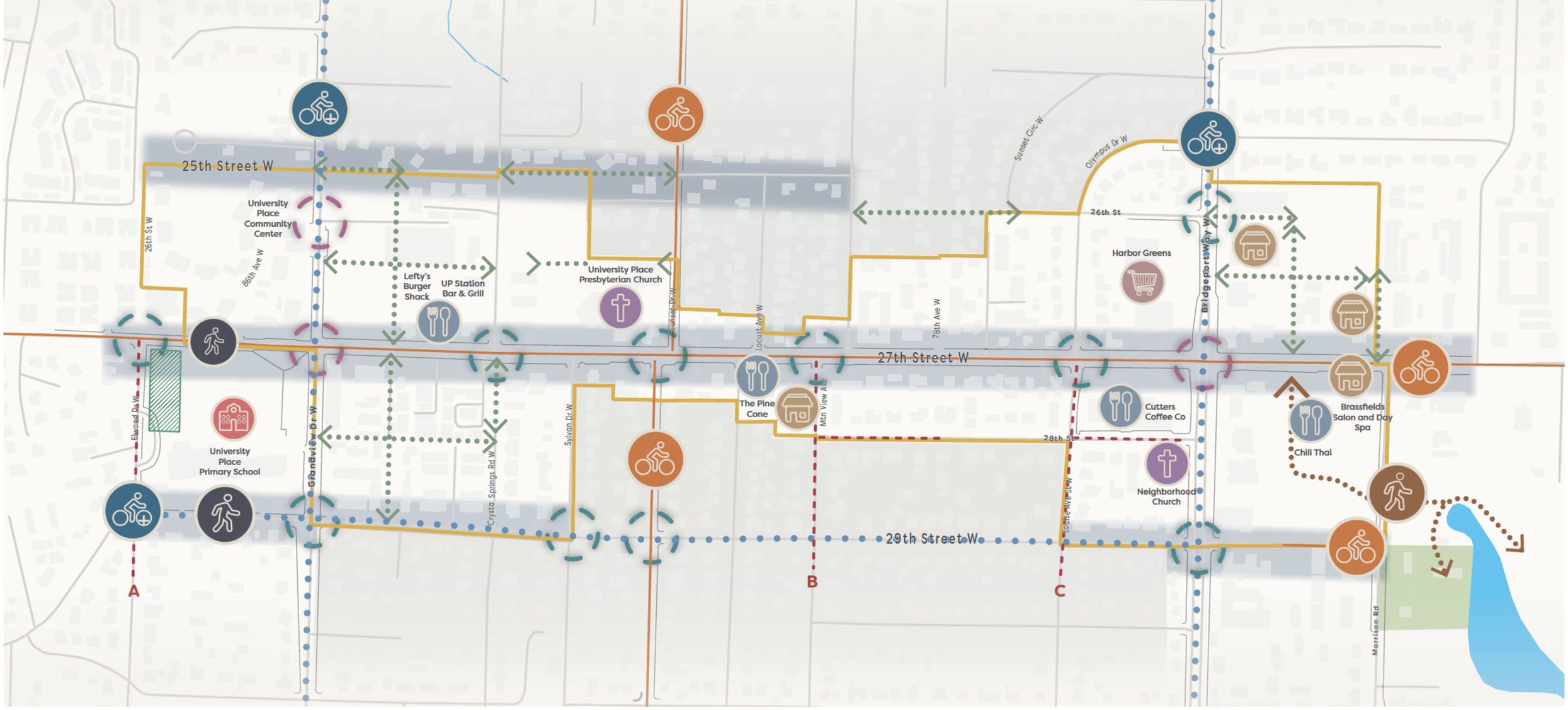

Legend

Street Uses

- Conceptual Connections
- Existing Pedestrian Crossings
- Intersection Improvements
- Bike Facility Improvements
- Pedestrian Trail
- Existing Bike Facility
- Pedestrian Priority
- A B C Potential Festival Street Placement
- Sidewalks
- City Amenity Space
- Increased Density in Housing
- Corridor Improvements

Neighborhood Centers

- School
- Religious Institution
- Restaurant
- Commercial
- Grocery

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University Place 27th Street Business District Plan

Market Analysis

Final Version – Jan 28, 2025

Introduction

Leland Consulting Group (LCG) was engaged by the City of University Place as part of a consulting team led by Otak to develop a Market Analysis of the 27th Street Business District, a sub-area of the University Place Regional Growth Center. This market analysis is organized as follows:

Introduction 1
Executive Summary 2
Background and Vision 2
District Profile 5
National and Regional Trends 16
Real Estate Analysis 19
Development Potential and Growth Forecasts 32
Potential Redevelopment Actions 38
Summary of Findings and Conclusions 41
Appendix A – Storefront Improvement Grant Case Studies 44
Appendix B – Scope of Work 46

Executive Summary

Background and Vision

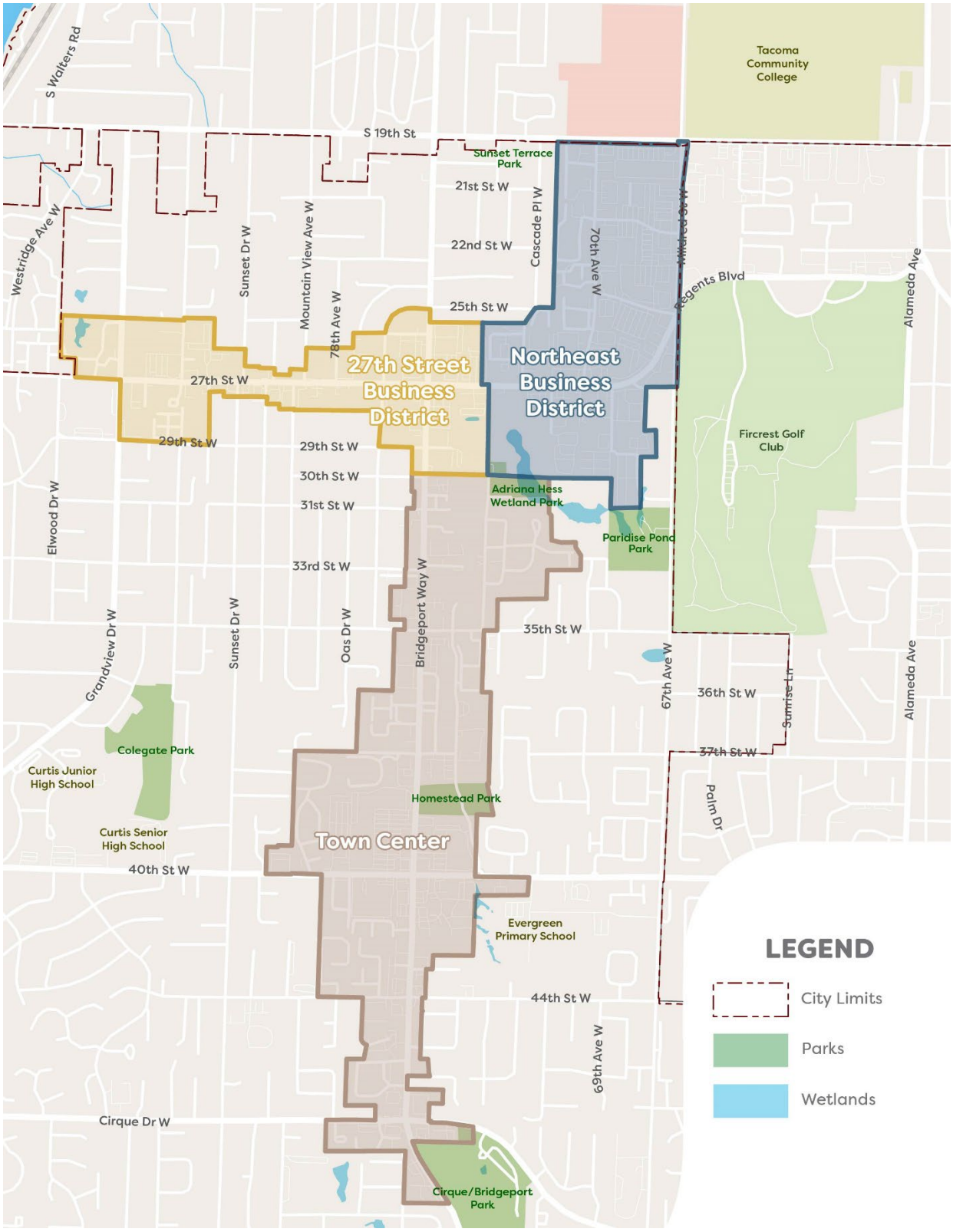
The 27th Street Business District is one of three Subareas of the University Place Regional Growth Center (RGC), a 481-acre commercial, multi-family, and mixed-use area officially designated by the Puget Sound Regional Council (PSRC) in 2018. Regional Growth Centers are areas around the Puget Sound region characterized by compact pedestrian-oriented development with a mix of uses, facilities, and services needed to accommodate population and employment growth. As outlined in the City of University Place's 2017 Regional Growth Center Plan[1], the vision statement for the RGC is as follows:

> *The University Place Regional Growth Center will continue to transform into a **vibrant, walkable regional destination with dense mixed use and transit-oriented development in neighborhoods that offer a variety of housing and employment opportunities, shopping and services, culture, arts, entertainment, and parks**. The Plan provides flexibility and capacity for redevelopment and development to occur over time while retaining the character and livability of the community that make it a desirable place to live, work, and play. Development of new businesses and retention of existing businesses, as well as other growth and investment, will broaden employment opportunities and enhance economic vitality, fostering shared prosperity in the community that will benefit existing and future residents in numerous ways.*

The three Subareas of the RGC are the Town Center, Northeast Business District, and 27th Street Business District. The Town Center has seen significant redevelopment and growth in recent years, and the Northeast Business District has begun to see some investment and development, particularly of multifamily residential. The city completed a Subarea plan for the Northeast Business District in 2023. The map below in Figure 1 shows the RCG and its three subareas.

[1] https://www.cityofup.com/DocumentCenter/View/329/Regional-Growth-Center-Subarea-Plan-PDF

Figure 1. University Place RGC Subareas



Source: Otak

The 2017 RGC plan describes the past and current conditions of the 27th Street Business District:

> *As the home of over 130 businesses in University Place, the 27th Street district provides a link to the area's past, having been a major commercial corridor for the region in previous years. This district nostalgically reaches back to the community's past with many businesses that have long been popular to local and area residents. Although still a major east/west thoroughfare, the area has a home-town feel, a bit removed from the hustle and bustle of Bridgeport Way.*

Finally, the RGC plan contains the following vision statement for the District:

> *The 27th Street Business District will continue to transform into a smaller village setting than the Town Center, with neighborhood-serving local businesses and new multi-family residential and retail uses filling in over time in a highly walkable redevelopment pattern.*

While this 27th Street Business District Plan process will be soliciting additional community input on the vision for the subarea, these past vision statements still appear to reflect the community and city's vision for the area. The City has taken some steps towards realizing this vision, such as improving sidewalks and landscaped areas, and installing historic streetlights. Since the adoption of the 2017 RGC plan, some new multi-family residential development in the form of senior housing projects have been proposed in the area, beginning to implement one important element of the vision.

As part of this planning process, the city and stakeholders crafted an updated vision statement for the 27th Street Business District which reflects the goals of this subarea planning process:

> ***Over time, the 27th Street Business District will become a community destination, with a cohesive identity and quality design. Pedestrian friendly redevelopment and civic improvements will provide opportunities for: new gathering spaces; neighborhood-serving local businesses; dining and retail opportunities; and housing.***

District Profile

Zoning

The 27th St. Business District contains **80.5 acres of privately-owned properties or parcels**, excluding right-of-way. Aside from 0.1 acres zoned POS (Parks & Open Space), the District is comprised of two zones from the Regional Growth Center form-based zoning framework established in the 2017 RGC plan and found in UPMC 19.54. Overall, **this form-based code is relatively flexible and easy to navigate, reducing barriers to development throughout the RGC**. The form-based code contains four districts which regulate development with the goal that "new development projects exhibit the highest standards of urban design, architecture, and landscaping at the scale of the neighborhood, block, lot, and building." The zones are described with example building types, desired form, streetscape, parking, and use considerations, with accompanying renderings of example development. Example renderings of the zones found in the 27th St. District are shown below.

Figure 2. RGC Form-Based Code Development Prototypes

Source: City of University Place Zoning Code

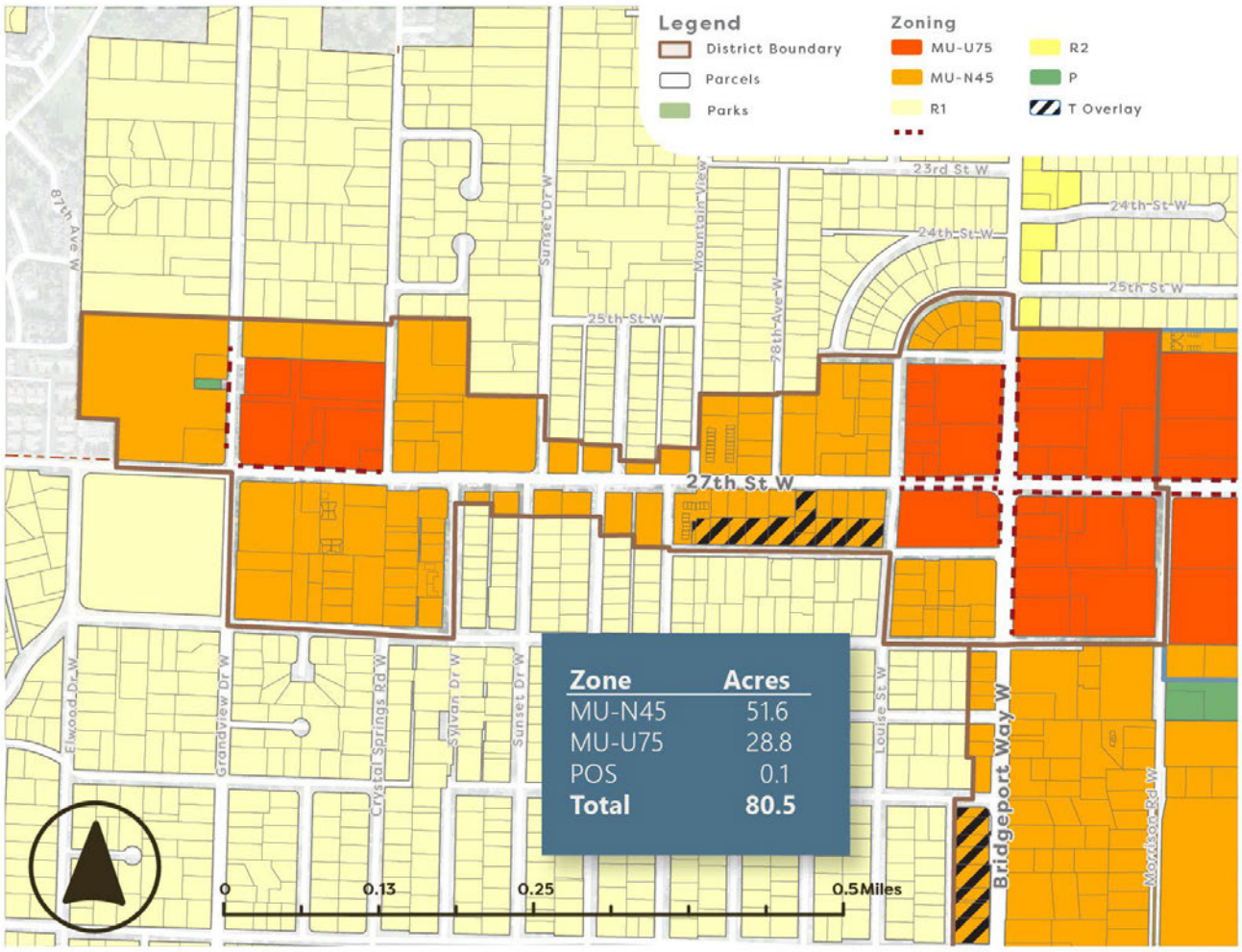
The commercial area on the corners of the intersection of 27th St. and Bridgeport Way and the northwest corner of 27th Street at Grandview, a total of **28.8 acres**, is zoned **Mixed Use-Urban (MU-U75)**. This zone, also found throughout the main core of the Town Center Subarea, is intended for "**multifamily residential and commercial uses along arterial streets**" and allows heights of up to **75 feet**. Along arterials, the intended development form is "mixed use with a focus on residential upper floors and active uses at the ground floor level," with allowances for ground floor residential fronting smaller streets. There is a wide range of allowed uses, including multifamily housing, assisted living, religious use, office, retail, restaurants, hotels, and government services.

The remainder of the District, another **51.6 acres**, is zoned **Mixed Use-Neighborhood (MU-N45)**. This zone is a transition zone between residential areas and more intense commercial uses (such as the MU-U75 zone), with a 45-foot height limit. The allowed uses are similar to the MU-U75 zone, with a **wide range of housing and commercial uses** of up to 4-story wood frame construction, with required landscape and buffering to transition between uses.

The **Storefront Frontage Overlay** requires "storefront frontage and a minimum floor-to-ceiling height to accommodate ground floor live-work, commercial, retail, or other such nonresidential activity on streets where the vision expects active, pedestrian-oriented streetscapes."

There is also a **Transition Properties Overlay zone** on a row of MU-N45 parcels on 28th Street. According to UPMC 19.20.040, this zone creates a "uniform set of design standards aimed at protecting single-family neighborhoods that abut commercial areas," including "limits on access, additional buffering and/or setback requirements, building modulation, and location of windows."

Figure 3. Zoning in 27th St. Business District with Parcel Acreage

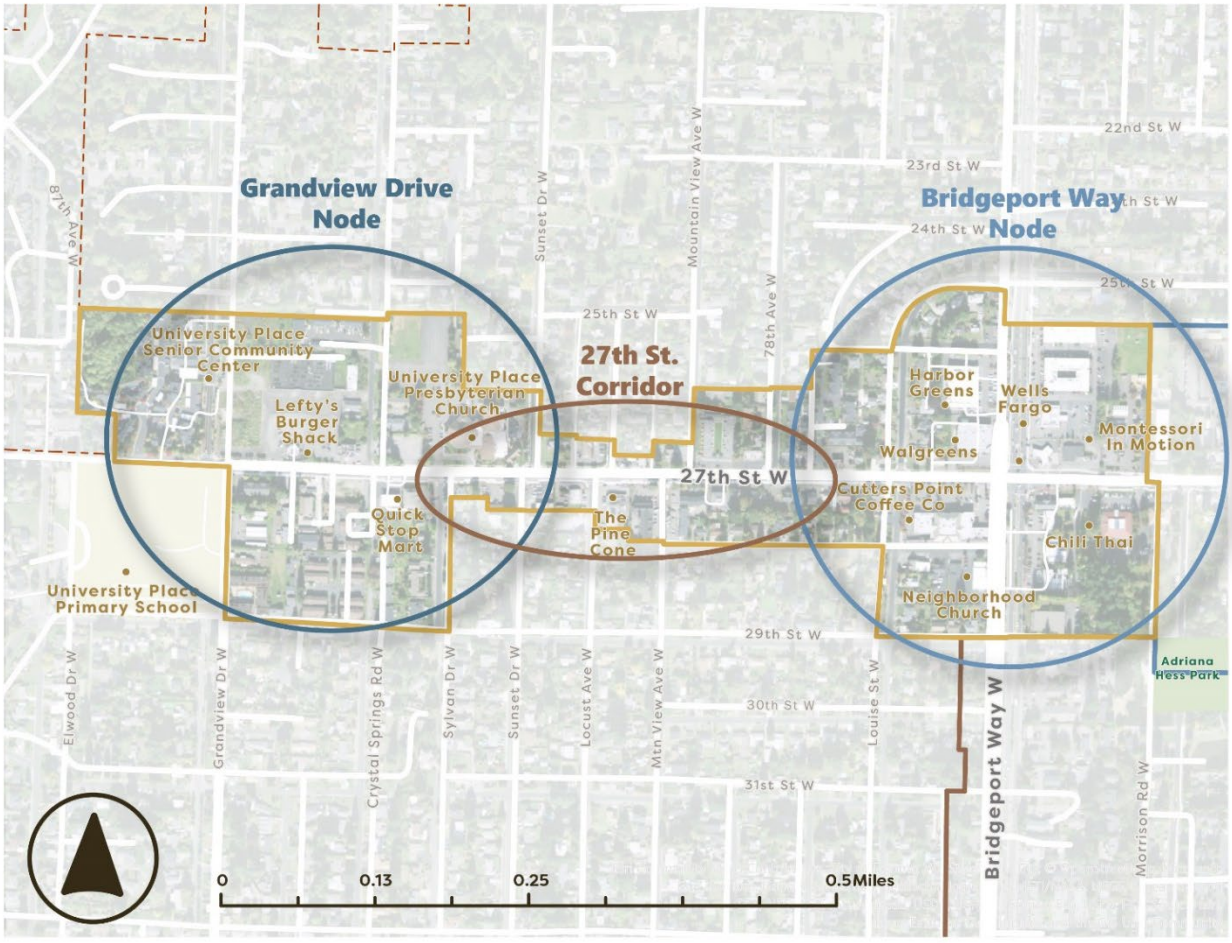


Source: City of University Place, Pierce County, Otak, Leland Consulting Group

Current Land Use and Node Analysis

Based on our visits to and analysis of the subarea, LCG believes that it is useful to think of the subarea as the combination of three different nodes, or smaller areas. Figure 4 below shows these three nodes, each of which have different characteristics, development patterns, and potential for different types of future changes.

Figure 4. 27th St. Business District Nodes with Aerial Imagery



Source: Otak, Leland Consulting Group.

Grandview Drive Node. In the west, the Grandview Drive Node centers around the intersection of 27th and Grandview. Along with the existing primary school and apartments on the west side of Grandview, there are several large senior multifamily housing projects that are expected to break ground in the near future in this area, and are discussed later in this report. This node contains numerous large vacant properties, some of which comprise the land for the future senior housing developments and others which remain significant development opportunities, including the underutilized properties and parking lots to the west and north of the U.P. Presbyterian Church. Overall, as pipeline activity indicates, the quiet neighborhood surroundings in this node favor housing—particularly senior housing and potentially market-rate or affordable multifamily housing— and given the attractive, quiet surrounding neighborhoods as well as the potential for views of the Puget Sound from upper floors, this area is more likely to see future multifamily development than significant amounts of new commercial space. The relatively low traffic volumes here and distance from other large nodes of commercial, employment, and institutional activity make new commercial development less likely here.

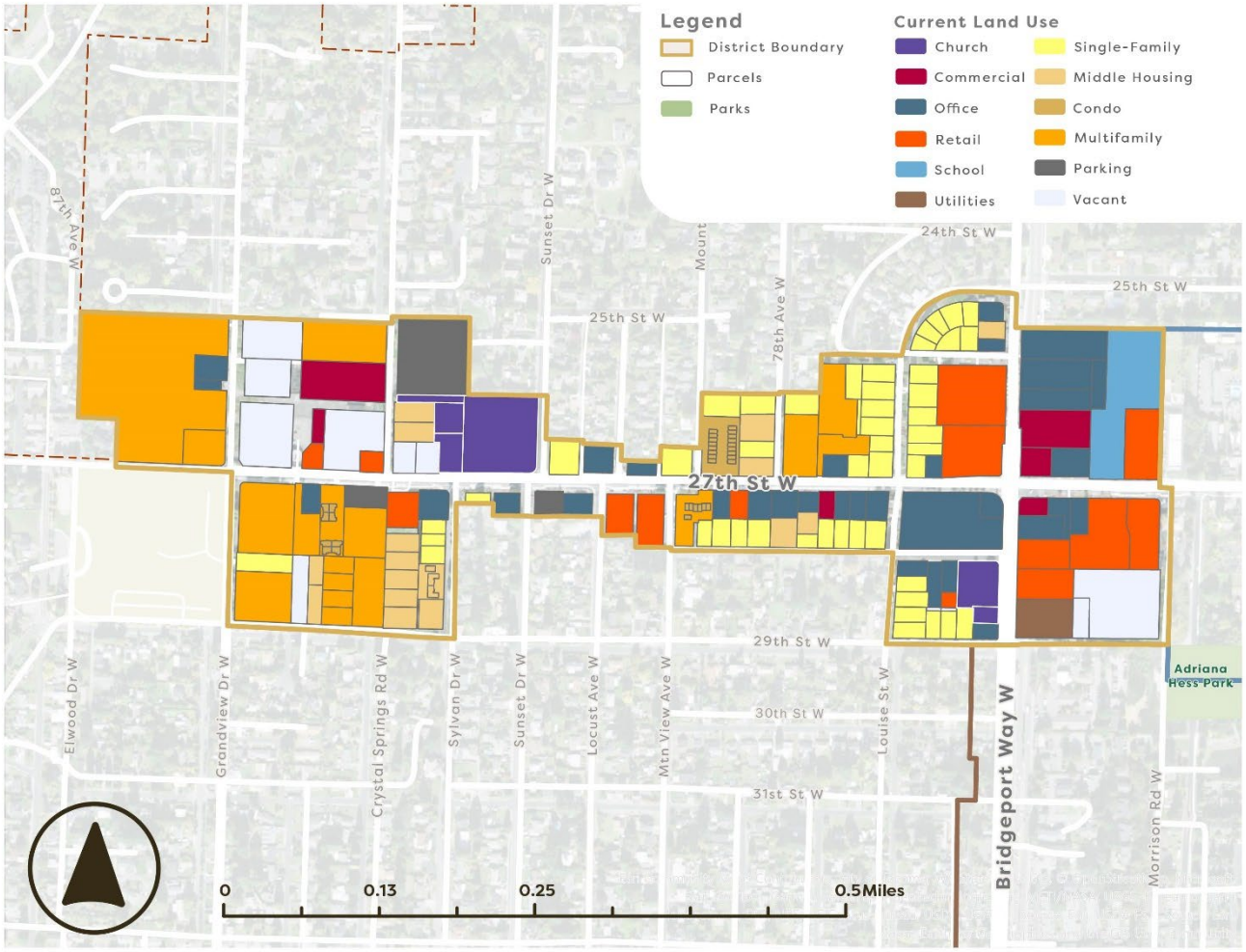
Figure 5. Aerial View of 27th St.

Source: Google Maps

The 27th Street Corridor area in the center of the District is an eclectic mix of retail, office, multifamily, and single-family development. There are numerous small businesses in unique and charming buildings, and overall smaller lots than the intersection areas to the east and west. This area is quite narrow, with the subarea boundary and accompanying zoning extending only one parcel deep from 27th in some areas. There are also fewer lots that are obviously vacant and underutilized. As a result of the narrow width, small parcels, and existing uses, large-scale development is unlikely in this area. Instead, adaptive reuse of existing structures is the most likely future use along this section of the corridor, and some smaller-scale infill housing development is also possible.

Bridgeport Way Node. In the east, there is another node centering on the intersection of Bridgeport Way and 27th. This area is more commercial in character, with retail and office uses clustered around Bridgeport Way and serving as a connection between the District, University Place's Town Center, and other regional destinations. There are numerous established retail uses and national/regional chains (or "credit" tenants) such as Walgreen's. Overall, the high traffic and visibility here indicate that most retail structures will remain in place throughout the next several decades, though tenants within the structures will change. One example is the former Bartell Drugs space, which LCG believes will be rentenanted, and is discussed more below. There are also some a number of buildings that contain smaller-scale professional offices and service providers. While these buildings provide some of the distinctive charm of the area, they tend to be older and of lower value, and are therefore more likely to be redeveloped in the near- or medium-term. There are also several low-value or vacant properties as well, including in the southeast corner of the node. Current land uses from Pierce County Assessor's data are shown below in Figure 6.

Figure 6. Current Land Use in the 27th Street Business District



Source: City of University Place, Pierce County, Leland Consulting Group

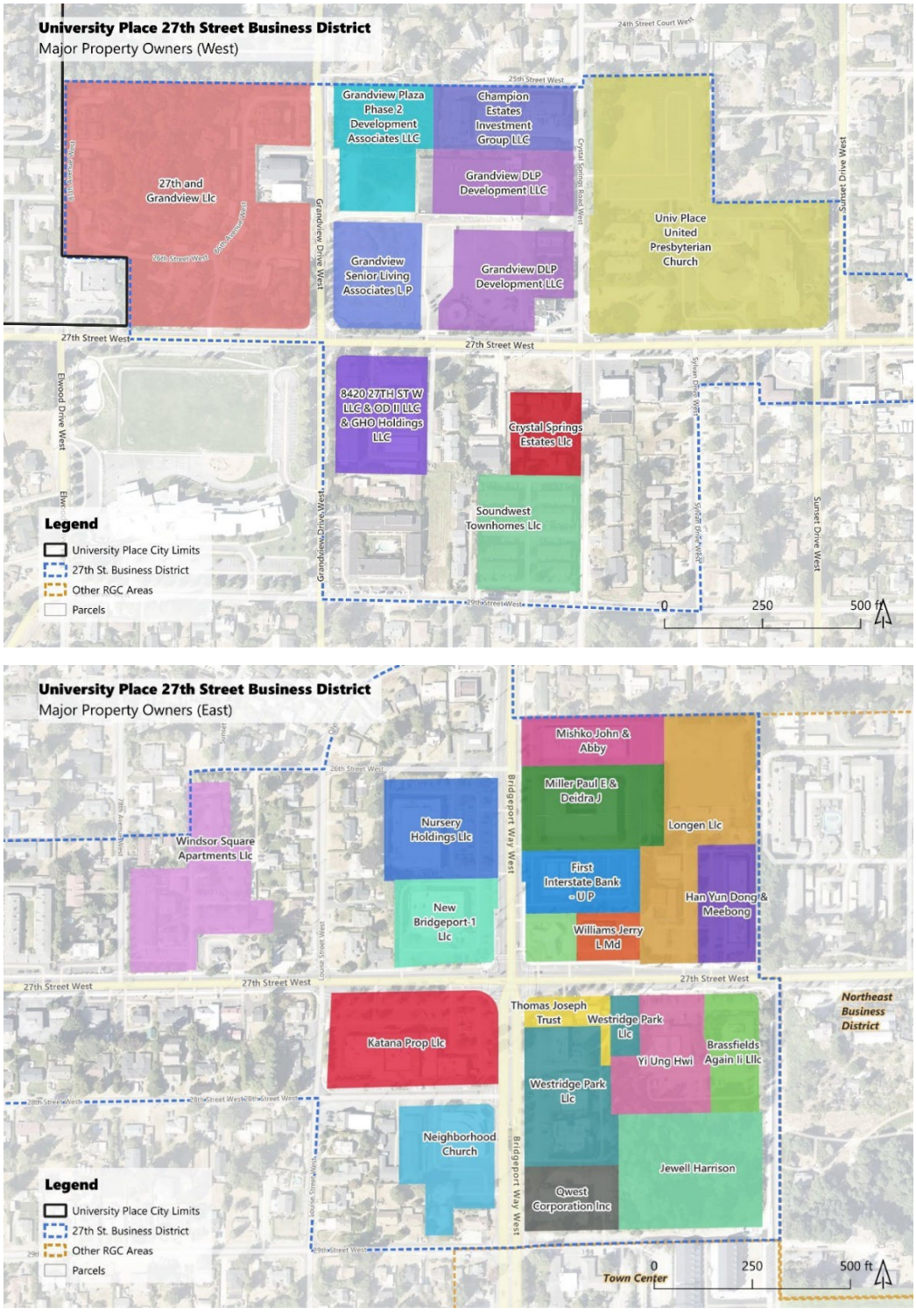
Property Ownership

Overall, the District has a wide range of property owners from single-family homeowners to large corporations. There are few property owners with notably large parcels or control over large areas. The maps below in Figure 7 show property owners in the eastern and western sections of the District with parcels of substantial size (i.e. larger than a single-family home or single commercial building). In the west, there are several large residential property owners including 27th and Granville LLC, Grand View Estates LLC, Crystal Springs Estates LLC, and Soundwest Townhomes LLC. On the Northeast corner of 27th and Grandview are property owners associated with the large forthcoming developments in that block. The University Place United Presbyterian Church is the largest single landowner in the Subarea, with 4.6 acres of land, at least half of which is comprised of surface parking. In the eastern part of the District, there is a more fragmented property ownership. Several individuals and trusts own commercial centers and buildings, and there are several apartment complexes and a church as well.

From the perspective of redevelopment, more fragmented property ownership presents more challenges to parcel assembly and larger-scale redevelopment. In the eastern part of the subarea, the likely candidate parcels for

redevelopment have already been purchased and consolidated and are in the process of being redeveloped, although the large church parking lots may present an opportunity. In the western area, some level of consolidation between LLCs, individuals, and/or large corporations would likely be necessary for site assembly.

Figure 7. Property Ownership in the 27th St. Business District

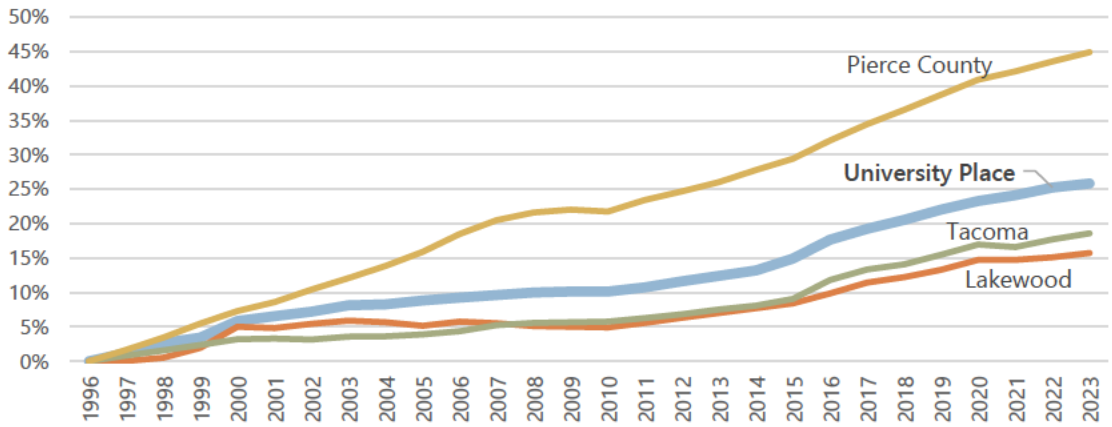


Source: City of University Place, Pierce County, Leland Consulting Group

Population and Demographics

Since incorporation in 1996, University Place has grown by about 25 percent in population. This is a slower rate of growth than that seen in Pierce County overall, but faster than the rate of growth in neighboring Lakewood, as shown below in Figure 8. Tacoma, the largest city in Pierce County, grew considerably more slowly than the county in recent decades, suggesting a trend of increasing population in the more suburban and smaller jurisdictions in the county, such as University Place. This growth in suburban and smaller areas is likely related to the overall regional population increases driven by Seattle's technology and aerospace industries, as well as likely spillover from King County as housing prices have increased in recent years.

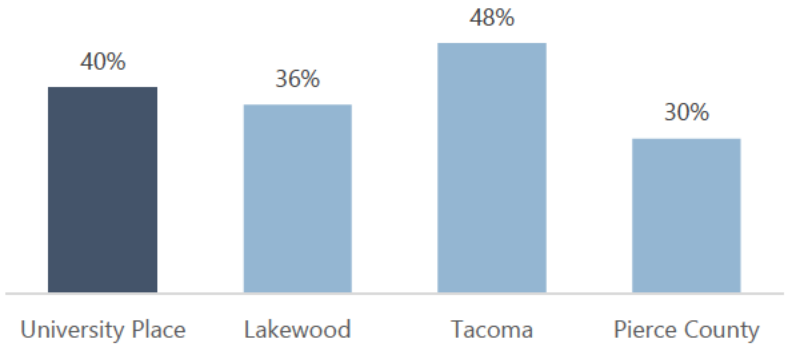
Figure 8. Change in Population in University Place, Lakewood, Tacoma, and Pierce County, 1996-2023



Source: WA Office of Financial Management

Pierce County sets population targets for its cities, as part of the Countywide Planning Policies and the overall Comprehensive Plan update process. These targets are based on countywide population forecasts issued by the state and reflect the amount of growth that each city needs to plan to accommodate over the coming decades. University Place's current population is 34,866 and the city's 2044 population target is 48,758 – an increase of 40 percent. This represents a growth rate of 1.4 percent per year on average, nearly double the 0.8 percent per year rate seen over the past 20 years. This is also a higher rate of growth than that expected countywide, although not as high as the rate of population growth expected in Tacoma, as shown below in Figure 9. Overall, these growth targets represent a reversal of recent trends, with Tacoma expected to absorb a higher share of overall Pierce County growth in the coming decades, compared to the more dispersed growth seen in previous years.

Figure 9. Growth Target Population Increase, 2023-2044

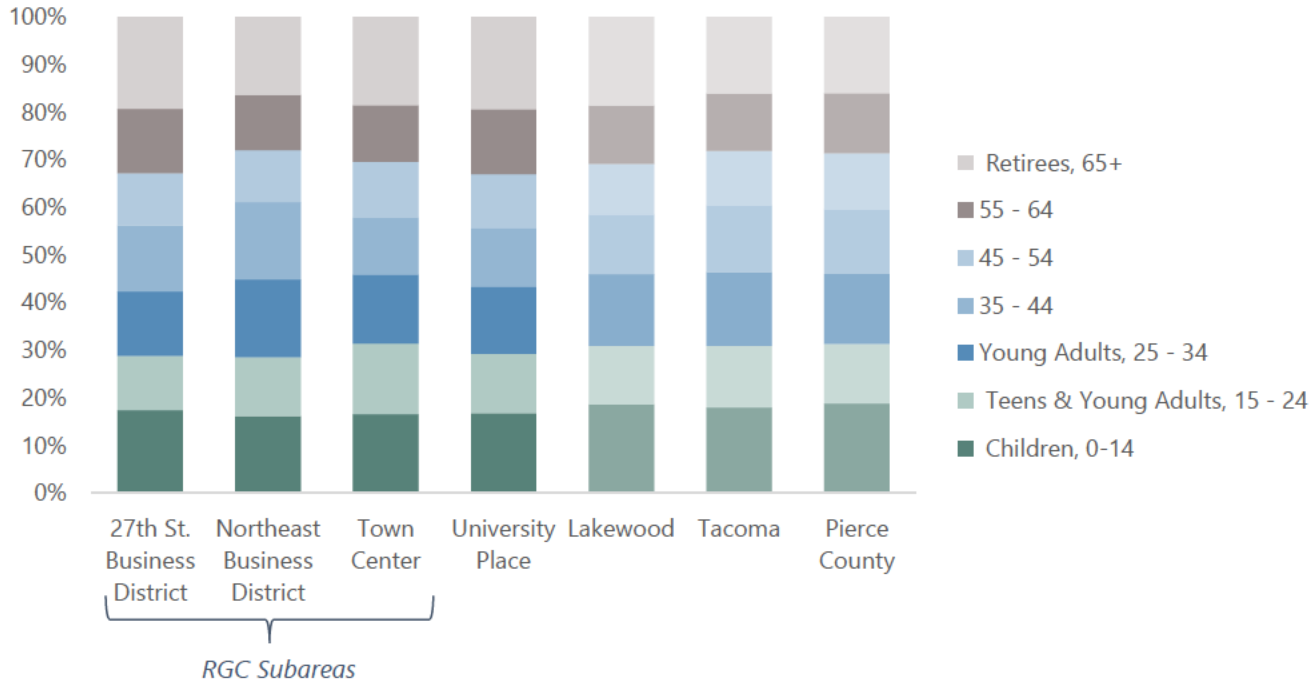


Source: WA Office of Financial Management, Pierce County Countywide Planning Policies

As of 2023, the 27th St. Business District has an estimated 1,301 residents. This is similar to the 1,559 residents of the Northeast Business District but considerably less than the population of the Town Center subarea, at 4,545. The following charts compare the demographics of 27th St. Business District residents to the other two RGC Subareas, to the city, and to comparison geographies.

Residents of the 27th St. Business District are similar in age breakdown to the city as a whole, which skews slightly older than Tacoma and Pierce County, as shown below in Figure 10. Within the RGC Subareas, the NEBD has a slightly younger population, with a higher share of adults aged 25-34 and a smaller share of residents over 65. The slightly larger population of households aged 55+ and 65+ in the study area reflects legacy single family neighborhoods, and supports the trend towards increased senior housing development in the area.

Figure 10. Age in the University Place RGC Subareas and Comparison Geographies, 2023

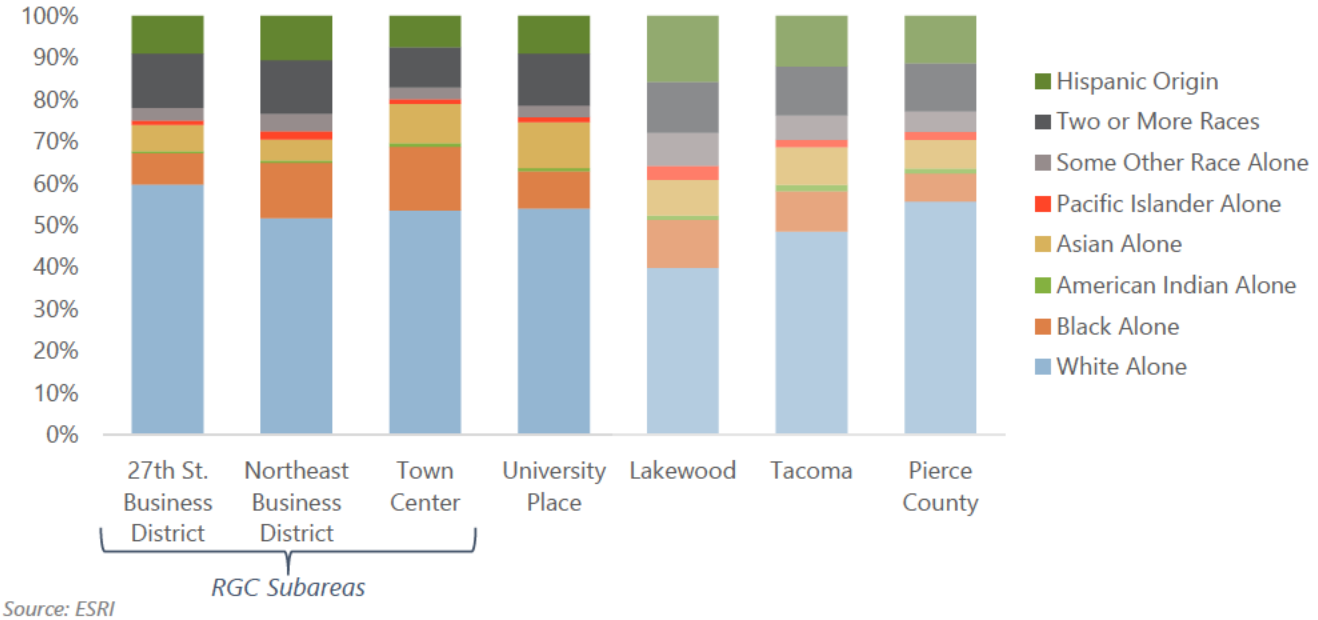


Source: ESRI [2]

Figure 11 below shows that about 65 percent of residents in the 27th St. District are white, a higher share than in the other parts of the RGC and in University Place overall, as shown in Figure 11. The NEBD and Town Center are significantly more diverse, as are the neighboring communities of Lakewood and Tacoma.

[2] Environmental Systems Research Institute (ESRI), a leading provider of Geographic Information Systems (GIS) software and data. ESRI's demographic data is based on the Decennial U.S. Census and yearly estimates are supplemented with additional data from the American Community Survey, U.S. Post Office, and numerous other data sources.

Figure 11. Race & Ethnicity in the University Place RGC Subareas and Comparison Geographies, 2023



Source: ESRI

One way in which the three RGC subareas differ noticeably is in housing tenure. As shown in Figure 12 below, compared with the other RGC subareas, more households in the 27th St. BD are homeowners – which fits with the existing housing stock in the area. On the other hand, most homes in the NEBD and Town Center are rental apartments. However, University Place as a whole has a higher share of homeowners than Lakewood and Tacoma, at 55 percent.

Figure 12. Housing Tenure in the University Place RGC Subareas and Comparison Geographies, 2023

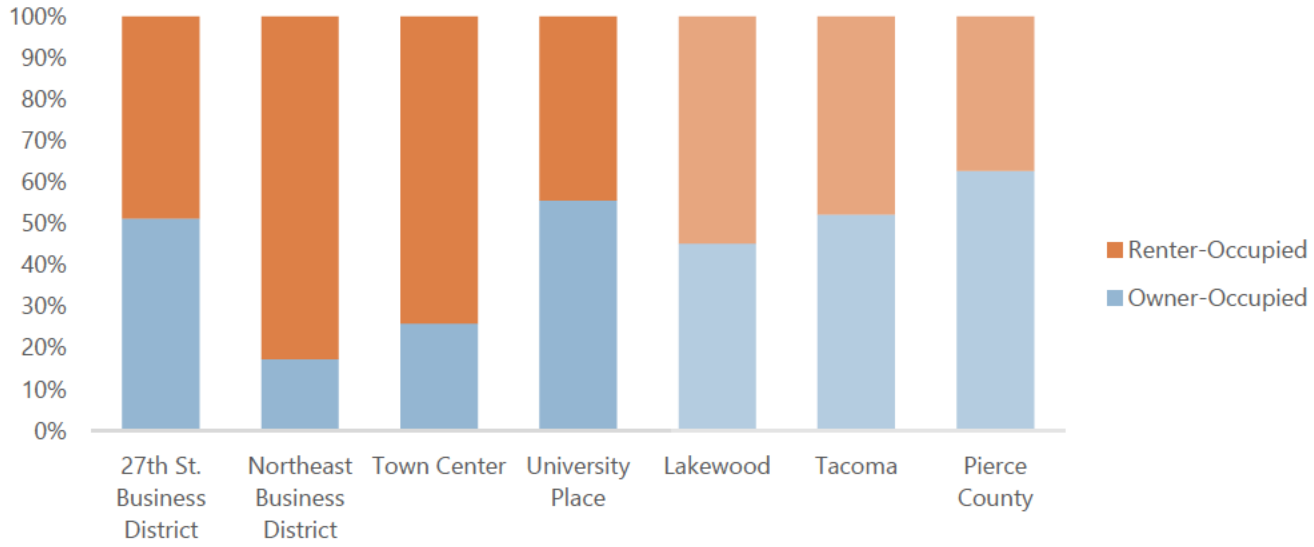
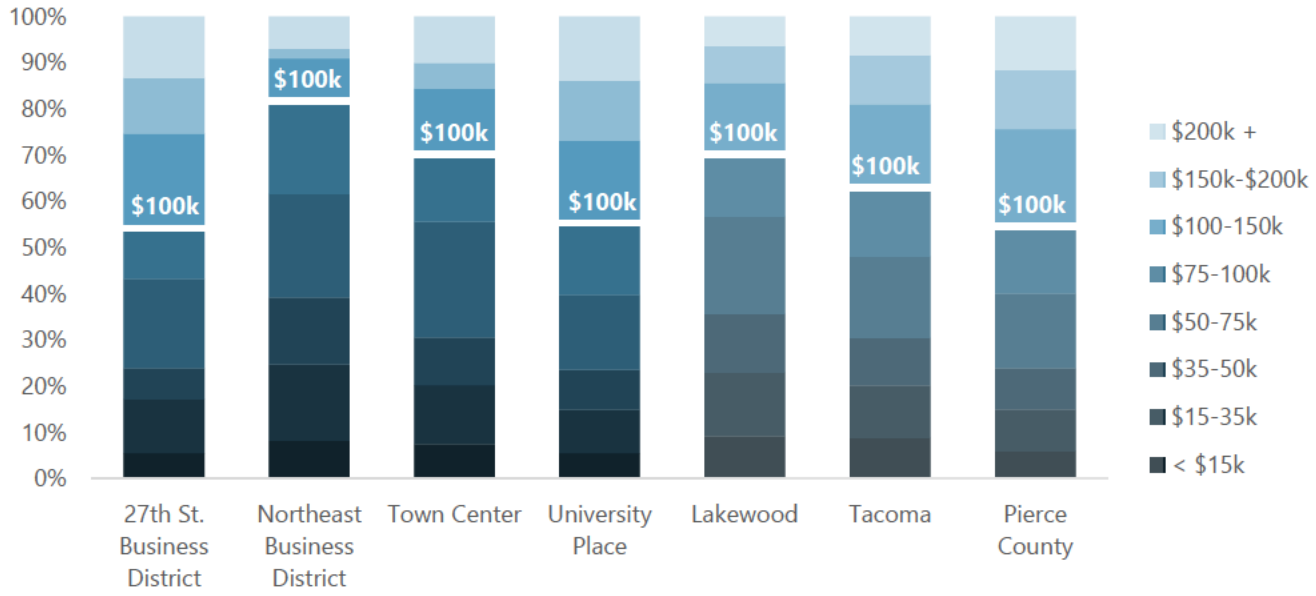


Figure 13 below shows that current residents of the 27th St. District are significantly higher income-earners than in the other RGC subareas, though similar to the University Place population overall. This also fits with the above trends in homeownership since renters tend to have lower household incomes than homeowners. Lakewood and Tacoma have lower shares of residents earning over $100,000 in particular. University Place and Pierce County are broadly similar in income distribution.

Figure 13. Household Income in the University Place RGC Subareas and Comparison Geographies, 2023



Employment

Figure 14 shows the top employment sectors in the 27th Street Business District and comparison areas. Medical, retail, office, and food service are the major sectors in the 27th St. Business District. These trends are shared regionally, with a particularly high share of medical employment in Lakewood. The 27th St. Business District, The 27th St. District has a more specialized employment landscape than the city overall, as would be expected given the mix of small offices, retail, and restaurants along the corridor. The Town Center is broadly similar in employment trends, again given the focus on office and retail in that area, whereas the Northeast Business District has considerably more office employment and fewer amenities. On the whole, the District is similar to the regional employment landscape, focused on medical, retail, office, and service industry jobs.

Figure 14. Employment Sectors in the University Place RGC Subareas and Comparison Geographies, 2023

	27th St. Business District	Northeast Business District	Town Center	University Place	Lakewood	Tacoma	Pierce County
Total Jobs	**632**	**1,064**	**2,014**	**5,958**	**28,695**	**112,494**	**306,958**
Medical	32.1%	10.9%	22.1%	19.5%	33.6%	27.7%	19.0%
Retail	19.0%	7.1%	24.9%	17.6%	11.9%	10.6%	12.8%
Office Services	16.3%	33.7%	18.6%	17.5%	8.4%	19.1%	16.8%
Accommodation and Food	12.7%	18.6%	13.4%	9.1%	9.0%	6.2%	7.7%
Other Services	7.8%	7.0%	3.4%	4.2%	2.8%	2.8%	3.1%
Education	5.7%	2.3%	0.1%	13.9%	11.3%	5.7%	8.5%
Construction	3.0%	6.8%	1.9%	5.9%	5.9%	3.4%	8.0%
Arts / Entertainment	2.2%	5.6%	0.9%	3.8%	2.4%	1.4%	2.2%
Wholesale	0.8%	7.0%	0.4%	1.9%	3.9%	3.1%	4.4%
Transportation / Warehousing	0.3%	0.7%	0.3%	0.8%	6.1%	4.8%	6.7%
Manufacturing	0.2%	0.4%	1.7%	0.9%	3.3%	4.9%	5.3%
Public Administration	0.0%	0.0%	12.1%	5.0%	1.2%	9.7%	4.8%
Utilities	0.0%	0.0%	0.0%	0.0%	0.3%	0.2%	0.2%

Source: Urban Footprint, Longitudinal Employment Household Dynamics (LEHD) via Census OnTheMap

Key Takeaways

- The 27th Street Business District ("the District") is more similar to University Place as a whole than it is to the other parts of the Regional Growth Center (RGC), such as the Town Center.
- Residents of the District are more likely to be white, better-educated, and older homeowners when compared with the NE Business District and Town Center areas.
- This fits with the differing development patterns in the three subareas – the Town Center TC and NE Business District contain significantly more higher-density apartments whereas the 27th street district contains single-family homes, condos, senior living, and higher-end apartments.
- The more neighborhood and suburban feel of the District may point to different redevelopment types and opportunities when compared with the other RGC Subareas.
- There are far fewer jobs in the District than in the NE Business District and Town Center. The jobs in the District are in the medical, retail, office, and food service sectors, similar to University Place and the region as a whole.

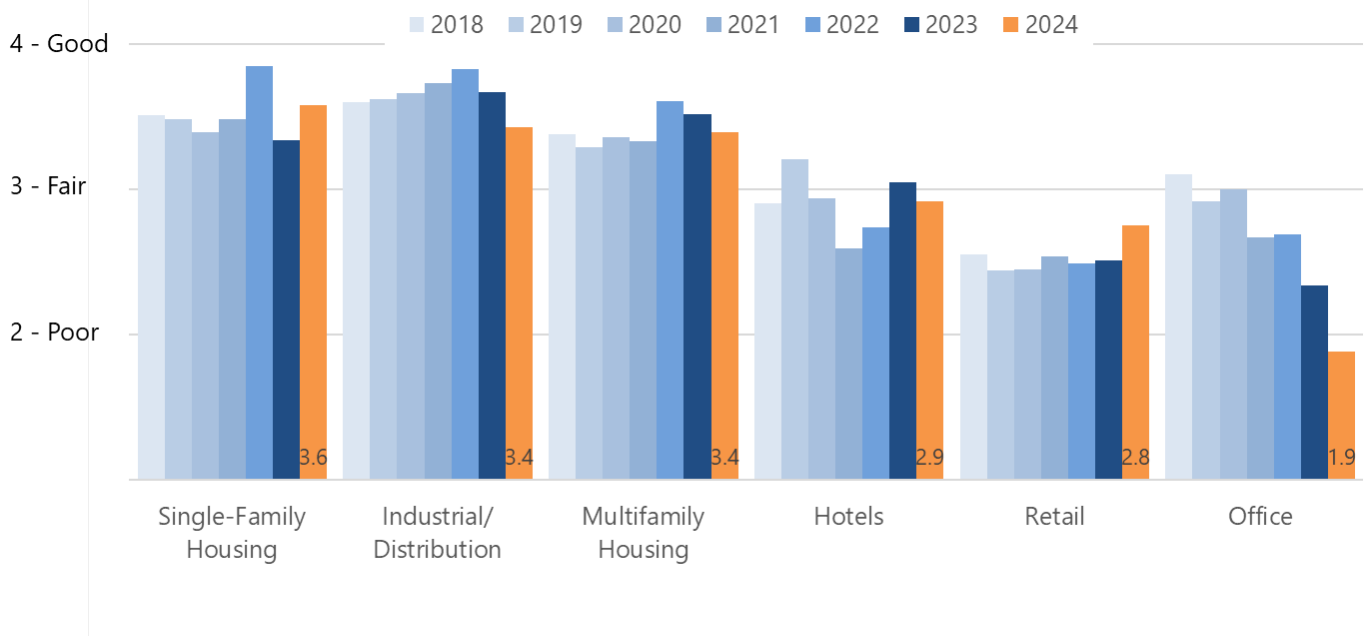
National and Regional Trends

National Development Prospects by Land Use Type

Figure 15 below shows how real estate developers and other industry professionals associated with the Urban Land Institute (ULI) evaluate the desirability of development of various property types nationwide between 2018 and 2024. ULI is the leading national professional association for real estate developers and land use professionals.. While this chart reflects national sentiment, LCG believes that it is a good starting point from which to understand the development context in University Place. Several takeaways from Figure 15 are:

- **Single family housing, industrial/distribution, and multifamily housing** are good development prospects and are the types of development that developers are most interested in building in the near future. Demand for distribution and industrial space is being driven by increasing online shopping and fulfillment, and the "onshoring" of industrial facilities by companies seeking to decrease their dependence on long, overseas supply chains. Multifamily and single-family housing continues to be in demand, because it has been underbuilt for many decades, while the country's population continues to grow. Developers need to continue to build housing in order to catch up to demand.
- **Hotels** are seen as a "fair" development prospect. Developer interest in building new hotels dipped in 2021 and 2022, while personal and business travel was significantly curtailed during the COVID 19 pandemic, but has bounced back as virtually all personal travel and a significant share of business travel has returned.

Figure 15: National Development Prospects by Property Type, 2018-2024



Source: Urban Land Institute Emerging Trends in Real Estate 2024.

- After many years as a "poor" development prospect, **Retail** is once again seen as a fair prospect, largely because so little retail space has been built in the country over the last two decades. While retail has been struggling against the perception that a large share of shopping is moving online, bricks and mortar remains extremely relevant and is now seen as an important complement to online shopping, as shoppers buy online, pick up in store (BOPIS) and manage returns through stores. Nonetheless, new, ground-up retail development only takes place in certain

locations, particularly those with high visibility from major transit or transportation routes, and relatively low-cost land.

- New **Office** development is seen as a poor development prospect, since a large share of employees are now working from home (25 to 35%, depending on the industry and location). Therefore vacancies are higher for office spaces, rents are generally lower, and the existing stock of office space will probably be adequate for many years in most locations. Figure 15 shows that developer interest in building new office space has declined precipitously over the past seven years.

Even prior to the pandemic, the demand for industrial space was growing due to the need for warehouses closer to urban centers to solve the "last mile" problem of delivery-based retail. A recent study by commercial real estate brokerage Cushman & Wakefield found that **e-commerce grew by 31.8 percent in 2020 and 14.6 percent in 2021, and now accounts for 19.1 percent of core retail sales**. E-commerce fulfillment is more space-intensive than traditional warehousing, and transportation makes up more than half of total logistics costs, showing the connection between the two industries as well as the need for more warehousing space near city centers.[3]

Another factor that has significantly influenced development in the past several years and will continue to be an important factor in the near future is the significant rise in interest rates since 2022. The chart below in Figure 16 shows the Federal Funds Rate, which influences a variety of interest rates including rates charged by banks to developers, since 2007. The Federal Reserve increased the funds rate during 2015-2019 to around 2.5 percent, having kept the rate very low since the 2008 recession. Rates were then steeply cut again during the COVID-19 pandemic to help stimulate the economy, but a subsequent rapid rise in inflation caused the Federal Reserve to sharply increase rates to slow inflation and the economy. This steep increase has put many new development prospects on hold, as it has greatly and rapidly increased the financing and total cost of new development. As indicated by the chart, interest rates may decrease in the next few years, which would help stimulate or restart new or postponed projects. In summary, LCG expects that new real estate development in the next few years will be relatively slow compared to the past decade. After interest rates decrease, the pace of development will increase again.

Figure 16. Federal Funds Rate, 2007-2025 (Projected)

Source: Statista

[3] Cushman & Wakefield. "What Do Recent E-commerce Trends Mean for Industrial Real Estate?" March 14, 2022. https://www.cushmanwakefield.com/en/united-states/insights/us-articles/what-do-recent-ecommerce-trends-mean-for-industrial-real-estate

Recent Washington Legislative Changes

In recent years, the Washington State Legislature passed a number of bills which significantly impact housing density and have the potential to influence the future development patters in and around the 27th Street Business District:

Middle Housing

HB 1110, passed in 2023, is now codified in RCW 36.70A.635 through RCW 36.70A.638. This bill requires that cities allow various types of Middle Housing in formerly single-family residential zones. Middle Housing is defined as "buildings that are compatible in scale, form, and character with single-family houses and contain two or more attached, stacked, or clustered homes including duplexes, triplexes, fourplexes, fiveplexes, sixplexes, townhouses, stacked flats, courtyard apartments, and cottage housing."[4]

University Place is a "Tier 2" city with a population between 25,000 and 75,000 in 2020 (officially 35,580 according to the Washington Office of Financial Management). On all formerly single-family residential lots, tier 2 cities must now allow:

1. **Two units per lot**, unless zoning permitting higher densities or intensities applies.
2. **Four units per lot** on all lots within one-quarter mile walking distance of a major **transit** stop, unless zoning permitting higher densities or intensities applies.
3. **Four units per lot** if at least one unit on the lot is **affordable housing** affordable to rental households earning 60 percent Area Median Income (AMI) or below, or ownership households earning 80 percent AMI or below, for at least 50 years, and with deed restrictions ensuring continued affordability for ownership units.

These code changes must be adopted by the city within six months of the adoption of the next comprehensive plan update. In the case of University Place, this will be June of 2025.

As discussed further below, the land within the 27th Street Business District is already zoned for higher density than single-family residential, even though there are currently a number of existing single-family residential uses in the area. However, this new legislation has the potential to increase densities in the adjacent neighborhoods, potentially increasing residents within walking distance of the businesses along the corridor.

ADUs

HB 1337, also passed in 2023, is now codified in RCW 36.70A.680 through RCW 36.70A.699. It requires that all cities in Washington allow two Accessory Dwelling Units (ADUs) on every lot in a zone that allows single-family homes. The two ADUs can be detached or attached. ADUs cannot have owner-occupancy requirements, cannot be regulated more stringently than single-family homes, and cities cannot require additional parking for ADUs near transit.

In University Place, one ADU per lot has already been allowed for several years, per UPMC 19.70.010. The new law increases the allowed quantity of ADUs and removes some restrictions on size. As with the Middle Housing legislation, the new requirements do not significantly change the potential development patterns within the Subarea, but again provide for the potential of increased density in the surrounding neighborhood.

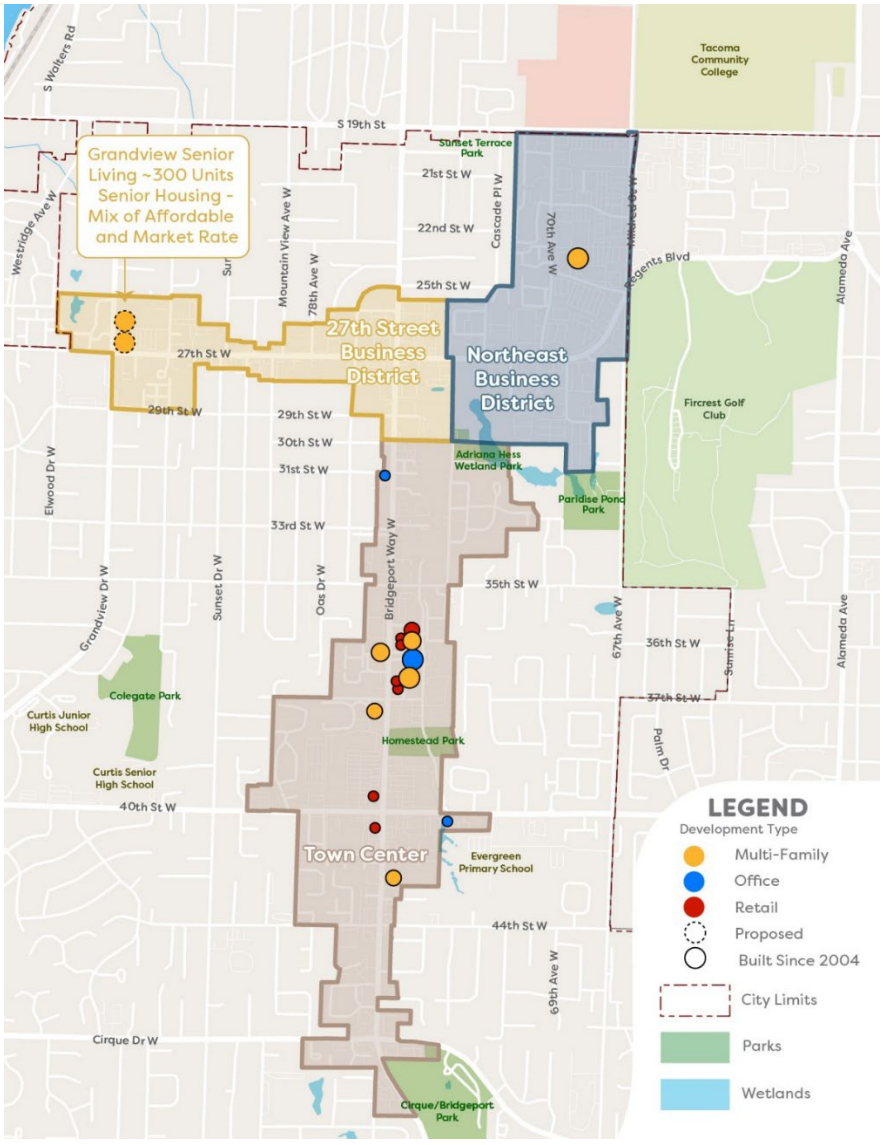
[4] Washington State Department of Commerce. "Tier 1 and 2 Cities Middle Housing Model Ordinance," January 2024. https://deptofcommerce.app.box.com/file/1423032554320?s=2l4yetpanyztkjbpumdfdadghh2rfag7

Real Estate Analysis

Recent and Planned Development

Figure 17 below shows commercial and multifamily development in the past 20 years and pipeline development in University Place, with pipeline developments (proposed or under construction) shown with a dashed outline. Overall, this shows that the Regional Growth Center is achieving its desired role as an area of focused new growth in the city. Within the RGC, the vast majority of development in the past 20 years has been in the Town Center, with the recent Alta Narrows project now nearing completion in the Northeast Business District representing the only new development in that subarea. In the 27th St. District, there has not been any commercial development in recent decades, but there are several large senior housing projects proposed which will add around 300 units to the area and will be a mix of market-rate and affordable units.

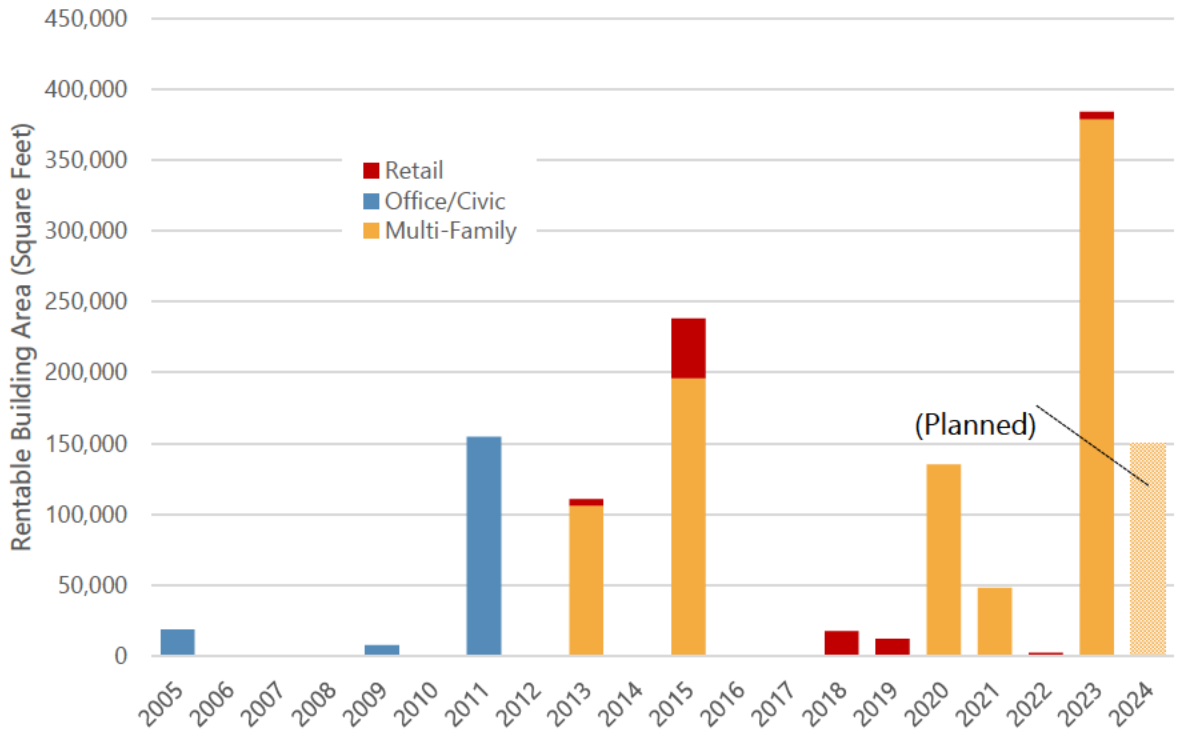
Figure 17. Commercial and Multifamily Development in University Place, 2004-2024 (and Proposed)



Source: CoStar, Leland Consulting Group

The chart below shows this development data chronologically. There has been a noticeable shift towards multifamily development in the past decade, as shown in Figure 18. This matches regional trends, which have seen a large uptick in multifamily development given the Seattle metro area's significant rise in population and employment in recent decades. A significant share of the office/civic development shown below reflects the construction of the City's combined Library, City Hall, and Police Department in 2011.

Figure 18. Square Feet of Commercial Development in the U.P. Regional Growth Center, 2005-2024



Source: CoStar

MU-U75 Zone

The photos below show recent and planned development in the MU-U75 zone of the Regional Growth Center This zone. The renderings for the proposed Grandview Senior Living projects in the eastern part of the study area show a significant increase in intensity from the current uses in that area. Also shown are the Larson Apartments, built in the Town Center in 2021. This is the most ambitious market rate project built in University Place recently, and although the zoning is similar, this level of density is more likely to be seen in the Town Center or NEBD subareas, rather than the 27th St. District in the near term.

Figure 19. Proposed Grandview Senior Living Rendering (MU-U75 Portion)

Source: City of University Place

Figure 20. Larson Apartments (2021)

Source: CoStar

MU-N45 Zone

The Alta Narrows project is nearing completion in the Northeast Business District. Although this project is in the MU-U110 zone, its form and density would be allowed in the MU-N45 and it represents the type of residential project which could be built in the MU-N45. This project replaced a former movie theater in the area and will contain 272 units at a density of 60 units per acre. This represents one potential level of density and typology that could be potentially seen in the MU-N45 areas of the 27th Street District, and is shown below in Figure 21. The Grandview Senior Living development spans both the MU-N45 and MU-U75 zones, with a four-story building proposed for the northern portion of the project adjacent to the R1 area. A rendering of this proposed building is also shown below. Finally, the Townhomes at University Place is a project that includes 34 rental townhomes, located just south of the study area in the MU-N45 zone, near 29th Street SW, between Bridgeport Way and Morrison Road W. The project appears to be in the finishing stages of construction, with completion expected in 2024. The site size is about 1.8 acres, for a density of about 19 units per acre.

Figure 21. Recent and Proposed Development in the MU-U45

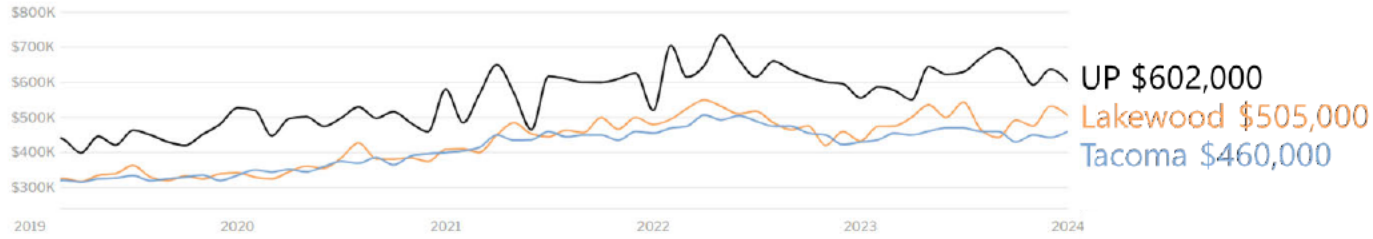
Source: City of University Place, Google

Housing

Single Family Housing & Middle Housing

Overall, home sales prices in University Place have risen from the mid $400,000s to over $600,000 since 2019. The city is a desirable and higher-cost market for single-family homes, when compared with neighboring cities, as shown below in Figure 22, with home prices in University Place averaging about $100,000 to $140,000 more above average home prices in Lakewood and Tacoma, respectively. Sales prices in University Place have continued to rise despite higher interest rates in the past two years, with an 8.5 percent increase in home prices seen between 2023 and 2024.

Figure 22. Median Home Sale Price, University Place, Lakewood, and Tacoma, 2000 to 2024



Source: Redfin, Leland Consulting Group.

Figure 23 shows average home sales data for the past year in University Place, broken down by home type. According to home sale web site Redfin, over 200 single-family homes sold in the past year, with an average price of $750,000 – considerably more expensive than the average condo or townhome sales price.

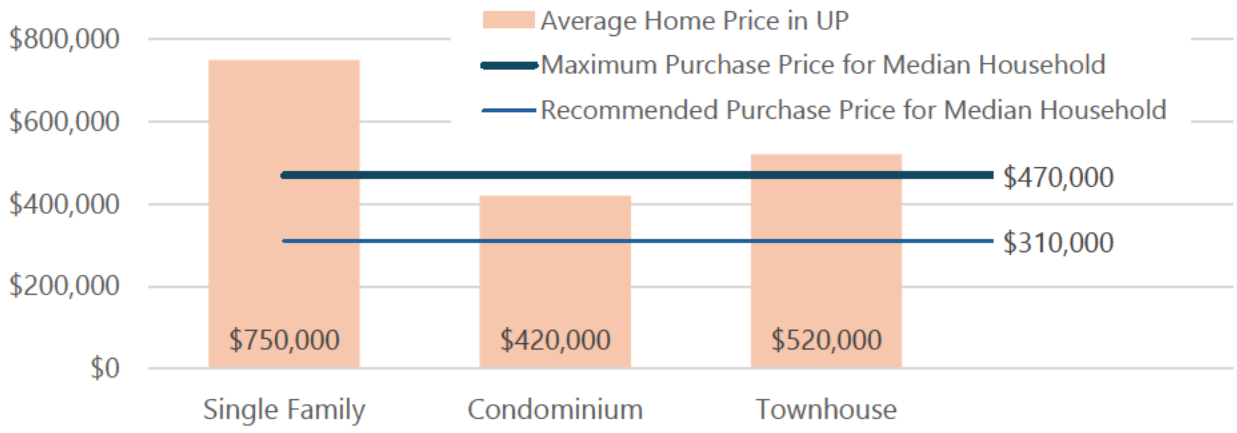
Figure 23. Homes Sold in University Place, March 2022 to March 2024

Home Type	Number of Sales	Year Built	Home Size (SF)	Lot Size (SF)	Price
Single Family	233	1967	2,300	11,800	$750,000
Condominium	36	1983	1,400	4,600	$420,000
Townhouse	14	1991	1,700	3,700	$520,000

Source: Redfin, Leland Consulting Group.

As home prices increase, housing becomes further out of reach for most households. As shown below in Figure 24, the median household in University Place may be able to stretch to afford the average condo or townhome, but cannot afford the average single-family home. (Maximum and recommended purchase prices will vary over time depending on interest rates, household income and debt levels, and many other factors.) As shown by this data, providing more "middle housing" options such as duplexes, fourplexes, and townhomes is one way to create more housing for typical households in the city. The Townhomes at University Place shown above in Figure 21 represent one example of the type of middle housing that could develop in the subarea.

Figure 24. Average University Place Home Price vs. Affordable Home Price

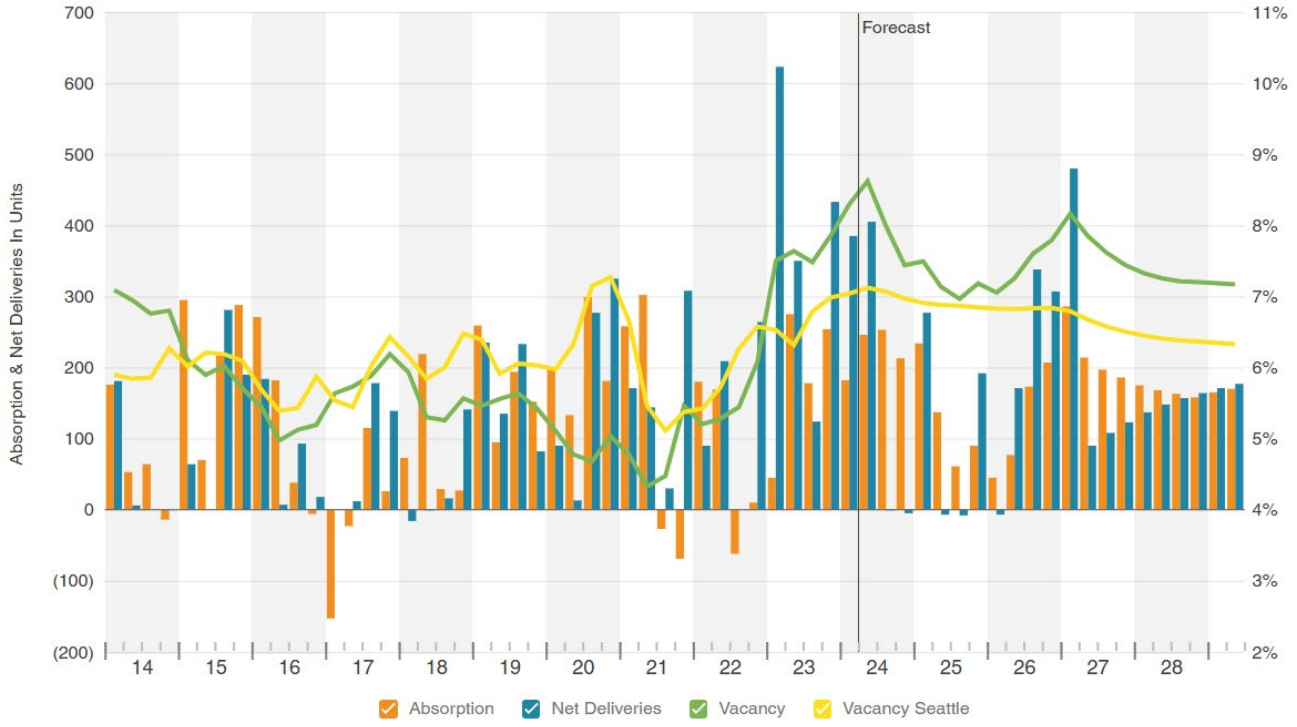


Source: Redfin, Bankrate, Leland Consulting Group.

Multifamily Housing

Multifamily housing has been the predominant form of commercial real estate development in the Puget Sound area overall in recent decades, as discussed above under "National and Regional Trends." Figure 25 below shows relevant statistics and CoStar's forecast for vacancy, construction (deliveries), and absorption of multifamily development in the Tacoma submarket, which includes University Place. There has been a significant uptick in multifamily construction in the past few years, as population growth continues and high housing prices in the greater Seattle area drive residents to more moderate-cost submarkets such as the Tacoma area. Although development ("net deliveries") is expected to slow in the short-term, the robust economy in the Puget Sound area as well as the potential for a mitigation of the high interest rates seen recently are likely to continue to spur demand for new multifamily construction in the medium-term, as shown in CoStar's forecast below.

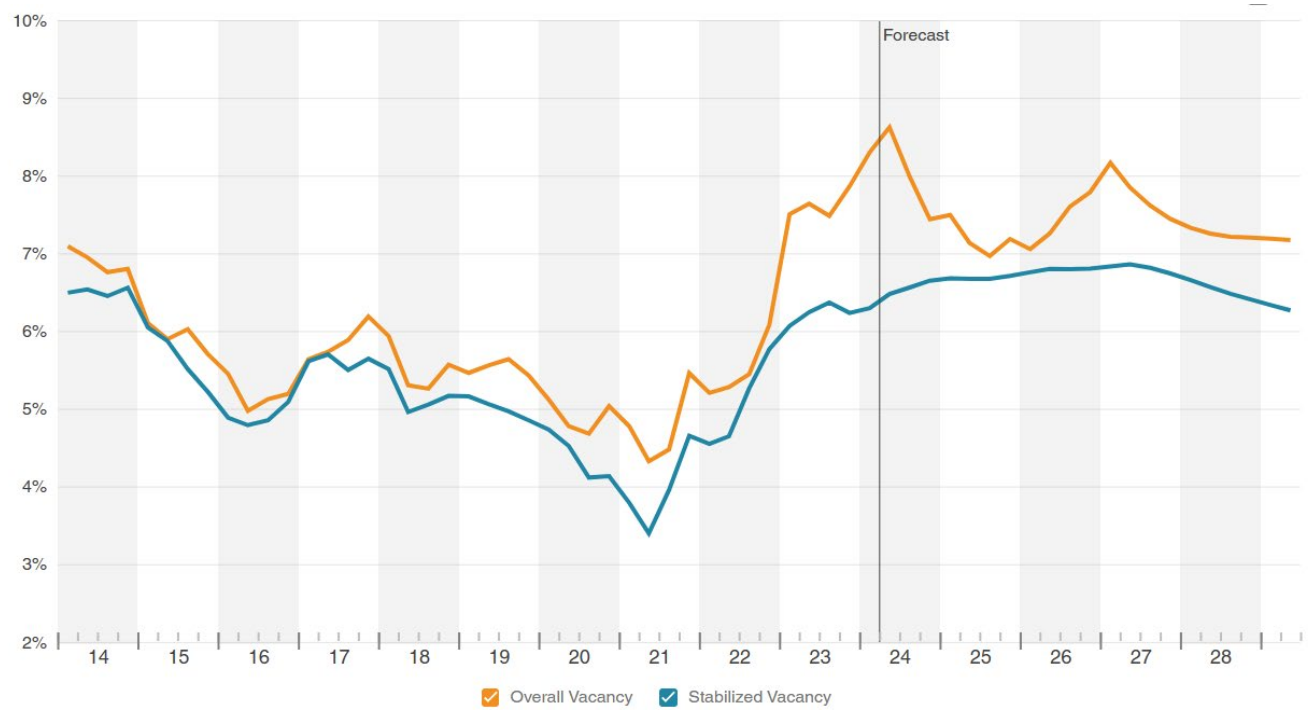
Figure 25. Absorption, Net Deliveries & Vacancy in the Tacoma Multifamily Submarket, 2014-2028 (forecast)



Source: CoStar

Figure 26 below shows historic and forecast multifamily vacancy rates in the Tacoma submarket. From a low of 3.4 percent in 2021, vacancy has increased significantly as result of the large amounts of construction in the area. The blue line represents stabilized vacancy, which takes into account vacancies caused by new construction, and is currently estimated around 6.5 percent. This is a vacancy rate generally considered healthy for a multifamily market, demonstrating enough demand for development while balancing adequate choice of potential units. CoStar forecasts this vacancy rate to remain relatively consistent in future years, mostly due to the large amount of current and expected future construction shown above.

Figure 26. Overall and Stabilized Vacancy in the Tacoma Multifamily Submarket, 2014-2028 (forecast)



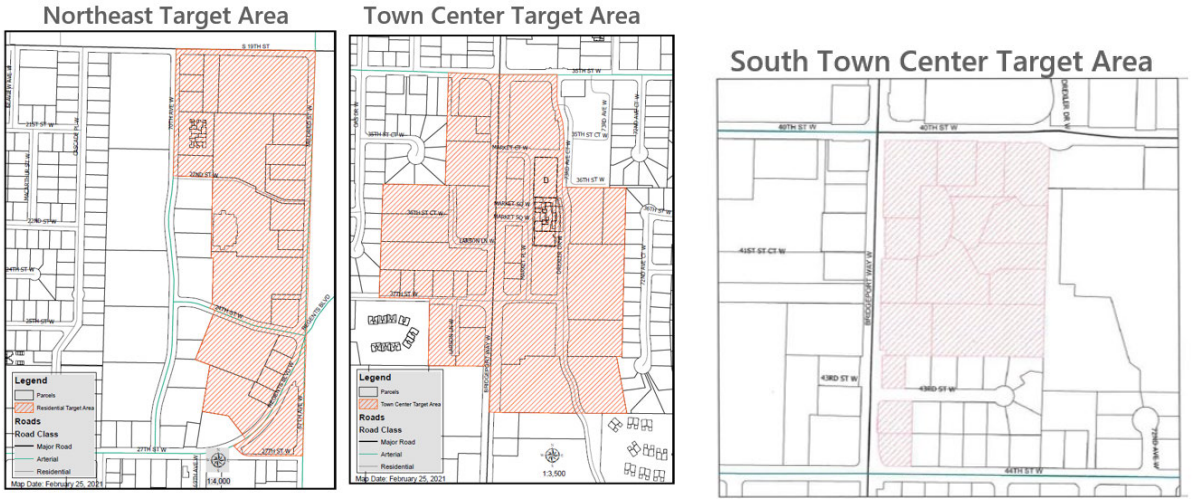
Source: CoStar

Multifamily Tax Exemption (MFTE)

University place currently has a Multifamily Tax Exemption (MFTE) program in parts of the Town Center and Northeast Business District, as shown in the maps below. The current program offers an 8-year partial tax waiver for projects with at least 10 new units and 24,000 square feet of living space, and at least 50% of the space for permanent residential occupancy. The MFTE program has been effective in generating multifamily development throughout Washington, and the city could consider modifying the program by expanding it to include the 27th St. District to incentivize further multifamily development in the area if desired. The 8-year program is flexible and can be adapted by cities to meet local planning goals. For example, the program can be made available to multifamily projects located in specific areas, or with specific features such those that have an adaptive reuse, commercial ground floor, or specific design features.

The State also allows cities to adopt a 12-year MFTE program, which is targeted towards rental projects that include some moderate-income housing (between 80% and 115% of area median income), and a 20-year MFTE program, which is targeted towards affordable homeownership. Neither the 12- nor 20-year MFTE programs have been adopted in University Place.

Figure 27. Multifamily Tax Exemption Target Areas in University Place, 2024



Source: City of University Place Zoning Code

Retail

Regional Retail Trends

Overall, the greater Seattle area retail market has bounced back from the pandemic relatively well, as consumers have returned to shopping and dining in recent years. While online shopping grows in some sectors, demand for local goods and services at brick-and-mortar establishments continues to thrive. For example, online sales have not diminished sales at grocery stores, salons, healthcare, and fitness, all of which take place in person. Most retailers have found that the online delivery process can be more expensive than occupying real estate, and retailers have found that there are synergies between online and brick-and-mortar retail, for example, via BOPIS (buy online, pickup in store), returns, and marketing synergy.

Following national trends, the retail market in suburban areas of the Seattle region has been more robust than in downtown Seattle itself, as fewer workers have returned to downtown offices and work-from home trends have stimulated demand for retail and services in suburban areas. In the fourth quarter of 2023, retail vacancy rates in downtown Seattle were reported at as high as 13 percent by Kidder Matthews, compared to retail vacancy rates in suburban areas between 2 and 4 percent. As shown below in Figure 28, Pierce County overall is seeing a high demand for retail space, with a vacancy rate lower than most other PSRC counties.

Figure 28. Retail Vacancy Rates by County, 2023

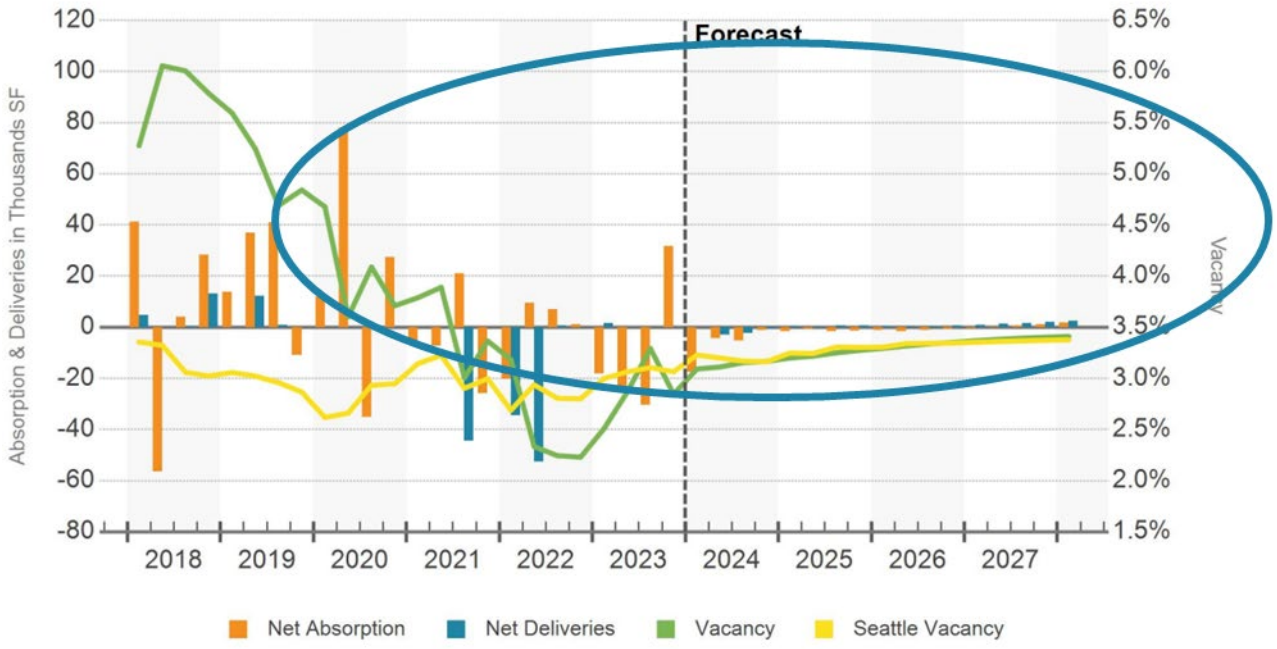
County	Retail Vacancy Rate
King	3.3 %
Kitsap	2.7 %
Pierce	**2.6 %**
Snohomish	2.7 %
Thurston	2.0 %
Total	2.9 %

Source: Kidder Matthews 4Q2023 Seattle Retail Market Trends Report

University Place Retail Trends

In the University Place-Lakewood retail submarket, there have been no new retail projects built since 2020, and none are expected through 2027, as shown below in Figure 29. Vacancy rates for retail are slightly higher than the Pierce County average shown above, but at about 3 percent, are still showing a significant demand, and CoStar forecasts the vacancy rate to remain low in the short- and mid-term.

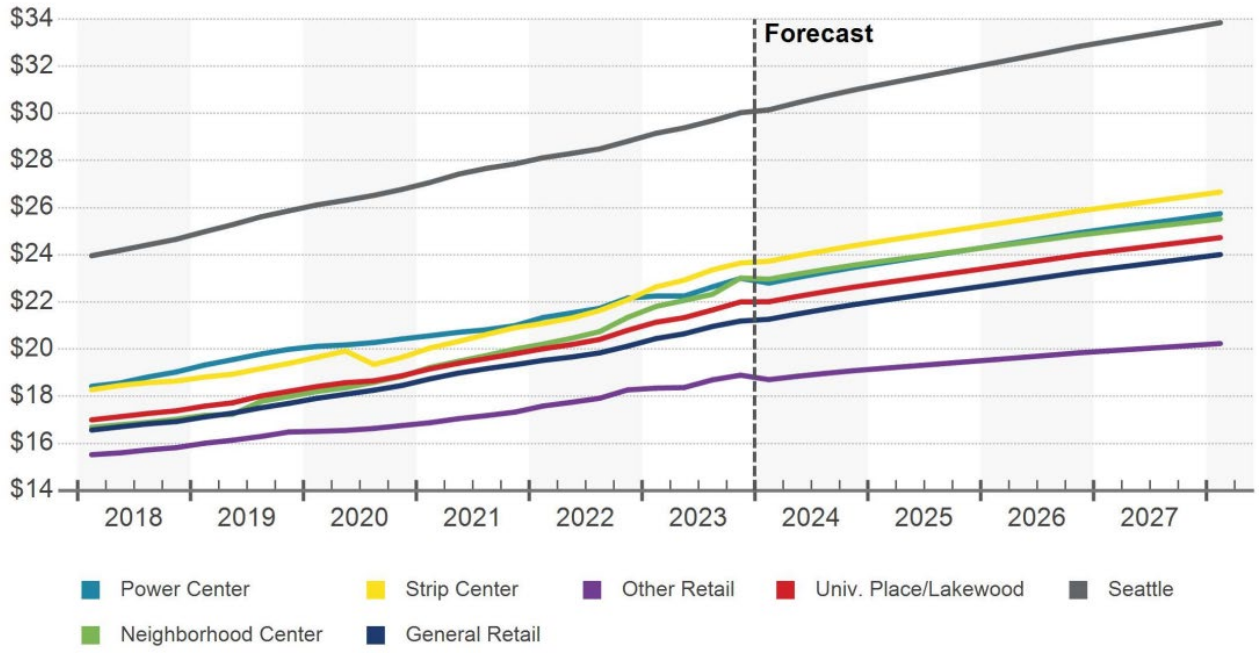
Figure 29. Absorption, Deliveries (Construction), and Vacancy in the University Place-Lakewood Retail Submarket, 2018-2027 (forecast)



Source: CoStar

Rents for retail space have been increasing in recent years and are currently around $22 per square foot, a 5 percent increase between 2022 and 2024. As shown below in Figure 30, the trend of increasing rents is forecast to continue, particularly given the lack of expected construction and forecast continued demand for retail in the region. However, as shown, the current rents are far below Seattle's average retail rents of around $30 per square foot, and are likely too low to stimulate new development of retail real estate in the near future.

Figure 30. Asking Rent Per Square Foot for Retail Space in the University Place-Lakewood Submarket, 2018-2027 (forecast)



Source: CoStar

27th Street Retail Considerations

In the 27th St. District, the Bartell Drugs formerly located on Bridgeport Way and 27th closed recently. This represented a notable retail loss in a prominent location, and appears to have been precipitated by RiteAid's acquisition of Bartells in 2020. Rite Aid filed for bankruptcy in October 2023, closing 154 stores across the U.S. including numerous stores across the Seattle region. Currently, the nearest RiteAid stores are at the NW corner of 19th and Mildred, about 1.1 miles from the former Bartell's on 27th, and in the Green Firs Shopping Center at Bridgeport and 40th, about 0.9 miles away. Despite the current vacancy of this prominent retail location in the District, the market data discussed above suggests that the former Bartell's is likely to see a new tenant in the relatively near future, given the regional demand for retail space.

One distinctive and charming feature of the 27th St. Business District is its small-scale commercial establishments, such as the Prestige Center and the Pine Cone Café, shown below. These local businesses help bring a unique character to the area and are well-liked in the community. One potential option for the city to explore could be a façade improvement or building improvement grant program. Such programs have been used throughout the Pacific Northwest to provide capital to property owners and businesses to evaluate, design, renovate, enhance, reuse, and adapt their properties. LCG recommends that University Place consider such a program as one of the tools in the redevelopment and revitalization of the District. In LCG's view, such programs are a best practice for community's looking to maintain or enhance the vitality of mixed-use centers and corridors. The programs can encourage property owners to invest in and explore more creative uses for their properties that enable more vibrant businesses, attract more shoppers and dinners, and set examples for other nearby property owners. Several example programs from Washington and Oregon cities are discussed in Appendix A.

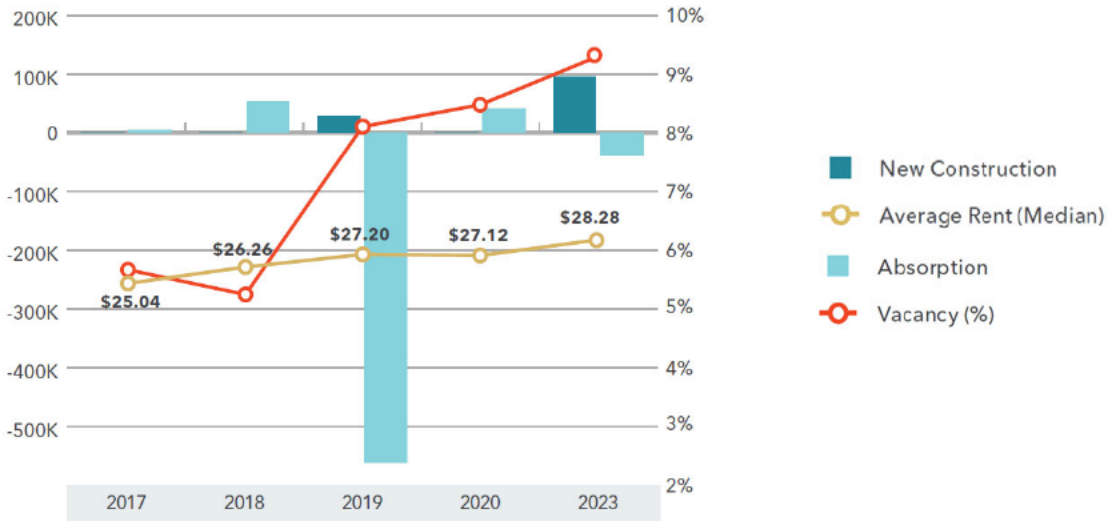
Figure 31. Prestige Center and Pine Cone Cafe, 2024

Source: LoopNet; thepineconeup.com.

Office

The regional Seattle office market continues to face challenges post-pandemic. Overall, in the larger Seattle metro area, office vacancy continues to increase, finishing 2023 at nearly 14%. Even the downtown Seattle and Eastside markets, traditionally the most active office markets in the Northwest, have seen increasing vacancy and negative absorption – employers moving out of office space – due to expiring commercial leases and restructuring of work towards remote and hybrid arrangements.[5] Pierce County is experiencing these trends as well, as shown in Figure 32. Although there has been some new office development, it has not yet been leased, further increasing the vacancy rate, which is currently just over 9 percent. Downtown Tacoma is seeing a higher vacancy rate, around 13 percent.

Figure 32. Pierce County Office Construction, Absorption, Rent, and Vacancy, 2017-2023



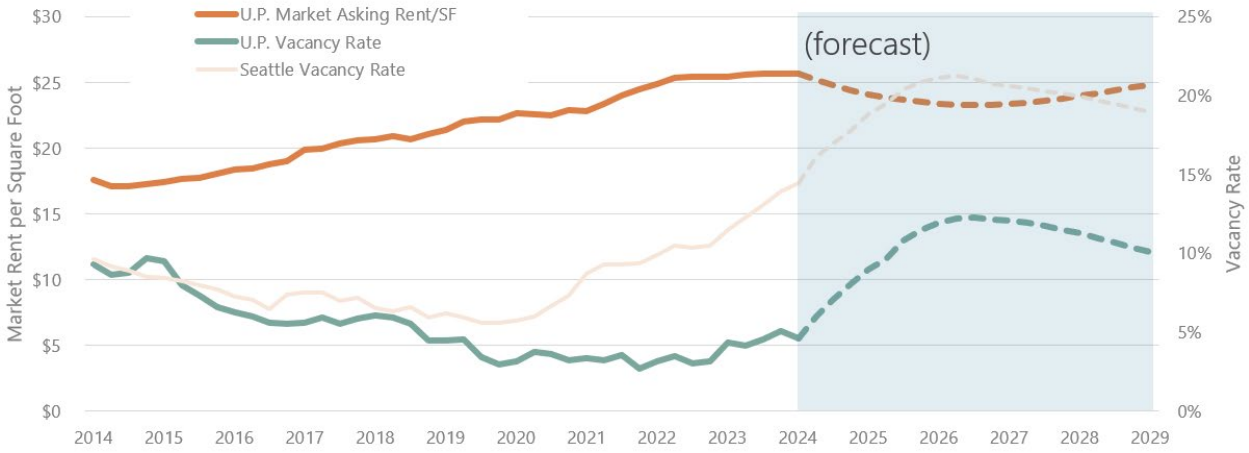
Source: Kidder Matthews 4Q 2023 Seattle Office Market Trends Report

[5] Kidder Matthews 4Q 2023 Seattle Office Market Trends Report https://kidder.com/market-reports/seattle-office-market-report/

One interesting trend is the recent performance of the Tacoma suburban office market. Contrary to regional and countywide trends, Tacoma's suburban neighborhoods and adjacent jurisdictions, including Waller, Fife, Milton, and Edgewood, are seeing the lowest vacancy rates in the entire Seattle metro at 2.8%. The popularity of this area is due to low rents – about $28 per square foot compared with over $40 in Seattle and Bellevue, as reported by CoStar – as well as convenient location between Seattle and Olympia, particularly for companies which do not need to be in urban centers such as government and health care offices and call centers.

The University Place office market is also seeing vacancy rates far below the Seattle average, at about 4.6%, with similarly low rents around $25 per square foot. Although there has been relatively slow rent growth in recent years, the low vacancy rate still signals higher demand in the University Place area than much of the rest of the Seattle region. As shown in Figure 33. Office Vacancy Rate and Asking Rent, University Place / Lakewood Submarket below, CoStar forecasts that rents will continue to remain stable or decrease whereas vacancy in both Seattle and University Place may increase. However, recent trends suggest this forecast may not accurately reflect the unique situation in Tacoma's suburban areas at the moment.

Figure 33. Office Vacancy Rate and Asking Rent, University Place / Lakewood Submarket



Source: Costar

Although the low vacancy rates in University Place suggest continued demand for office uses in the 27th St. District, such as the many small-scale offices along the corridor, the low rents are not sufficient to stimulate new development of office real estate currently. Healthcare is already one of the largest employment sectors in the District and the city, and is expected to continue to grow, potentially driving demand for new or refurbished healthcare facilities in the area. Additionally, the shift to remote work and preference for suburban locations since the pandemic may also drive demand for coworking spaces or other satellite-type office uses in the 27th St. District.

Key Takeaways

Recent and Planned Development

- All recent commercial and multifamily development in University Place has been located in the Regional Growth Center, which appears to be focusing growth within concentrated areas as intended.
- Around 300 new units of senior housing are proposed in the 27th St. Business District, potentially creating a significant influx of residents in the area.

Housing

- University Place is a desirable and strong market for home sales. The median home price for all homes (including single family homes, townhomes, and condos) is just above $600,000, and the average single-family home price was $750,000 over the past few years.
- In general, single-family homes in the city are not affordable to the average household in the city, although "middle housing" typologies such as condos, duplexes, fourplexes, and townhomes may be more affordable to the median household in University Place.
- The multifamily housing market remains strong in the Tacoma area, spurred by the regional economy and significant housing shortage, with significant construction in recent years that is expected to continue, particularly if interest rates stabilize in the next several years.
- The city could consider expanding its existing MFTE program to also target the 27th St. District, and this would provide an incentive to develop market-rate apartments in this area.

Retail

- Retail in the Seattle region has bounced back since the pandemic, with demand for brick-and-mortar stores continuing to be strong, particularly in suburban areas.
- Low vacancy rates for retail space, and the popularity of suburban and neighborhood retail, indicate that there should be continued demand in the 27th St. District, including for currently vacant spaces such as the former Bartell's at 27th and Bridgeport Way. Healthcare, fitness, food and beverage, and a range of other uses could fill this space.
- The unique small businesses along the 27th St. Corridor are an important part of the area's identity and a façade or storefront improvement program could encourage property owners to invest and help enhance and revitalize the unique businesses in the area.

Office

- No new office development has occurred in the past few years in the University Place-Lakewood market, and none is forecast for the next five years, due to relatively low rents, high vacancies, and an uncertain outlook for office space in the remote work era.
- The office market in the Seattle area has fared poorly since the pandemic, with a 14 percent vacancy rate region-wide at the end of 2023.
- As with retail, suburban areas have fared better, with a much lower vacancy rate for office space in the University Place and suburban Tacoma areas, at about 4.6 percent in 2024.
- Relatively low rents for office space and the poor conditions of the regional market suggest that new development of office real estate is extremely unlikely, though current uses are likely to remain.
- Healthcare, co-working spaces, small professional service businesses, and satellite offices are potential office uses that could be seen in the 27th St. District in the coming years.

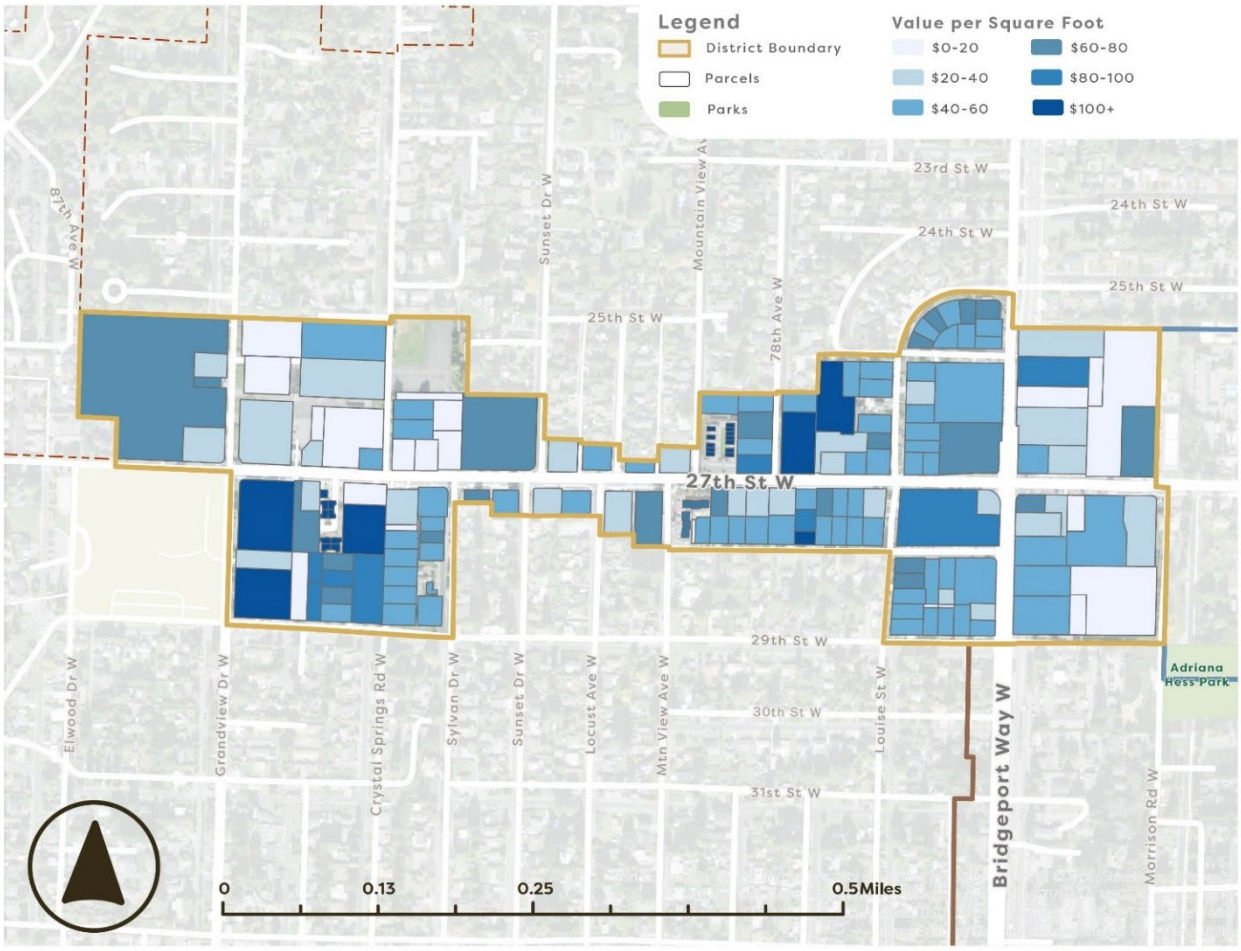
Development Potential and Growth Forecasts

Parcel Value and Buildable Lands Status

LCG conducted an analysis to determine a range of potential future housing units and jobs for the 27th St. Business District, in order to inform future transportation and infrastructure planning as well as compliance with PSRC Regional Growth Center and Pierce County planning targets. The first step in this analysis was to analyze overall parcel value and the results of the Pierce County Buildable Lands report as a first pass at determining likelihood of redevelopment at a parcel level.

Figure 34 below shows the total value (buildings + land) of parcels in the district according to the Pierce County Assessor, with lower values in white and higher values in darker shades of blue In general, lower value parcels are considered more likely to redevelop, such as the parcel in the far southeast of the District as well as the vacant parcels at the proposed Grandview Senior Living site.

Figure 34. Total Parcel Value in the 27th St. Business District

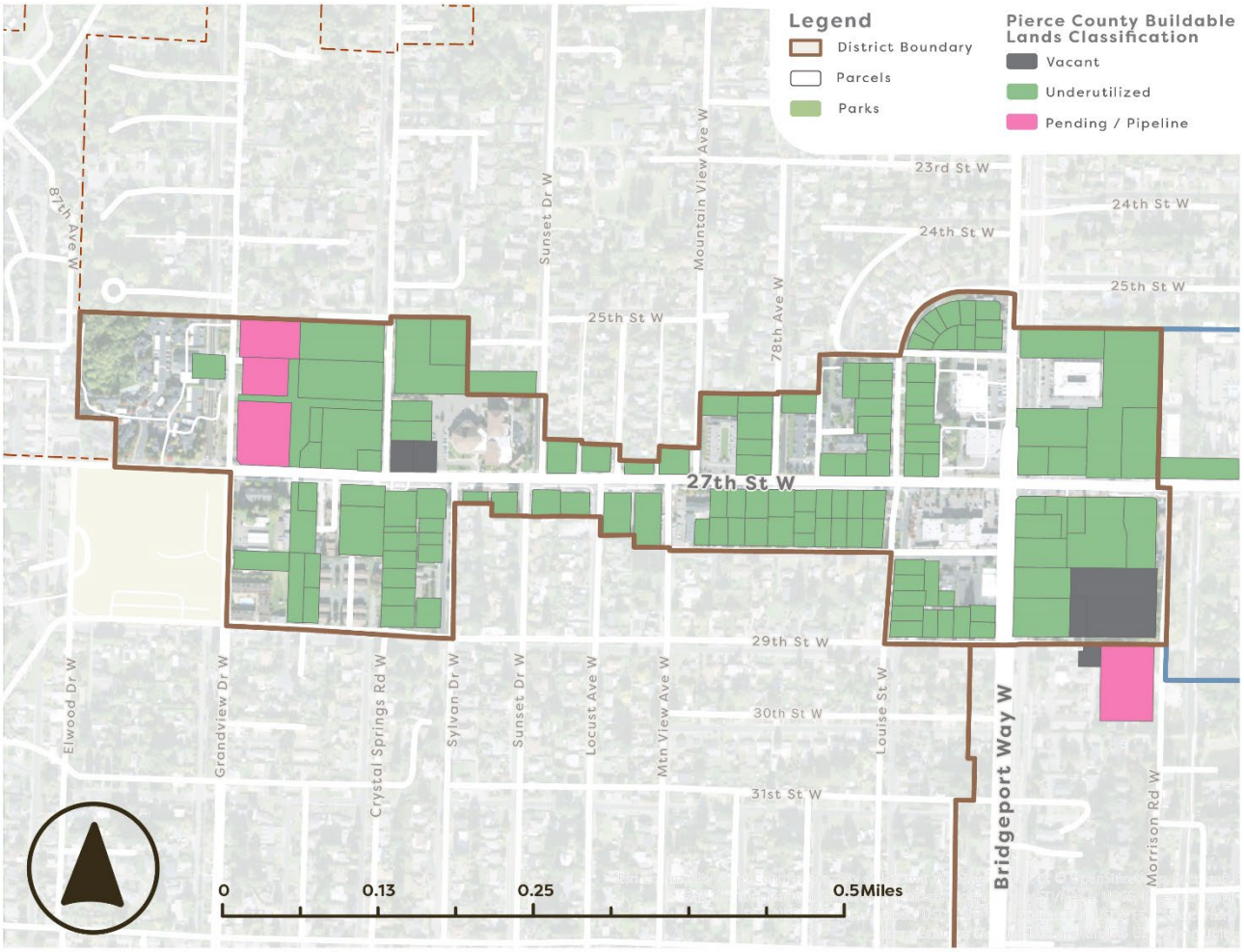


Source: Pierce County, MapTiler, Leland Consulting Group

The 2021 Pierce County Buildable Lands Report assigned a classification to each parcel in the county based on parcel value, existing and potential future use, zoning, improvement to land value, and other considerations. As shown below,

the vast majority of parcels in the District are considered "Underutilized" according to Pierce County's analysis, with a few vacant parcels as well. The "Underutilized" category generally means that the parcel's current use is significantly less intensive than that which is allowed under the zoning code. Since essentially all of the district is zoned for four- to seven-story multifamily or mixed-use development, the existing single-story commercial and single-family uses result in this classification being broadly applied in this area, indicating that the county expects to see a significant amount of potential redevelopment in the District over the coming decades.

Figure 35. Pierce County Buildable Lands Parcel Classifications, 2021



Source: Pierce County, Otak, Leland Consulting Group

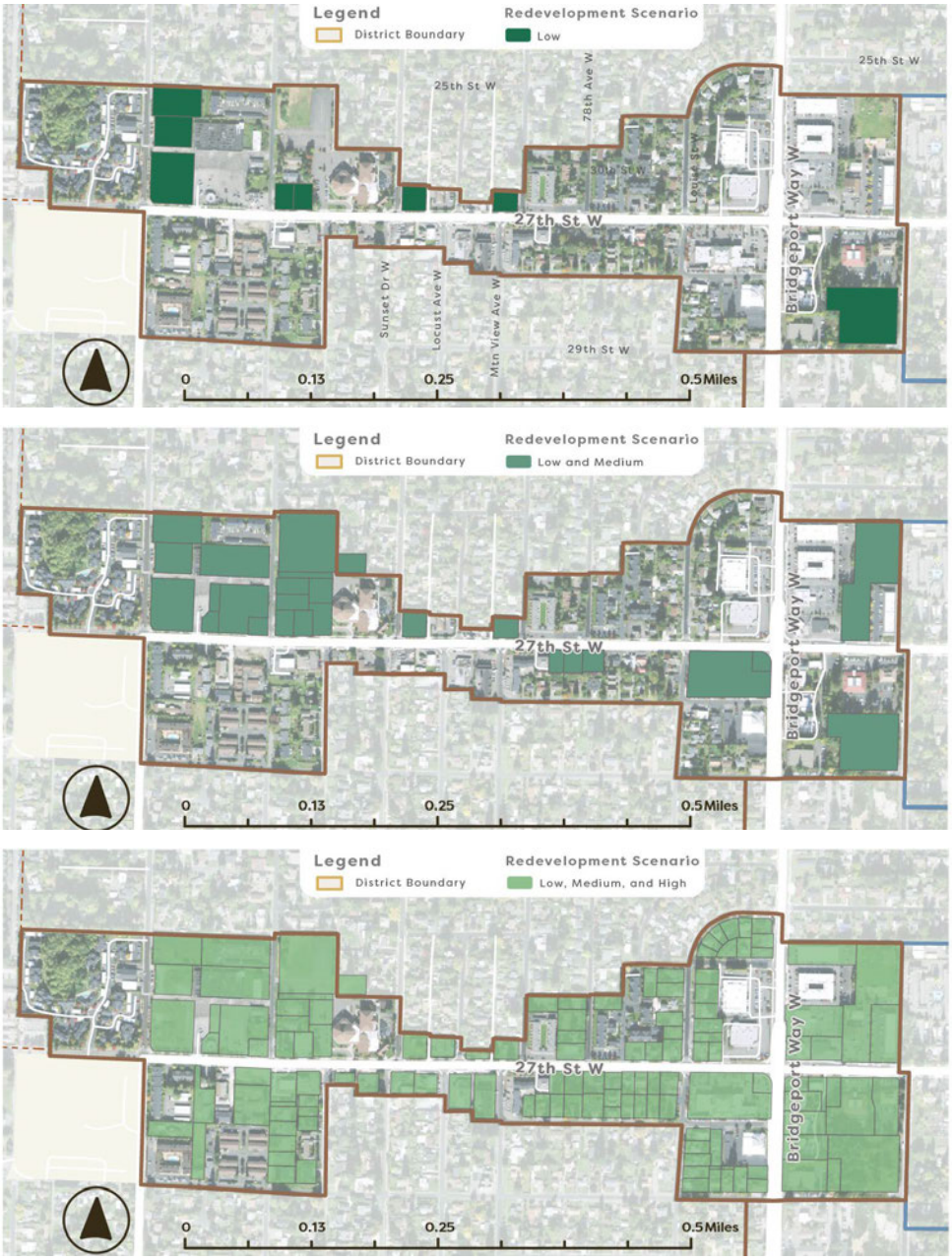
Redevelopment Scenarios

LCG developed three scenarios for redevelopment of the subarea using different assumptions of which parcels might redevelop. These scenarios were based on the data shown above, locations of proposed projects such as the Grandview site, and input from city staff. The map below in Figure 36 shows these three parcel sets.

- The **low** scenario represents the continuation of the status quo – assuming that only pipeline projects, vacant parcels, and locations of potential redevelopment known to the city will redevelop over the next 20 years.

- The **middle** scenario represents an expansion of current trends to include other lower-value properties with reasonable redevelopment potential, such as some of the church parking lots, an expansion of multifamily development near the proposed Grandview Senior Living, and some redevelopment of some low-intensity commercial uses.
- The **high** scenario represents the potential build-out capacity of all parcels classified as vacant or underutilized in the King County Buildable Lands Report. This is likely much higher than the amount of development that will be seen in future decades but provides a benchmark of the potential unit and job count if the majority of the District were to change over time. Note that this scenario assumes a 15-25% Market Factor reduction of the total assumed redevelopable acreage per Department of Commerce guidance on Land Capacity Analyses.

Figure 36. Low, Middle, and High Redevelopment Scenario Parcels in 27th St. Business District



Source: Leland Consulting Group

Prototypes

The next step in the analysis was to establish building prototypes for the type of expected future redevelopment in the MU-U75 and MU-N45 zones and apply the housing unit and employment densities from each prototype to the selected parcel acreage in each scenario to determine redevelopment capacity. The two prototypes were developed using data from the scenario planning tool Urban Footprint and from data on existing buildings in University Place and the greater Seattle area from CoStar. Each prototype was based on housing unit and employment statistics from several representative buildings and generally assumes a mixed-use prototype with housing above ground floor commercial, matching the 45 and 75 foot heights in the District. Employment densities and prototype imagery for the two prototypes are shown below.

Figure 37. MU-N45 and MU-U75 Prototypes Used in Capacity Analysis

Zone	Residential Density	Employment Density	% Residential
MU-U75	103 du/ac	18 emp/ac	91%
MU-N45	57 du/ac	67 emp/ac	70%

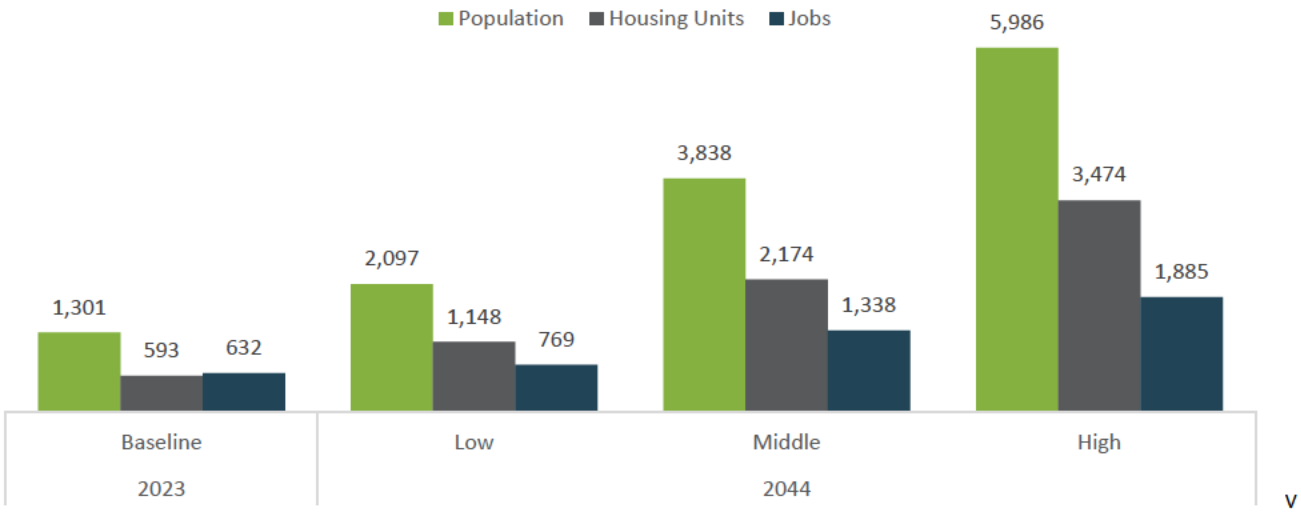
Source: Urban Footprint, CoStar, Leland Consulting Group

Housing and Employment Capacity Results

The results of the redevelopment analysis are shown below in Figure 38. Under the low scenario, housing units and population in the District would approximately double, with a very small increase in jobs. This is very likely to represent at least a minimum of what will occur over the next 20 years given the existing pipeline and proposed development. The

middle scenario represents about a tripling of housing units and doubling of jobs. This represents more of an aspirational scenario but is not outside the realm of possibility for the planning horizon. The high scenario shows that if the majority of the acreage in the District were to redevelop, there could be almost six times the current amount of residents and three times the current amounts of jobs accommodated within the current zoning. This is highly unlikely but potentially a useful reference point for future planning efforts.

Figure 38. Redevelopment Scenario Results in 27th St. Business District

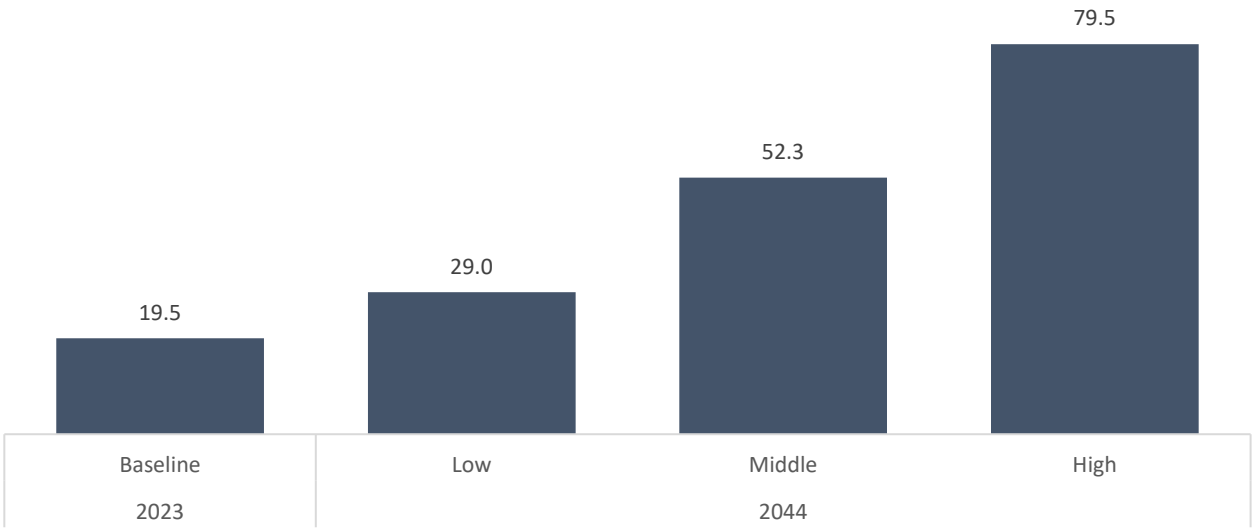


Source: Urban Footprint, Leland Consulting Group

Activity Units

The Puget Sound Regional Council (PSRC) measures density in designated Regional Growth Centers (RGC) through "Activity Units." One Activity Unit is one person or one job. In order to qualify as an RGC, areas must show a potential density of 45 Activity Units per acre. Since the 27th St. Business District only comprises one portion of the entire University Place RGC, the District is not subject to this requirement on its own. However, for future planning purposes and to ensure regional compliance, the redevelopment scenarios shown above were analyzed within this framework, and the results are shown below in Figure 39. The middle and high scenarios meet the activity unit target of 45 units per acre, and more importantly the high scenario, representing potential build-out of the District, shows that the area greatly exceeds the required capacity for Activity Units under current zoning.

Figure 39. Activity Units / Acre in 27th St. Business District Scenarios



Source: Urban Footprint, Leland Consulting Group

Key Takeaways

- At a minimum, based on pending development, the 27th St. District is likely to see at least a doubling of housing units and a slight increase in employment over the next 20 years.
- If the majority of parcels were to redevelop in the 27th St. District, there would be capacity for over five times the current housing units and three times the current employment in the area.
- There is sufficient zoned capacity in the District to meet PSRC Regional Growth Center density requirements.

Potential Redevelopment Actions

LCG recommends that the City consider the following actions, which we believe have the potential to advance the City's current vision for the district.

- **District-Wide**
    - In order to advance the vision of "a highly walkable redevelopment pattern," look for opportunities to enable new development projects to fund infrastructure improvements. These may include improvements that make crossing 27th Street more pedestrian friendly such as curb extensions or median refuge islands. This may be accomplished by adding certain district projects to the City's transportation/capital improvement plans, or providing impact fee credits to developers who make such improvements.
    - Consider expanding the City's existing MFTE program into the district, which will incentivize market-rate multifamily development. Also consider district-specific provisions to the MFTE program, for example, certain ground-floor design features.
    - Consider making transportation improvements, such as the median refuge islands referenced above, which can maintain and enhance the walkability of the area. Mixed-use districts that are also walkable tend to be the most successful and desirable over time.
    - Consider establishing periodic events (e.g., several summer Sundays) when 27th Street, and other major streets in the RGC, such as Bridgeport Way and Grandview, are open to pedestrian and bicycle traffic only. Such events have been shown to increase connections in neighborhoods and make places feel more walkable over the long-term.
- **Grandview Drive Node**
    - Support completion of the Grandview Senior Living projects proposed for the western edge of the study area. These projects seem to be aligned with the vision for the area, which includes "new multi-family residential." The 2024 environment for development—particularly high interest rates, difficult financing, and high construction costs—are making proposed projects more difficult. The City may be able to assist.
    - Work with other property owners, such as the Presbyterian Church and Lefty's to move forward other development projects that advance the vision for the district. The types of development most likely to be both feasible and desirable will tend to include multifamily housing, along with a smaller amount of commercial and community-serving spaces (e.g., daycare), and open space. Some churches are seeking out opportunities to site "mission-driven" housing for certain disadvantaged populations on or near their properties. multifamily and mission-driven multifamily project(s)
    - Seek to add a commercial component to this node, consistent with the vision for a mixed-use RGC and district. Such a commercial component may be difficult, due to lower traffic counts here, and could also be small, such as a coffee shop or a few service providers. The City could encourage a few ground-floor commercial uses by working with property owners, building in incentives to the zoning code, and/or creating other incentives, such as the storefront improvement program mentioned below.
    - Evaluate small vacant properties that remain undeveloped in order to determine what modifications to zoning or other actions could encourage development consistent with the City's vision.
    - Consider changing the zoning for certain properties, either as shown in Figure 41, or for other properties that are identified during this subarea planning process.
- **Corridor Area**
    - Create a storefront improvement grant program that applies here and other targeted parts of the City, to encourage reinvestment in commercial buildings. While this program might apply district-wide, its impacts would probably be greatest in this central Corridor Area, where small buildings and local businesses are concentrated.

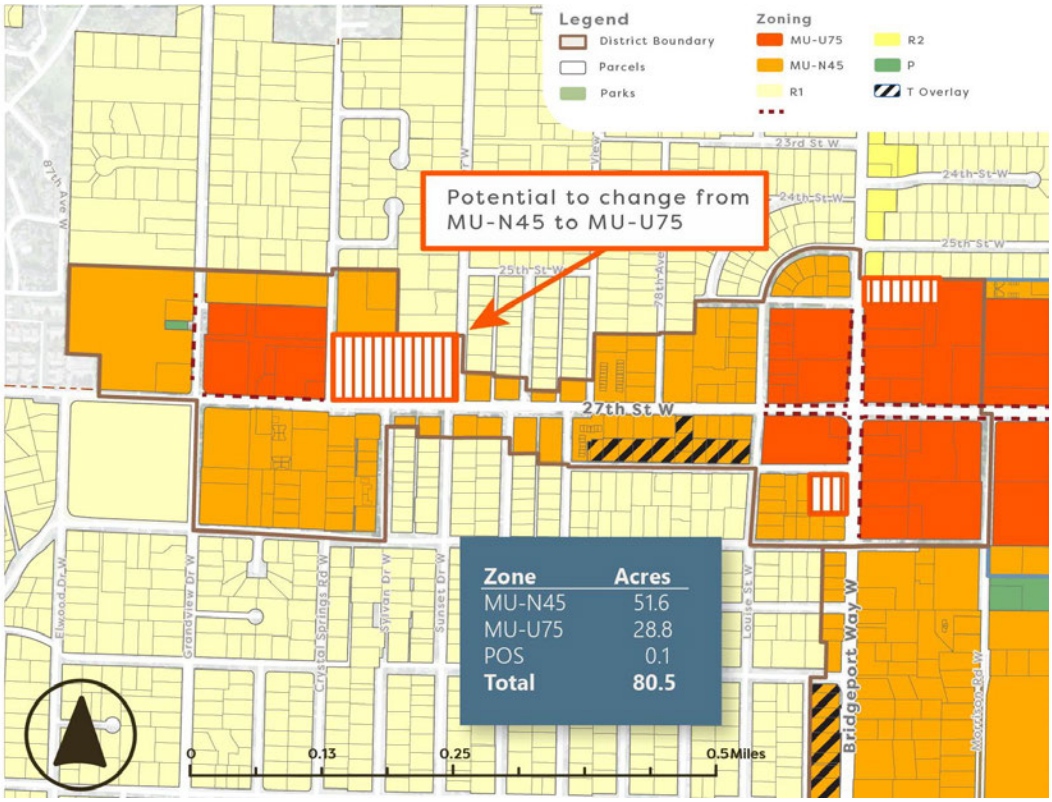
- During this planning process, consider increasing the maximum building height in this area if the community wants to see more housing that is attainable for median income households. The current combination of commercial land uses, small sites, and MU-N45 zoning, is likely to result in minimal redevelopment in this area. An increase to allow 5 or 6 stories of development, would increase development feasibility, but may not be desired.
- In the R-1 residential areas immediately north and south of the study area, allow future development to take place at slightly greater densities, such as 4 units per lot rather than 2. This modest increase would enable some additional housing—often middle housing such as townhomes affordable to median income households—to be built in these areas. This additional housing can also provide more support to commercial uses in the study area.

- **Bridgeport Way Node**
  - Facilitate redevelopment of several vacant and underutilized properties, particularly the large property at the southeast edge of the study area.
  - **Refine and implement the vision:** This area could be a mixed-use gateway similar to the Town Center, or an enhanced version of what's there already. Gateway features, art, multimodal transportation improvements (as shown below in Figure 40), and/or mixed-use development that is somewhat comparable to the Town Center, may be appropriate. If the vision is for mixed-use development at this node, somewhat comparable to the Town Center, consider tools used in Town Center such as stormwater outfall/management infrastructure that could serve multiple properties, MFTE program, or other specific means to implement public-private partnerships and incentivize development.
  - Consider changing the zoning for certain properties, either as shown in Figure 41, or for other properties that are identified during this subarea planning process.

Figure 40. Potential District-Wide Transportation Improvements

- Study and/or build one or more median refuge islands or other complete streets / crossing improvements
- Multimodal streets can attract more mixed-use development; Bridgeport Way in Town Center is one example.
- Create periodic "bicycle weekends" program connecting 27th St to other parts of city and Regional Center. See Seattle program.

Figure 41. Potential Zone Changes



Summary of Findings and Conclusions

The findings and conclusions of this market analysis are summarized below.

District Profile and Demographics

- The 27th Street Business District ("the District") is more similar to University Place as a whole than it is to the other parts of the Regional Growth Center (RGC), such as the Town Center.
- Residents of the District are more likely to be white, better-educated, and older homeowners when compared with the NE Business District and Town Center areas.
- This fits with the differing development patterns in the three subareas – the Town Center TC and NE Business District contain significantly more higher-density apartments whereas the 27th street district contains single-family homes, condos, senior living, and higher-end apartments.
- The more neighborhood and suburban feel of the District may point to different redevelopment types and opportunities when compared with the other RGC Subareas.
- There are far fewer jobs in the District than in the NE Business District and Town Center. The jobs in the District are in the medical, retail, office, and food service sectors, similar to University Place and the region as a whole.

Recent and Planned Development

- All recent commercial and multifamily development in University Place has been located in the Regional Growth Center, which appears to be focusing growth within concentrated areas as intended.
- Around 300 new units of senior housing are proposed in the 27th St. Business District, potentially creating a significant influx of residents in the area.

Housing

- University Place is a desirable and strong market for home sales. The median home price for all homes (including single family homes, townhomes, and condos) is just above $600,000, and the average single-family home price was $750,000 over the past few years..
- In general, single-family homes in the city are not affordable to the average household in the city, although "middle housing" typologies such as condos, duplexes, fourplexes, and townhomes are more likely to be affordable to the median household in University Place.
- The multifamily housing market remains strong in the Tacoma area, spurred by the regional economy and significant housing shortage, with significant construction in recent years that is expected to continue, particularly if interest rates stabilize in the next several years.
- The city could consider expanding its existing MFTE program to also target the 27th St. District, and this would provide an incentive to develop market-rate apartments in this area.

Retail

- Retail in the Seattle region has bounced back since the pandemic, with demand for brick-and-mortar stores continuing to be strong, particularly in suburban areas.
- Low vacancy rates for retail space, and the popularity of suburban and neighborhood retail, indicate that there should be continued demand in the 27th St. District, including for currently vacant spaces such as the former Bartell's at 27th and Bridgeport Way. Healthcare, fitness, food and beverage, and a range of other uses could fill this space.

- The unique small businesses along the 27th St. Corridor are an important part of the area's identity and a façade or storefront improvement program could encourage property owners to invest and help enhance and revitalize the unique businesses in the area.

Office

- No new office development has occurred in the past few years in the University Place-Lakewood market, and none is forecast for the next five years, due to relatively low rents, high vacancies, and an uncertain outlook for office space in the remote work era.
- The office market in the Seattle area has fared poorly since the pandemic, with a 14 percent vacancy rate region-wide at the end of 2023.
- As with retail, suburban areas have fared better, with a much lower vacancy rate for office space in the University Place and suburban Tacoma areas, at about 4.6 percent in 2024.
- Relatively low rents for office space and the poor conditions of the regional market suggest that new development of office real estate is extremely unlikely, though current uses are likely to remain.
- Healthcare, co-working spaces, small professional service businesses, and satellite offices are potential office uses that could be seen in the 27th St. District in the coming years.

Development Potential and Growth Forecasts

- At a minimum, based on pending development, the 27th St. District is likely to see at least a doubling of housing units and a slight increase in employment over the next 20 years.
- If the majority of parcels were to redevelop in the 27th St. District, there would be *capacity* for over five times the current housing units and three times the current employment in the area. While it is unlikely that this amount of development will occur, providing adequate capacity is a key focus of PSRC's policies for centers.
- There is sufficient zoned capacity in the District to meet PSRC Regional Growth Center density requirements.

Potential Redevelopment Actions

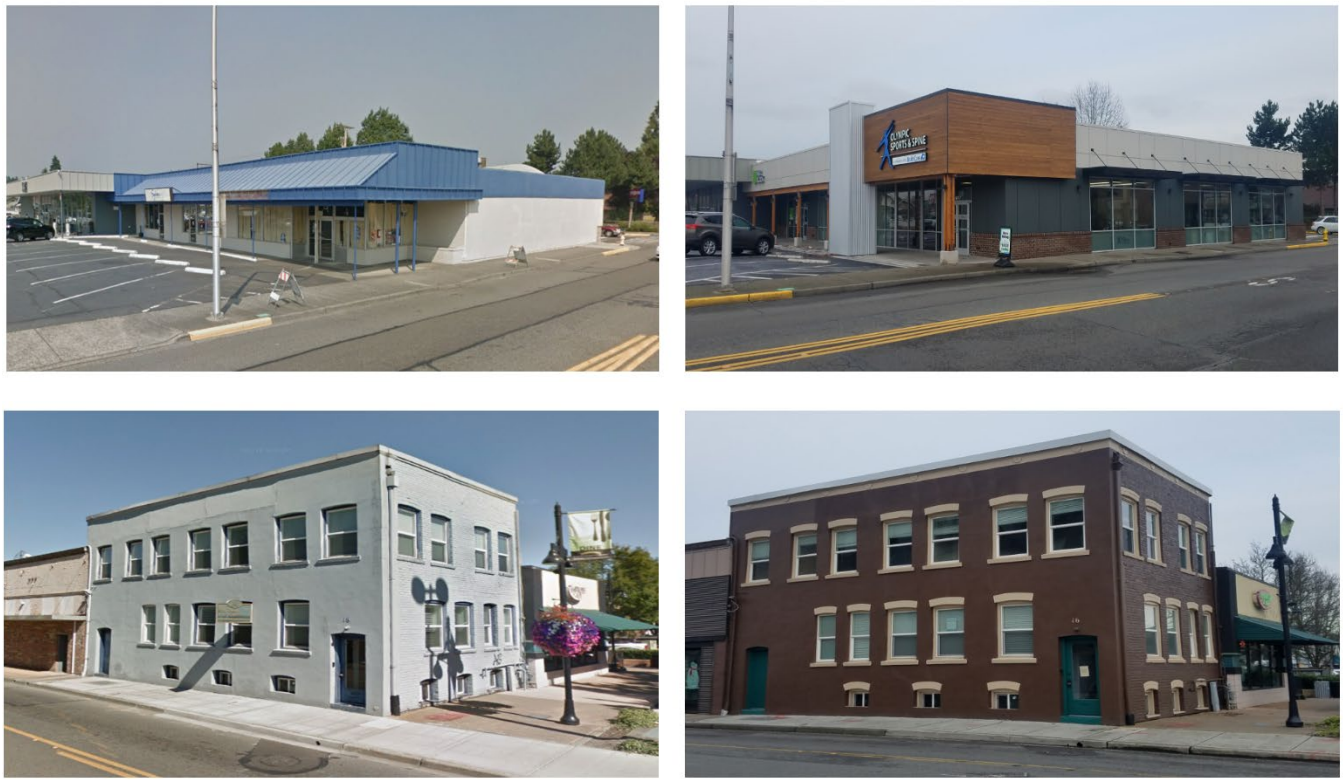
- **District-Wide**
    - In order to advance the vision of "a highly walkable redevelopment pattern," look for opportunities to enable new development projects to fund infrastructure improvements.
    - Consider expanding the City's existing MFTE program into the district.
    - Consider making transportation improvements, such as median refuge islands, which can maintain and enhance the walkability of the area.
    - Consider establishing periodic events (e.g., several summer Sundays) when 27th Street are open to pedestrian and bicycle traffic only.
- **Grandview Drive Node**
    - Support completion of the Grandview Senior Living projects proposed for the western edge of the study area.
    - Work with other property owners, such as the Presbyterian Church and Lefty's to move forward other development projects that advance the vision for the district.
    - Seek to add a commercial component to this node.
    - Evaluate small vacant properties that remain undeveloped in order to determine what modifications to zoning or other actions could encourage development consistent with the City's vision.
    - Consider changing the zoning for certain properties, either as shown in Figure 41, or for other properties that are identified during this subarea planning process.

- **Corridor Area**
    - Create a storefront improvement grant program that applies here and other targeted parts of the City, to encourage reinvestment in commercial buildings.
    - During this planning process, consider increasing the maximum building height in this area if the community wants to see more housing that is attainable for median income households be developed.
    - In the R-1 residential areas immediately north and south of the study area, consider allowing future development to take place at slightly greater densities.
- **Bridgeport Way Node**
    - Facilitate redevelopment of several vacant and underutilized properties, particularly the large property at the southeast edge of the study area.
    - **Refine and implement the vision:** This area could be a mixed-use gateway similar to the Town Center, or an enhanced version of what's there already.
    - Consider changing the zoning for certain properties, either as shown in Figure 41, or for other properties that are identified during this subarea planning process.

Appendix A – Storefront Improvement Grant Case Studies

Auburn, WA has a Façade Improvement Grant program funded by its downtown Business Improvement Area. The program covers the costs of improvements under $5,000 and requires a gradually increasing match for more expensive projects, with a maximum grant of $30,500. Improvements are classified in three categories: Category I (under $5,000 – painting, signage, awnings, etc), Category II ($5,000-$50,000 – window or storefront upgrades, masonry, carpentry, lighting upgrades, etc.), and Category III (>$50,000 – structural work with varying rules and funding matches for each category. The business must be within the Business Improvement Area and employ 25 people or fewer, and newly constructed buildings are not eligible. Figure 42 shows examples of historic and mid-century buildings revitalized under Auburn's program.

Figure 42. Before / After Facade Improvement Examples in Auburn, WA



Source: City of Auburn

Beaverton, OR offers Storefront and Tenant Improvement Programs, which provide architectural design services and cash matching grants to improve business facades along street frontages in Downtown Beaverton, Old Town Beaverton, and along Allen Boulevard. Funds can also be used to improve restaurant interiors, and the program is being expanded to enable interior improvements for other types of businesses. LCG believes that a key reason for the success of Beaverton's program is that is focuses both on the interior and exterior of buildings, and therefore enables transformative improvements that are both functional and aesthetic.

Currently, the City administers design grants for 100% of architect fees for the initial project phase of storefront improvements as well as improvement grants of up to $50,000 of construction costs. The City offers a 50% match on project expenses for Level 1 improvements, which include exterior paint, new flooring, or new signage, and a 70% match for Level 2 improvements, including awnings, windows, doors, or full exterior redesigns. Grants are issued as reimbursements – funds can be distributed in up to 3 reimbursements during the construction process. Beaverton pays

for its program through a combination of general fund and tax increment financing (TIF) funding. Figure 43 shows examples of external improvements to Ickabod's Bar and Grill and internal improvements to the Loyal Legion, a former bank converted into a taphouse, funded by Beaverton's program.

Figure 43. External and Internal Improvements at Ickabod's and the Loyal Legion funded by the Beaverton Storefront and Tenant Improvement Programs

Source: Ickabod's Bar and Grill, City of Beaverton, the Loyal Legion

Finally, **Tacoma, WA**'s Community and Economic Development Department administers a Business Façade Improvement Loan Program (BFILP) in order to beautify individual storefronts as well as improving the appearance of older business districts. The loan program reimburses property owners for up to 50% of approved façade project costs. The 10-year loans have a low 3% interest rate and range from $5,000 to $50,000. Tacoma's program is structured so that it ensures façade projects are executed before funding takes place, and the City recoups what it provides to owners with some interest, though less than a private financial institution would require. Loans are secured by a lien on the property and LTV cannot exceed 90%.

Appendix B – Scope of Work

Task 1.0 Project Management/Coordination:

Participate in one or two preliminary meetings with Otak and City staff. During these meetings, key agenda items will be for staff to summarize their vision for the area, their view of the development context (recent and proposed development in the subarea and City, key properties and major property owners, and perceived regulatory barriers to development). LCG will provide status reports with invoicing. During these meetings, key agenda items will be for staff to summarize their vision for the area, their view of the development context (recent and proposed development in the subarea and City, key properties and major property owners, and perceived regulatory barriers to development).

Forum will participate in these meetings.

Task 2.2 Prepare a Market Analysis report for the study area that documents current real estate market dynamics, development opportunities, and development capacity in the subarea. This report will be prepared in Word with a correlating PowerPoint presentation. In preparing this report, LCG will rely on some of the demographic and market data collected for the recent University Place Northeast Business District subarea plan, but LCG will also need to collect recent and current data specific to the 27th St. subarea. The market analysis report will include ideas, recommendations, and strategies related to potential redevelopment and related concepts for the corridor.

- ***Forum will***
    - Prepare an outline of the report.
    - Provide LCG with input, recommendations, and guidance on other sections of the report, via meetings, emails, and Teams messages.
    - Prepare the following sections of the report:
        - Vision
        - ULI Emerging Trends update
        - Development Thesis and SWOT (May be renamed)
        - Middle Housing and Single Family Housing RE Analysis
        - Input on office and retail sections
    - Review and provide comments on a draft of the report.
- ***LCG will***
    - Prepare the sections of the report not being prepared by Forum.

Task 3.0 LCG will present the draft report at a two-hour meeting with Otak and City staff and finalize based on comments from City staff.

- ***Forum will present the draft report to Otak and City with LCG.***

27th Street Business District
University Place

27th Street Visioning Survey Results

Survey Results

- Time Span: launch 3/17 - end 4/17
- Total responses: - 681
  - Flash Vote – 446
  - Survey Monkey - 235

- Events / Outreach:
  - Flashvote sent out to 750 people
  - Posters put up around city
  - Posted on social media

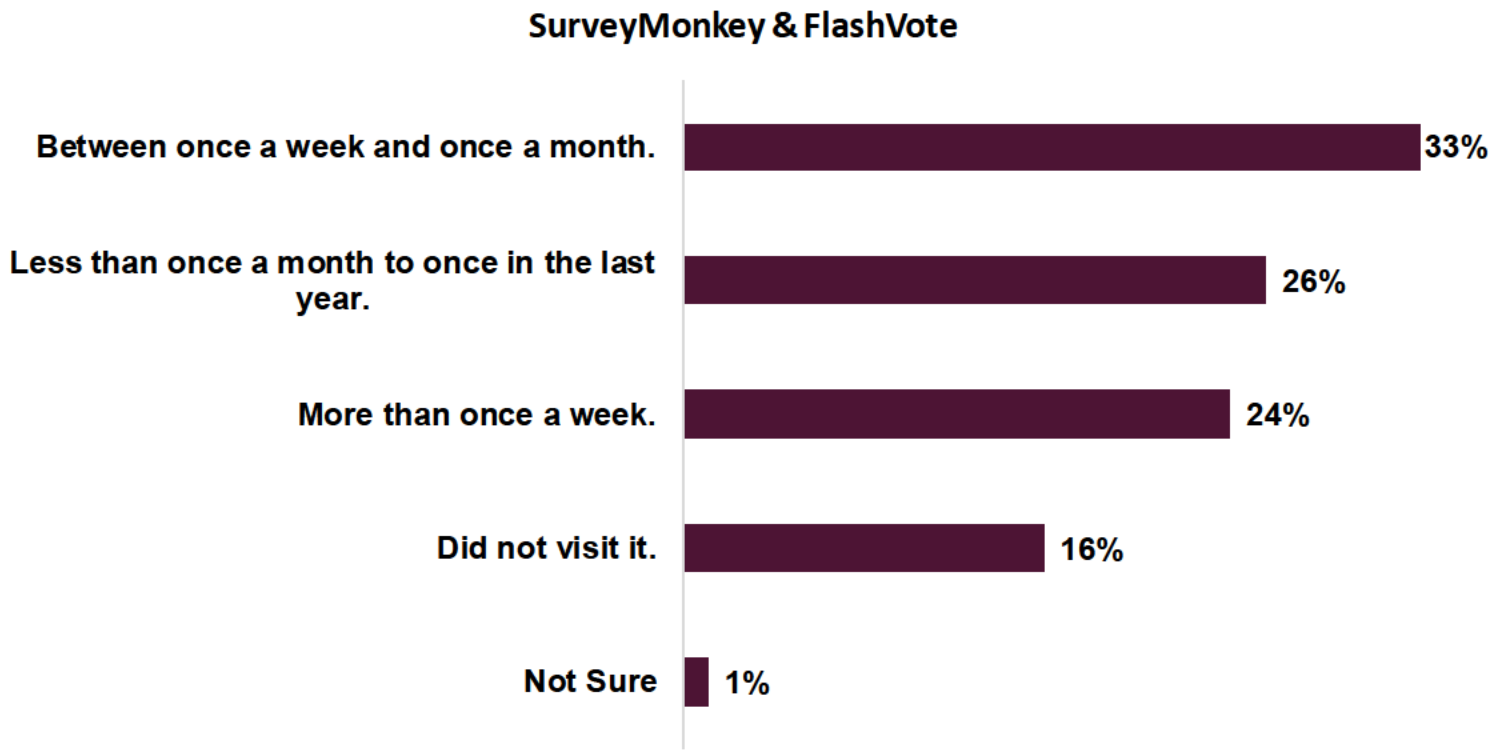
Survey Overview

The Visioning Survey was presented in two forms; one hosted on SurveyMonkey which consisted of a comprehensive set of eight questions. Another form of the survey was hosted through FlashVote which consisted of five of the eight questions.

Where there is overlap in the answers, both sets of answers have been combined into one set of responses.

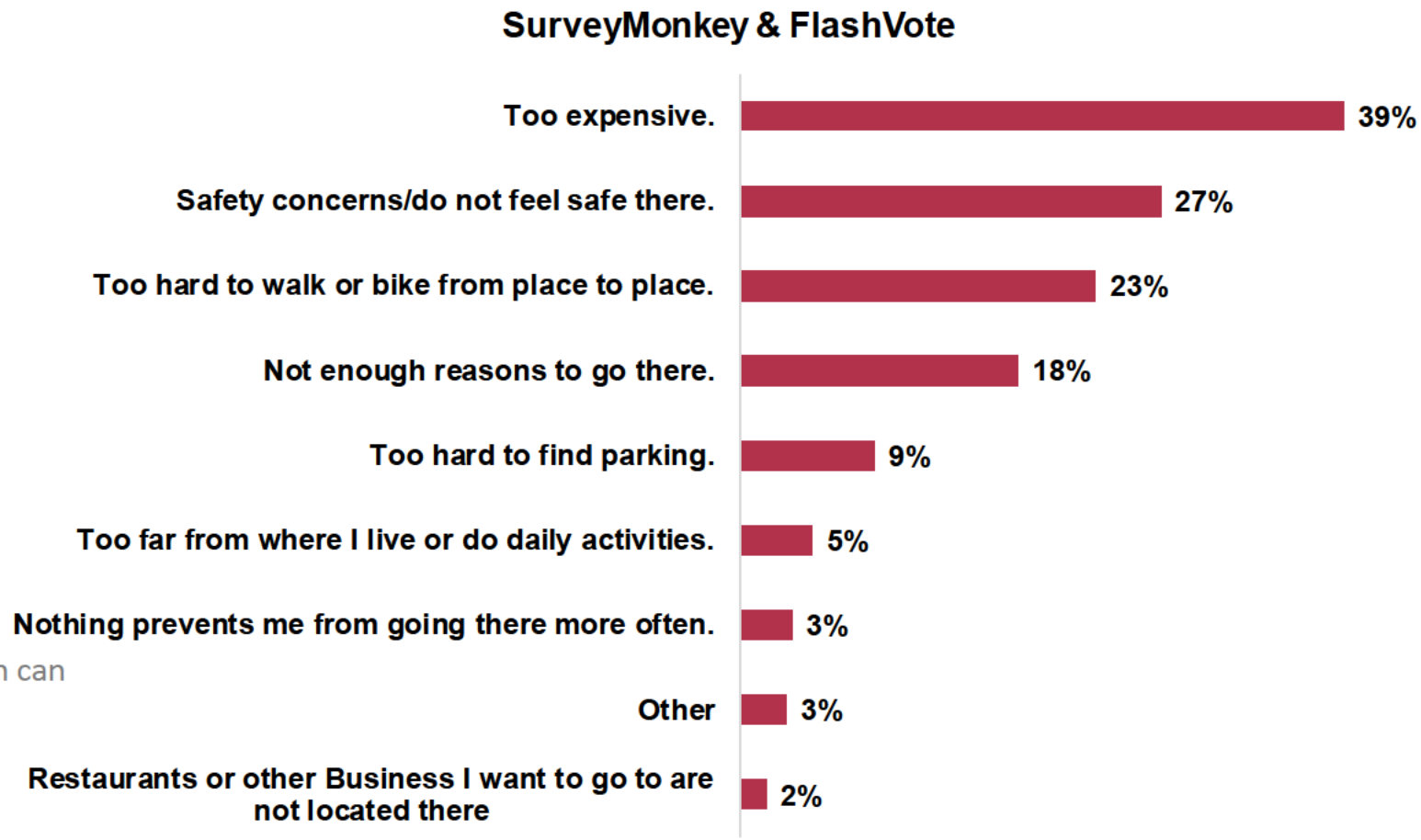
Question 1 – How often have you gone to visit the 27th Street Business District?

- Total Responses: 626
  - SurveyMonkey: 233
  - FlashVote: 393



Question 2 – What prevents you from going to the 27th Street Business District more often?

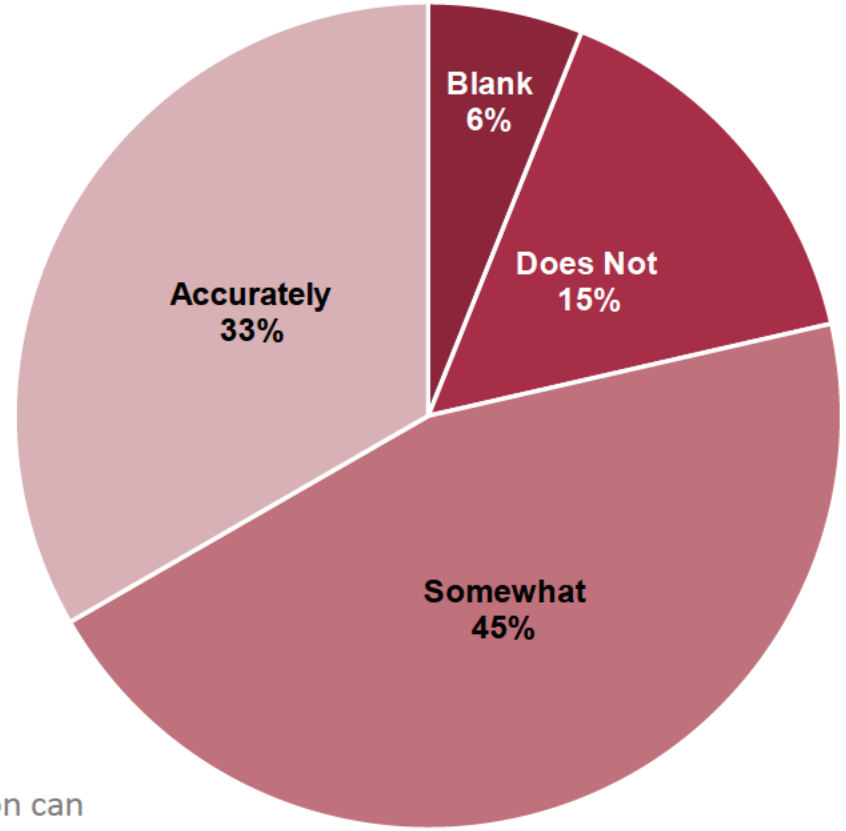
- Total Responses: 595
  - SurveyMonkey: 235
  - FlashVote: 360



A full list comments received for this question can be found in a separate attachment.

Question 3 – Does the following Vision statement align with your view of the 27th Street Business District in the future?

- Total Responses: 236
  - All responses come from SurveyMonkey
- 72 respondents provided additional comments:
  - Concern over density of future developments
  - Desire for more food and quality restaurants
  - Interest in promoting a more walkable area
- About half of respondents who provided comment indicated that the Vision statement somewhat aligned with their views of the District in the future.



A full list comments received for this question can be found in a separate attachment.

Q3 Open Responses

- Respondents who **supported** the vision statement generally commented a desire for pedestrian improvements and support for retail

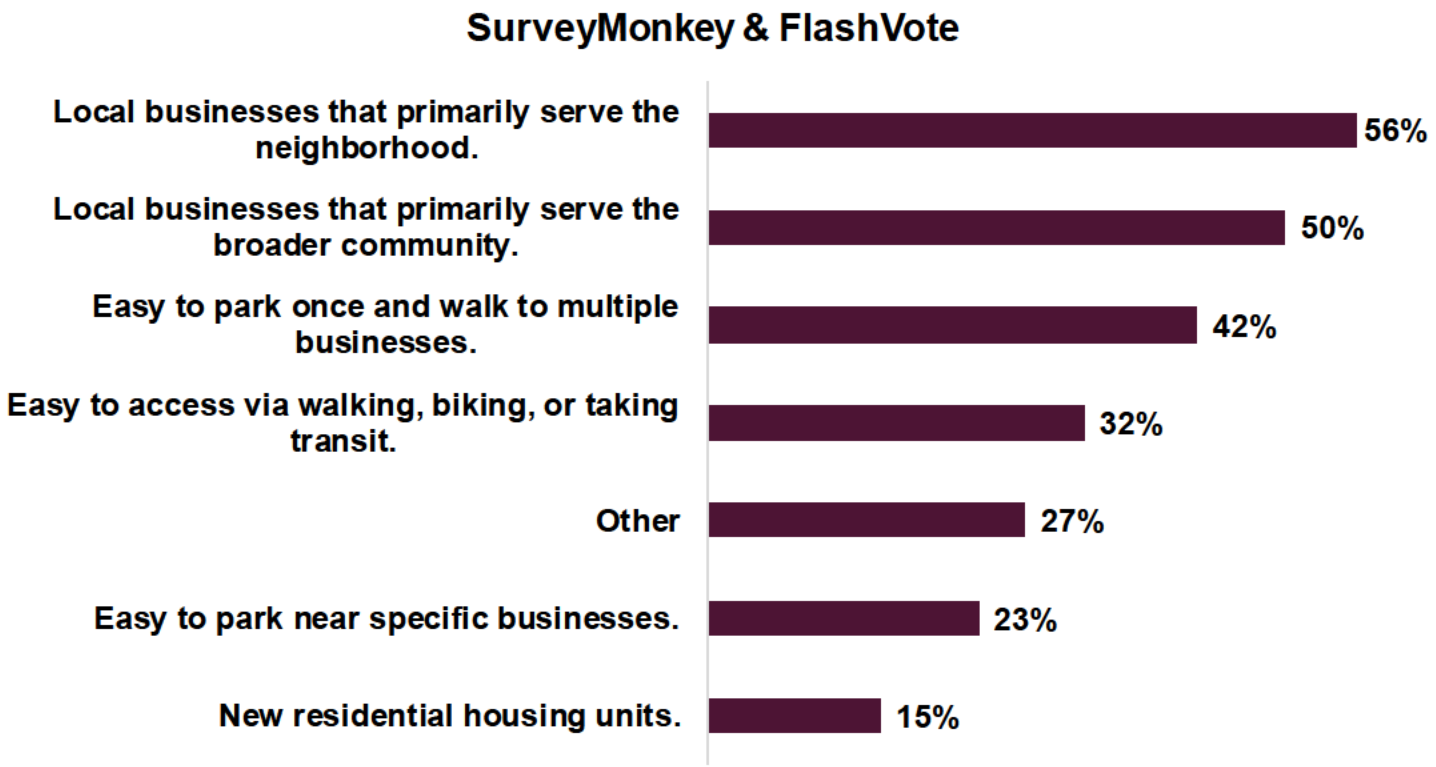
- Respondents who somewhat supported the vision statement generally commented a dislike for denser development and noted some language changes to move away from an “urban village”

- Respondents who did not support the vision statement generally commented a strong dislike for denser housing or any additional housing development in the District.

Question 4 – Which of the following would you like to see as the 27th Street Business district develops over the next 20 years?

- Total responses: 597
  - SurveyMonkey: 235
  - FlashVote: 362

A full list comments received for this question can be found in a separate attachment.



Question 5 – Which of the following do you think the 27th Street Business District needs the most?

- Total responses: 591
  - SurveyMonkey: 235
  - FlashVote: 356

Six most common responses of the 16 options provided:

1. Small Scale restaurants, coffee shops, and pubs. (70%)
2. Small retail shops. (41%)
3. Greener streets (more trees and landscaping in public areas) (37%)
4. Parks and recreational opportunities. (34%)
5. Nearby groceries and “daily” shopping needs. (34%)
6. Walking and / or biking improvements / trails. (23%)

Question 5 Open Responses

Five key themes were present in the open responses given to Question 5. The key themes, and the needs those participates chose in Question 5 are listed below.

Supportive of more Housing:

- Parks & Rec opportunities - 2
- Small restaurants - 1
- Childcare opportunities – 1

More Dining Opportunities:

- Small restaurants - 1
- Parks & Rec opportunities - 1
- Greener Streets - 2
- Nearby Employment - 1
- Nearby Groceries - 1
- More affordable Housing - 1
- Small retail - 1
- Arts / Cultural Activities – 1

Better Urban Design/Connectivity:

- Walking / Biking improvements - 1
- Small retail - 2
- Small restaurants - 2
- Greener streets – 1

Youth Activities Options:

- Parks & Rec opportunities - 2
- Nearby Groceries - 2
- Arts / Cultural activities - 3
- Childcare opportunities - 1
- Small restaurants - 2
- Greener streets – 1

Concerned about Apartments:

- Small retail - 2
- Nearby groceries - 1
- Parks & Rec opportunities – 1
- Nearby Employment - 1

A list comments received for this question can be found in a separate attachment.

Question 6 – Name one thing you would like to make sure is improved in the 27th Street Business District

- Total responses: 202
  - All responses originated from SurveyMonkey.

The most specific locations mentioned were the vacant lot around / behind Lefty's as well as the intersection of 27th and Grandview.

The general retail and dining experience were large focus areas for respondents with 79 responses mentioning at least one or both.

Improvements to transportation, pedestrian infrastructure, and walkability were also significant with 43 responses mentioning at least one of the topics.

Notable Quotes:

"Shopping and activities that promote interest in visiting the area."

"Sense of district. Town center looks like a town center. What is 27th street Business District suppose to look like? If neighborhood commercial, than let's get neighborhood design standards and enforce them."

"There being businesses that are local (not chain) that young couples and families want to go to. And that they are safely walkable."

A full list comments received for this question can be found in a separate attachment.

Question 7 – What do you want University Place and the 27th Street Business District to be known for in the next 20 years?

- Total responses: 316
  - SurveyMonkey: 192
  - FlashVote: 124

Top five answer categories:

- General retail
- Community character
- General dining
- Walkability
- Place to go

Notable Quotes:

"Would like to see some mixed-use buildings- retail on lower level and residential above."

"Independent businesses with desirable walking area, green space, trees and variety of restaurants."

"Would love to see this area more walkable, more business-like restaurants, cute shops, and places to go and hangout at."

A full list comments received for this question can be found in a separate attachment.

Question 8 – What events, organizations, or businesses in the 27th Street Business District or surrounding area should we reach out to for future engagement?

- Total responses: 157
  - All responses originated from SurveyMonkey.

Five most common specific answers:

- Lefty's (8 responses)
- Pine Cone Café (5 responses)
- UPPC (3 responses)
- Presbyterian Church (2 responses)
- Fircrest Parks & Rec (2 responses)

Five most common general answers:

- Local businesses (24 answers)
- General activities (22 responses)
- Local restaurants (18 responses)
- Farmers Market (12 responses)
- Family-oriented organizations (11 responses)

Memo

DATE: May 1, 2025

TO: Steve Sugg, P.E., City Manager

FROM: Kyle Mauren P.E., Senior Project Engineer

SUBJECT: Commute Trip Reduction Code Update

SUMMARY

The City has implemented a Commute Trip Reduction (CTR) program since 2002 as mandated by state law. The purpose of Washington's CTR law is to improve air quality, reduce traffic congestion, and minimize energy consumption. The primary changes to the City's CTR Plan and Code are as follows:

- The City's CTR Code has been revised to reflect the updated RCW references, direction on telework/telecommute employees and other clarifying language.
- The City's CTR plan has been updated to a new performance goal to be consistent with the statewide target, updated to include relevant information from the current comprehensive plan policies and updated to include feedback from public engagement performed during the development of the current plan.

The CTR plan and code applies to employers of 100 or more employees who arrive between 6 and 9 a.m. and requires them to develop and implement a program to encourage their employees to reduce vehicle miles traveled and drive-alone trips. University Place currently has only two affected employers, the City itself and Pierce County Public Works and Utilities at the Environmental Services Building and Wastewater Treatment Plant.

The new performance target for these employers is to achieve a weighted average drive-alone rate of 60 percent or less for CTR-affected worksites.

City Council adoption of the updated CTR Plan and code is required by June 30, 2025.

BACKGROUND

In 2002, the City of University Place adopted the Commute Trip Reduction Ordinance (UPMC 17.45). The purpose of this Ordinance was to comply with the Commute Trip Reduction Act RCW 70.94.521 adopted by the Washington State Legislature in 1991.

In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act which amended the requirements for local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce drive-alone trips..

In 2008, the City updated the Commute Trip Reduction (CTR) Plan and adopted Ordinance 582 to administer it. The updated Plan set new goals and targets, updated to include

University Place
WASHINGTON

Memo

supporting Comprehensive Plan polices, strategies for achieving goals and targets, and public outreach and coordination.

In 2015, the City updated the CTR Plan to comply with WAC 468-63-040(1)(e) and set new goals and targets consistent with State goals and targets for 2015-2019.

The current iteration of the plan and code has been developed through a consultant hired by Pierce County, who has acted as the lead agency through this process. The City of University Place has historically contracted with Pierce County to plan and administer the program on its behalf which was memorialized through Interlocal Agreement brought to Council in June 2024. The stated purpose of the interlocal agreement was to continue a cooperative approach among the parties and other jurisdictions in Pierce County that are required to plan and administer a CTR program, as well as to authorize Pierce County to act on the City's behalf, including allocating to Pierce County the City's proportionate share of State funds for these purposes.

City staff have worked with Pierce County and its consultant on the development of the plan, performance target and incorporated relevant information from our own comprehensive plan.

The City's CTR plan has been reviewed by the State of Washington CTR Board and the Puget Sound Regional Council and deemed appropriate for local adoption.

AGENDA

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Chapter 10.50

CITY OF UNIVERSITY PLACE COMMUTE TRIP REDUCTION PLAN

Sections:

10.50.010 Purpose and intent.
10.50.020 Definitions.
10.50.030 City commute trip reduction plan.
10.50.040 Responsible City agency.
10.50.050 Applicability.
10.50.060 Notification of applicability.
10.50.070 Employer program requirements.
10.50.080 Program modifications and exemptions.
10.50.090 Review of commute trip reduction programs.
10.50.100 Enforcement and penalties.
10.50.110 Appeals of administrative decisions.
10.50.120 Commute trip reduction program for employees of City government.

10.50.010 Purpose and intent.

The purpose of this chapter is to promote the public health, safety, and general welfare by establishing goals and requirements for employers to implement commute trip reduction programs in accordance with RCW ~~70.94.521 through 70.94.555~~70A.15.4000-4080. The City recognizes the importance of increasing citizens' awareness of climate changes, air quality, energy consumption, and traffic congestion and the contribution individual actions can make toward addressing these issues. The intent of this chapter is to achieve the following objectives:

A. To improve air quality, reduce traffic congestion, and reduce the consumption of petroleum fuels through employer-based programs that encourage the use of alternatives to the single-occupant vehicle for the commute trip.

B. To make optimal use of existing and planned transportation facilities to minimize development costs and preserve business opportunities in the City of University Place and the State of Washington.

C. To adopt a cooperative and coordinated approach to reducing the number of drive-alone trips and average vehicle miles traveled (VMT) to ensure consistency regarding CTR policies and implementation.

D. To treat affected employers in a fair and reasonable manner.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.020 Definitions.

The following definitions shall apply in the interpretation and enforcement of this chapter:

A. "Affected employee" means a full-time employee, including telework/telecommute employee, who reports or begins their ~~who begins his or her~~ regular workday at a single worksite ~~covered by the commute trip reduction plan~~ between 6:00 a.m. and 9:00 a.m. (inclusive) on two or more weekdays for at least 52 continuous weeks. Independent contract employees are excluded. Seasonal employees and independent-contract employees are excluded. ~~agriculture employees, including seasonal employees of processors of agricultural products, are excluded from the count of affected employees. Construction workers who work at a construction site with an expected duration of less than two years are excluded from this definition.~~

B. "Affected employer" means an employer who employs 100 or more affected employees.

C. “Affected employer worksite” means a building or group of buildings that are on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-way, and at which there are 100 or more affected employees.

D. “Alternative commute mode” refers to any means of commuting other than that in which the single-occupant motor vehicle is the dominant mode. Teleworking/telecommuting and compressed work week schedules that result in the reduction of a commute trip~~s~~ are also considered an alternative commute mode.

E. “Carpool” means a motor vehicle occupied by at least two ~~to four~~ people of at least 16 years of age traveling together for their commute trip that results in the reduction of a minimum of one motor vehicle commute trip.

F. “Commute trip” means a trip that is made from a worker’s home to a worksite.

G. “CTR” is the abbreviation of commute trip reduction.

H. “Commute trip reduction (CTR) plan” means the adopted City of University Place plan to regulate and administer the CTR programs of affected employers.

I. “Commute trip reduction (CTR) program” means an employer’s strategies to reduce employees’ drive-alone trips and average VMT per employee.

J. “Compressed work week” means a full-time employee work schedule that allows an employee to eliminate at least one workday every two weeks by working more hours the remaining days, resulting in fewer commute trips by the employee. Examples would include working four workdays per week or nine workdays in two weeks. Compressed work weeks are understood to be an ongoing arrangement.

K. “Day” means calendar day.

L. “Department” means the City of University Place Engineering Department.

M. “Dominant mode” means the mode of travel used for the greatest distance of a commute trip.

N. “Drive alone” means a motor vehicle occupied by one person for commute purposes, including a motorcycle.

O. “Employee transportation coordinator” means a designated person(s) who is responsible for the development, implementation and monitoring of an employer’s commute trip reduction program.

P. “Employer” means a sole proprietorship, partnership, corporation, unincorporated association, cooperative, joint venture, agency, department, district or other individual or entity, whether public, nonprofit, military installation or private, that employs workers. Excludes tribal reservations. ~~or private, that employs workers.~~

Q. “Flex-time” is a flexible work schedule which is a mutual agreement between the employee and the employer to choose the work time, but not the number of working hours. Flex-time is understood to be an ongoing arrangement.

R. “Full-time employee” means a person, other than an independent contractor or seasonal employee, scheduled to be employed on a continuous basis for 52 weeks for an average of at least 35 hours per week.

S. “Good faith effort” means that an employer has met the minimum requirements identified in RCW ~~70.94.534(2)~~70A.15.4050 and this chapter and is working collaboratively with the City to continue its existing CTR program or is developing and implementing program modifications likely to result in performance improvements to its CTR program over an agreed-upon length of time.

T. “Implementation” or “implement” means active pursuit by an employer to achieve the CTR goals of RCW ~~70.94.521 through 70.94.551~~70A.15.4000-4110 and this chapter.

U. “Mode” means the type of transportation used by employees, such as single-occupant motor vehicle, rideshare vehicle (carpool, vanpool), transit, light rail, train, ~~ferry,~~ bicycle, compressed work week schedules, teleworking/telecommuting, and walking.

V. “Newly affected employer” refers to an employer that is not an affected employer upon the effective date of this chapter but who becomes an affected employer subsequent to the effective date of this chapter.

W. “Proportion of drive alone trips” means the number of commute trips over a set period made by employees in single-occupancy vehicles divided by the number of potential trips taken by employees working during that period.

X. “Single worksite” means a building or group of buildings on physically contiguous parcels of land or on parcels separated solely by private or public roadways or rights-of-way.

Y. “Teleworking/telecommuting” means the authorization of an employee to work from home, satellite office, alternative worksite or from a teleworking center, thus eliminating a commute trip or reducing the distance traveled in a commute trip by at least half of the employee’s regular commute distance.

Z. “Transit” means a multiple-occupant vehicle operated on a shared-ride basis. This definition includes bus, ferry, or rail.

AA. “Transportation management organization (TMO)” or “transportation management association (TMA)” means a group of employers or an association representing a group of employers in a defined geographic area. A TMO/TMA may represent employers within specific City limits, or may have a sphere of influence that extends beyond City limits.

BB. “Vanpool” means a vehicle occupied by ~~five~~ 3 to 15 people of 16 or more years of age traveling together for their commute trip that results in the reduction of motor vehicle trips.

CC. “Vehicle miles traveled (VMT) per employee” means the sum of the individual vehicle commute trip lengths in miles made by employees over a set period divided by the number of employees during that period.

DD. “Week” means a seven-day calendar period, starting on Sunday and continuing through Saturday.

EE. “Weekday” means Monday, Tuesday, Wednesday, Thursday, or Friday.

FF. “Writing,” “written,” or “in writing” means original signed, including e-signatures, and dated documents that are mailed, email or City approved document upload or sharing platform. ~~and dated documents. Facsimile (fax) transmissions and electronic transmissions are a temporary notice of action that must be followed by the original, signed and dated, via mail or delivery.~~

(Ord. 528 § 2 (Exh. A), 2008).

10.50.030 City ~~c~~commute trip reduction plan.

The City has a variety of responsibilities pursuant to the requirements of RCW ~~70.94.521 through 70.94.551~~70A.15.4000-4110. The City commute trip reduction plan addresses these responsibilities and establishes the goals for the City and the CTR-affected employers as set forth in Attachment A adopted hereby and on file with the city clerk.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.040 Responsible City agency.

The City of University Place Engineering Department is responsible for implementing this chapter.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.050 Applicability.

A. Affected Employer. The provisions of this chapter shall apply to any affected employer at any single worksite as defined by RCW 70A.15.~~within the limits set forth in the City commute trip reduction plan.~~

B. Change in Status as an Affected Employer. Any of the following changes in an employer's status may change the employer's CTR program requirements:

1. Change from Affected to a Nonaffected Status. If an employer initially designated as an affected employer no longer employs 100 or more affected employees and expects not to employ 100 or more affected employees for the next 12 months, that employer is no longer an affected employer. It is the responsibility of the employer to notify the City in writing that it is no longer an affected employer and provide supporting evidence.

2. Change in Status within a 12-Month Period. If an employer drops below the threshold and then returns to the threshold level of 100 or more affected employees within the same 12 months, that employer will be considered an affected employer for the entire 12 months, and will be subject to the program requirements as other affected employers.

3. Change in Status After a 12-Month Period. If an employer drops below the threshold and then returns to the threshold level of 100 or more affected employees 12 or more months after its change in status to an unaffected employer, that employer shall be treated as a newly affected employer.

C. Newly Affected Employers.

1. Identification. Newly affected employers must identify themselves to the City within 90 days of either moving into the boundaries as set forth in RCW 70A.15.4020 ~~the City CTR plan~~ or growing in employment at a worksite to 100 or more affected employees. It is the responsibility of the employer to notify the City of its affected employer status. Newly affected employers who do not identify themselves within 90 days will be considered to be in violation of this chapter.

2. Survey. Newly affected employers identified as such shall be given 90 days to perform a baseline measurement. The employer shall utilize the State-provided survey measurement tool or State-approved equivalent format and strive to achieve at least a 70 percent response rate from employees who report to ~~at~~ the worksite. Employers who do not perform a baseline measurement within 90 days of receiving written notification that they are subject to this chapter are in violation of this chapter.

3. Program Development. Not more than 90 days after receiving notification of the results of the baseline measurement, the newly affected employer shall develop and submit a CTR program to the City. The employer shall submit their CTR program utilizing the format provided by the City. The program will be developed in consultation with the City of University Place to be consistent with the goals of the CTR plan. Employers who do not submit their CTR program within 90 days are in violation of this chapter.

4. Implementation. The program shall be implemented not more than 90 days after approval by the City of University Place. Employers who do not implement an approved CTR program within 90 days are in violation of this chapter.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.060 Notification of applicability.

A. Notice to Known Affected Employers. Known affected employers located in the City will receive written notification that they are subject to this chapter and any revisions to this chapter. Such notice shall be by ~~certified~~ mail, ~~or~~ delivery or email, ~~return receipt,~~ addressed to the company's chief executive officer,

senior official, or ~~CTR manager~~highest-ranking official at the work site. Such notification shall be delivered 90 days after the adoption of the ordinance codified in this chapter or any revisions to this chapter.

B. Self-Identification of Affected Employers. Employers who, for whatever reasons, do not receive notice within 90 days of adoption or amendment of this chapter shall identify themselves to the Department within 180 days of the adoption of the ordinance codified in this chapter.

C. Notification of Nonapplicability. It is the responsibility of the employer to provide the Department, in writing, notification of the nonapplicability of this chapter to their worksite.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.070 Employer program requirements.

An affected employer is required to make a good faith effort as defined in RCW ~~70.94.534(2)~~70A.15.4050 and this chapter to develop and implement a CTR program for their employees that will encourage their employees to reduce VMT per employee and drive-alone commute trips. The employer shall provide effective staffing levels and financial resources to support the following employer requirements:

A. Employee Transportation Coordinator.

1. The employer shall designate an employee transportation coordinator(s) to administer the CTR program. The coordinator(s) or designee's name and telephone number must be displayed prominently at each affected worksite. The coordinator(s) shall oversee all elements of the employer's CTR program and act as liaison between the employer and the City.

2. Employers with multiple affected worksites located in the City shall have ~~effective~~ onsite program administration at each affected worksite.

3. An employer may utilize the employee transportation coordinator services of a consultant or transportation management organization/association. If a consultant or transportation management organization/association is utilized, the employer will still be held responsible for meeting all the requirements of RCW ~~70.94.521 through 70.94.551~~70A.15.4000-4110 and this chapter.

B. Information Distribution.

1. Information about alternatives to drive alone commuting as well as a summary of the employer's CTR program shall be provided to employees at least once a year.

2. All new employees at the time of hire or during the employer's new hire orientation shall receive information about alternatives to drive alone commuting, a summary of the employer's CTR program and information to access a ride-matching ~~database~~service.

3. At least once a month, ~~employer shall~~ provide information to employees about commute options, employer program elements, or countywide/statewide commuter services, promotions, campaigns, programs and events.

4. Conduct a transportation event or promotional campaign at least once a year.

C. Emergency Ride Home. The employer shall offer to its employees an emergency ride home program that guarantees employees a ~~free~~ ride home in emergency situations on the day~~when~~ they use alternative commute modes. The ride shall cover up to the first one hundred dollars ($100) of the ride cost.

D. Additional Program Elements Designed to Achieve the Goals. In addition to the specific program elements described above, employer CTR programs shall include, but are not limited to, one or more of the following measures:

1. Provide preferential parking for high-occupancy vehicles;

2. Reduce parking charges for high-occupancy vehicles;

3. Institute or increase parking charges for drive alone commuters;

4. Eliminate free parking;

5. Decrease the number of parking stalls within the constraints of the parking code regulations;

6. Provide a parking incentives program such as a rebate for employees who do not use the parking facilities;

7. Provide commuter ride-matching services to facilitate employee ride-sharing for commute trips;

8. Provide subsidies for transit, rail, or vanpool fares and/or passes;

9. Provide subsidies for carpools, walking, bicycling, telework/telecommuting or compressed work week schedules;

10. Provide incentives, such as a monthly prize drawing, for employees who do not drive alone to work;

11. Provide vans for vanpools;

12. Provide fleet vehicles or bicycles for work trips during the workday.

132. Permit the use of the employer's vehicles for carpooling or vanpooling;

143. Permit the use of the employer's vehicles for emergency rides home or personal errands;

154. Establish a flex-time policy;

165. Establish a compressed work week schedules policy;

176. Establish a telework/telecommute policy;

187. Cooperate with transit providers to provide additional regular or express service to the worksite;

198. Construct a special loading and unloading facility for transit, carpool, and vanpool users;

2019. Provide secure and covered bicycle parking facilities, bicycle maintenance tools, changing areas, showers and clothes lockers for employees who bicycle or walk to work;

210. Implement other measures designed to facilitate the use of high-occupancy vehicles, such as on-site services like a cafeteria or day care facility;

22. Offer employees use of a bicycle fleet for work or personal trips during the workday.

231. Other ideas that facilitate the reduction of drive alone trips.

E. CTR Program Reporting.

1. Quarterly Reporting. Affected employers shall submit to the City a quarterly progress report in accordance with the format provided by the City.

2. Due Dates for Quarterly Reporting. First quarter (January, February and March), second quarter (April, May and June) and third quarter (July, August and September) shall be due 10 calendar days past the end of the quarter. Fourth quarter (October, November, and December) shall be due the second Wednesday in December.

3. Annual Reporting. Affected employers shall review their program and implementation progress by submitting an annual report to the City in accordance with the format provided by the City. The annual report outlines the strategies that were undertaken by an employer to achieve the commute trip reduction goals for the reporting period. It also outlines the strategies to be undertaken for the next reporting year. Employers are encouraged to consider innovative strategies and combine program elements in a manner that will best suit their location, site characteristics, business type, and employees' commuting needs. Employers are further encouraged to cooperate with ~~each~~ other employers to implement program elements.

4. Due Date for Annual Reporting. All annual reports shall be due by the second Wednesday of December.

5. Annual Reporting Extension. An employer may request an extension of up to 30 days for submitting the annual report. The request shall be made in writing to the Department no less than 15 days prior to the due date.

F. Biennial Survey Measure of Employee Commute Behavior. In addition to the baseline measurement, employers shall conduct a program evaluation as a means of determining worksite progress toward meeting CTR goals. As part of the program evaluation, the employer shall utilize the State-provided survey measurement tool or State-approved equivalent format and strive to achieve at least a 70 percent response rate from employees who report to~~at~~ the worksite. The City will establish a Citywide measurement schedule that will require employers to conduct the measurement survey on a two-year cycle. Depending on when a newly affected employer is identified, a baseline survey and measurement survey may be required during the established measurement schedule. For the purposes of this chapter, an employer shall not be required to survey more than once in a 12-month period.

G. Record Keeping. Affected employers shall maintain a copy of official correspondences between the employer and the City, their measurement results, and all supporting documentation for the descriptions and assertions made in any CTR report to the City for a minimum of 24 months. The City and the employer shall agree on the record keeping requirements as part of the accepted CTR program.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.080 Program modifications and exemptions.

A. At any time, any affected employer may request that the City grant a modification from a CTR program requirement other than designation of the employee transportation coordinator, information distribution, surveying, quarterly and annual reports.

B. Modification of individual program measures shall not exempt an affected employer from complying with other required program measures.

1. Employee Adjustment. Groups of employees (a) who are required to drive alone to work as a condition of employment, or (b) who work variable shifts throughout the year and who do not rotate as a group to identical shifts may be exempted from a worksite's survey measurement. Affected employees who are exempted from a worksite's CTR program shall be counted when determining the total number of affected employees at the worksite. Employees who telework/telecommute are not exempt from the program and shall be counted when determining the total number of affected employees.

2. Hardship. A one-year program waiver may be granted if and only if an affected employer demonstrates that it faces extraordinary circumstances, such as bankruptcy, and is unable to implement any measures that would reduce the proportion of drive alone trips or average VMT per employee.

C. Affected Employer May Request a CTR Program Modification or Waiver at Any Time. The Department shall review such requests and notify the employer of its decision in writing within 30 days of the date the

Department receives the written request. The Department shall review annually all modifications and exemptions and shall determine whether they will remain in effect during the following program year.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.090 Review of commute trip reduction programs.

A. Newly Affected Employer. The first annual report submitted by a newly affected employer shall be accepted by the Department as long as it addresses necessary baseline information and all required elements including elements likely to result in reductions in drive alone trips or reduction in average VMT.

B. Review and Evaluation. The Department's review and evaluation will address the employer's good faith efforts toward meeting the CTR goals. Consequently, programs may be deemed acceptable or unacceptable based on the employer's progress in reducing commute trips, as measured by reduction in drive alone trips or reduction in average VMT. The employer shall provide adequate information and documentation of program implementation when requested by the City.

C. Document Review. Within 90 days of the date the Department receives an employer's CTR program annual report, the Department shall provide the employer with written notification of whether a CTR program is deemed acceptable or unacceptable. If the CTR program is deemed unacceptable, the notification must give cause for the rejection. The Department may extend the review period up to 90 days. If the review period is extended, the implementation date for the employer's CTR program will be extended an equivalent number of days.

D. Review Criteria. The City shall use the following criteria to determine whether an affected employer shall be required to make modifications to its CTR program:

1. If an employer makes a good faith effort, as defined in RCW ~~70.94.534(2)~~70A.15.4050 and this chapter, and meets or exceeds either the applicable drive alone or VMT reduction goal, the employer has satisfied the objectives of this chapter and will not be required to modify its CTR program.

2. If an employer makes a good faith effort, as defined in RCW 70A.15.4050 ~~70.94.534(2)~~ and this chapter, but fails to meet ~~both~~ either the applicable drive alone and VMT reduction goals, the City shall work collaboratively with the employer to implement program modifications likely to result in improvements to the program over an agreed-upon length of time.

3. If an employer fails to make a good faith effort, as defined in RCW 70A.15.4050 ~~70.94.534(2)~~ and this chapter, and fails to meet ~~both~~ either the applicable drive alone and VMT reduction goals, the City shall work collaboratively with the employer to identify modifications to the CTR program and shall direct the employer to revise its program accordingly and submit the revised program to the City within 30 days.

E. Request for Conference. Within 10 days of receipt of written notice for an unacceptable CTR program, the City or employer may request a conference to discuss the Department's decision. This conference shall be scheduled during the Department's standard business~~official City~~ hours.

F. Implementation of CTR Program Modifications. If the City proposes modifications to an affected employer's CTR program due to the CTR program's unacceptability, the affected employer shall have 30 days to submit a revised CTR program that includes the proposed or other mutually agreed modifications.

G. Employer Intent to Modify. The employer shall notify the City in writing of its intent to substantially change or modify its approved program. Within 30 days, the City will review the request. If found unacceptable, the City shall work collaboratively with the employer to design program modifications likely to result in improvements to the program over an agreed-upon length of time.

H. Leadership ~~Certificate~~Program. Employers will be provided the opportunity to ~~who meet at least one goal will~~ receive ~~a commute trip reduction certificate of leadership~~ recognition from the City for outstanding performance.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.100 Enforcement and penalties.

A. Compliance. For purposes of this chapter, “compliance” shall mean fully implementing all provisions in an approved CTR program or being determined to have made a good faith effort as defined in RCW ~~70.94.534(2)~~70A.15.4050 and this chapter.

B. Violations. The following constitute violations of this chapter:

1. Failure to develop and/or submit a complete program by the applicable deadlines as stated in this chapter.

2. Failure to implement an approved CTR program by the applicable deadlines as stated in this chapter.

3. Failure to modify an unacceptable CTR program by the applicable deadlines as stated in this chapter.

4. Failure of an affected employer to identify itself to the Department within 90 days of the effective date of this chapter.

5. Failure of a newly affected employer to identify itself to the Department within 90 days of becoming an affected employer.

6. Failure to submit quarterly and annual reports by the applicable deadlines as stated in this chapter.

7. Failure to complete the survey measurement by the applicable deadlines as stated in this chapter.

8. Failure to maintain CTR program records.

9. Intentionally submitting fraudulent or false information, data and/or survey results.

C. Penalties.

1. Civil Infraction. Any affected employer who violates any provision of this chapter shall be subject to a notice of civil violation pursuant to the provisions of this code.

2. Penalty Amount. The penalty for a notice of civil violation is up to $500.00 per day, pursuant to this code.

3. Penalty Accrual. Penalties will begin to accrue following the issuance of City’s notice of civil violation. In the event that an affected employer appeals the imposition of penalties, the penalties will not accrue during the appeal process. Should the Hearings Examiner decide in favor of the appellant, all or a portion of the monetary penalties may be dismissed.

4. Union Negotiations. An employer shall not be liable for civil penalties if failure to implement an element of a CTR program was the result of an inability to reach agreement with a certified collective bargaining agent under applicable laws where the issue was raised by the employer and pursued in good faith. Unionized employers shall be presumed to act in good faith compliance if they:

a. Propose to a recognized union any provisions of the employer’s CTR program that are subject to bargaining as defined by the National Labor Relations Act; and

b. Advise the union of the existence of the statute and the mandates of the CTR program approved by the City and advise the union that the proposal being made is necessary for compliance with ~~this chapter and State law (~~RCW ~~70.94.521 through 70.94.551~~70A.15.4000-4110 and this Chapter.~~).~~

5. Violation Notification. Whenever the Department makes a determination that an affected employer is in violation of this chapter, the City shall notify the employer in writing.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.110 Appeals of administrative decisions.

A. Appeals. Any affected employer may appeal administrative decisions of the Public Works Director or designee regarding modification of goals, modification of CTR program elements, and penalties to the City's Hearings Examiner pursuant to Chapter 2.20 UPMC. Appeals shall be filed within 20 days of the administrative decision.

B. Criteria. The Hearings Examiner will evaluate employers' appeals of administrative decisions by determining whether the Department's decisions were consistent with CTR law, Chapter 468-63~~0~~ WAC and this chapter. An appeal may be granted if the employer can show:

1. That the violation for which the penalty was imposed occurred for reasons beyond the control of the employer.

2. That the measures that the Department directed the employer to incorporate into its CTR program are unlikely to reduce drive-alone~~the proportion of drive alone~~ trips or VMT per employee.

C. Judicial Appeal. An affected employer may appeal any decision of the Hearings Examiner to the Pierce County District Court and any such appeal shall be limited to the record made before the Hearings Examiner.

(Ord. 528 § 2 (Exh. A), 2008).

10.50.120 Commute trip reduction program for employees of City government.

In accordance with the CTR Efficiency Act, RCW ~~70.94.521 through 70.94.551~~70A.15.4000-4110, the City of University Place will implement a commute trip reduction program for employees of the City. A copy of the City's CTR program can be obtained from the City Clerk.

(Ord. 528 § 2 (Exh. A), 2008).

City of University Place
Commute Trip Reduction Plan

Four-Year Plan: 2025-2029

University Place
WASHINGTON

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Abbreviations

ACS	American Community Survey
Census	U.S. Census Bureau
City	City of University Place
Comprehensive Plan	City of University Place Comprehensive Plan
County	Pierce County
CTR	Commute Trip Reduction
DSHS	Washington State Department of Social and Health Services
ETC	Employee Transportation Coordinator
JBLM	Joint Base Lewis-McChord
MIC	Frederickson Regional Manufacturing/Industrial Center
ORCA	One Regional Card for All
PSRC	Puget Sound Regional Council
RTPO	regional transportation planning organizations
SOV	single-occupancy vehicle
SR	State Route
State	State of Washington
WTP	Washington State Transportation

Introduction

Commute Trip Reduction Plan Overview

In 2002, the City of University Place adopted the Commute Trip Reduction Ordinance (UPMC 17.45). The purpose of this Ordinance was to comply with the Commute Trip Reduction Act RCW 70.94.521 adopted by the Washington State Legislature in 1991. This law requires employers of 100 or more employees who arrive between 6 and 9 a.m. to develop and implement a program to encourage their employees to reduce vehicle miles traveled and drive-alone trips.

In 2006, the Washington State Legislature passed the Commute Trip Reduction Efficiency Act which amended the requirements for local governments in those counties experiencing the greatest automobile-related air pollution and traffic congestion to develop and implement plans to reduce drive-alone trips. This Plan has been prepared in accordance with these revisions to RCW 70.94.521.

In 2008, the City updated the updated the Commute Trip Reduction (CTR) Plan and adopted Ordinance 582 to administer it. The updated Plan set new goals and targets, and updated supporting Comprehensive Plan polices, supporting transit plans, planning coordination, strategies for achieving goals and targets, the financing plan, implementation structure, and public outreach and coordination. In 2015, the City updated the CTR Plan to comply with WAC 468-63-040(1)(e) and set new goals and targets consistent with State goals and targets for 2015-2019.

The Commute Trip Reduction Plan is a collection of City-adopted goals and policies, facility and service improvements, and marketing strategies about how the jurisdiction will help make progress for reducing drive-alone trips and vehicle miles traveled over the next four years. The goal of the CTR Plan is to increase non-drive-alone trips by 6% above the 2007/2008 baseline rate of 13.9% and reduce vehicle miles traveled by 18% below the 2007/2008 baseline of 12.9 to 10.6. Building upon the success of the existing Commute Trip Reduction Program, the City strives to meet the goals of the Plan for the future by working in partnership and coordination with other agencies and employers.

The Plan was developed through extensive involvement by employers, transit agencies, organizations, and individuals from throughout the City who helped identify strategies and ways for successful achievement of the goals. This Plan helps to support the achievement of the City's vision and the goals of its Comprehensive Plan.

Benefits of Commute Trip Reduction

The Commute Trip Reduction (CTR) legislation was developed with the purpose of improving air quality, traffic congestion, and expanding access to options for alternative transportation. These core tenets of the program identify global benefits that work to benefit all residents of University Place, as well as those in adjacent jurisdictions. The program can also be used to address a variety of transportation and environmental issues that are specific to University Place, the region, and the State as a whole. The core tenets are summarized as follows:

- **Reducing Transportation and Fuel Costs**
  - Washington citizens currently spend approximately $2 billion on vehicle fueling and transportation. This contributes to high costs per household, as well as traffic congestion and greenhouse gas emissions for the region.[1] The CTR Program will ideally help the C meet the goal of reducing the costs associated with motor vehicle fuel and emissions.
- **Promote Partnerships**
  - The CTR Program encourages partnerships between businesses, individuals, and government as they work together to solve transportation challenges.
- **Reduce Greenhouse Gas Emissions**
  - In 2020, the Washington Legislature established new targets for greenhouse gas emissions to address climate change. According to the law, the state must achieve the following reductions:
    - By 2020, emissions should be reduced to levels equivalent to those in 1990.
    - By 2030, emissions should be 45% lower than 1990 levels.
    - By 2040, emissions should be 70% lower than 1990 levels.
    - By 2050, emissions should be 95% lower than 1990 levels, aiming for net zero emissions.
- **Public Health and Environmental Goals**
  - The CTR Program helps to address environmental and public health concerns such as air pollution, natural area depletion, and various environmental impacts caused by traffic congestion, expanding and building new roadways, and additional vehicle parking.

[1] Commute Trip Reduction explained. Commute Trip Reduction Explained | Pierce County, WA - Official Website. (n.d.). https://www.piercecountywa.gov/2215/Commute-Trip-Reduction-Explained

1. Local Land Use and Transportation Context and Objectives

a. Setting in University Place as it is Today or Will Be in the Near Future

University Place, Washington, ironically, hosts no university within its borders. The City obtains its name from 19th century Methodists who hoped to locate the University of Puget Sound here. However, their dream of a university on the hillside overlooking the bay eventually became the University of Puget Sound located in neighboring Tacoma. The community retains some of the curving drives and odd intersections that reflect the original architectural plans for a university community. Fittingly, University Place Primary School occupies the original campus site.

As a city, University Place is young. The City of University Place was incorporated in August 1995. The community, however, is long-standing. Ezra Meeker first surveyed University Place as a town site in 1870. University Place's reputation as a close-knit community with good schools and neighborhoods attracts residents. It is a livable city with strong community bonds and a mix of affordable to expensive housing.

Geographically, University Place is located directly on Puget Sound just south of the two spans of the Tacoma Narrows Bridge. The City benefits from its location in the bustling Puget Sound region. Downtown Tacoma is less than ten minutes away, and Seattle is less than one hour away. The City's proximity to the Narrows Bridge also facilitates access to the Kitsap and Olympic Peninsulas. Freeway access to University Place is by way of the Jackson Avenue exit on Washington State Highway 16 in Tacoma. A few blocks south of the interchange, Jackson Avenue becomes Bridgeport Way, the primary arterial route and commercial business corridor in University Place.

University Place operates under the Council-Manager form of government. The City Council is the policy-making body and consists of seven members elected at large. The Mayor is elected from within the Council. The City Manager, appointed by the Council, serves as the professional administrator.

The basic form of the City, including its arterial streets and predominant land uses, was established prior to incorporation. The community is now focused on transforming these arterials into complete streets and developing a vibrant mixed use town center centered on Bridgeport Way. The City is continuing to improve its local parks and open space areas to further enhance the quality of life. University Place's stunning setting on the bluffs overlooking Puget Sound provides spectacular views of the Puget Sound and the Olympic Mountains beyond and opportunities for the development of paths and walkways. Scenic territorial views of Mt. Rainier and the Cascade Range are visible from numerous locations within the community. The City is supportive of Pierce County's ongoing efforts to redevelop large portions of the former 900-acre Chambers Creek/Lone Star Northwest Gravel Mine site into a regional park with a wide variety of improvements including trails, shoreline access, playground and the Chambers Bay Golf Course – the site of the 2010 U.S. Amateur Championship and 2015 U.S. Open.

b. Features of Land Use and Transportation Facilities and Services that Affect Commuters

Land Use Features that Affect Commuters

The basic form of the City, including its arterial streets and predominant land uses, was established prior to incorporation. The community is now focused on transforming these arterials into complete streets and developing a vibrant mixed use town center centered on Bridgeport Way. Residential areas and commercial corridors retain a green, partially wooded or landscaped character, although the City is almost fully developed.

In 2015, the City updated its land use inventory to identify uses of each parcel. According to the inventory, approximately 43% of the City's land area is in low density residential use, 5% is in multifamily, 11% is in commercial and industrial uses, 11% is in parks and open space, 6% is in schools and religious assemblies, and 5% is in public facilities and utilities. Eleven percent of land area is devoted to streets and railroad rights-of-way, and 9% of the land area is vacant.

Most residents currently live in low density residential zones with an increasing number of residents living in mixed use zoning. Residents that commute from low density residential zones typically navigate through local streets, collectors, and then arterial streets. Most arterials are or are planned to be complete streets, however, many collector and local streets are not currently complete streets which can limit transportation options.

Employment centers in the City are primarily located along major arterials such as Bridgeport Way and 27th St. While many people who live in University Place also work in University Place, many other residents commute to employment centers outside of the City. Overall, the City has an increasing number of multimodal commuting options throughout the City.

Transportation Facilities and Services that Affect Commuters

The City's transportation system includes 208 lane miles of roadway, over 23 miles of sidewalk, and approximately 3,400 street and traffic control signs. Most arterials have street lighting, sidewalks, curbs/gutters, and bicycle lanes. The City aims to improve the remaining arterials when possible.

Transit is a key element of University Place's multimodal infrastructure and plays a critical role in providing connections, mobility, and access both locally and regionally. Pierce Transit offers bus routes along Bridgeport Way, 40th St W, and parts of 27th St W, Grandview Dr W, S Orchard St, 70th Ave W, Mildred St W, and Olympic Blvd W. Many bus stops in the City have shelters and lighting which helps encourage more people to commute via public transit.

Sound Transit also offers a bus route that extends to Tacoma Community College, off of S 19th St and Mildred St W, which is kitty-corner to the northeast corner of University Place. Additionally, Sound Transit plans to extend light rail to Tacoma Community College in the future. Overall, the City currently has many multimodal transportation opportunities and aims to have more in the future.

c. Whether and How Commuting Patterns Have Changed in the Past Few Years

From 2010 to 2018, the entire Puget Sound region saw a dramatic increase in ridership and light rail boardings due to system expansions and station openings. This increase was so significant that the region saw regular transit ridership rate increase faster than the population. However, in 2020, the COVID-19 pandemic drastically disrupted this growth and slashed transit boardings across almost all communities. In Pierce County, transit agencies such as Pierce Transit, Sound Transit, and Intercity Transit saw historic lows in ridership both during and after the pandemic. Since the pandemic, ridership for essential workers and students has started to increase, though it remains at 40 to 65 percent below pre-2020 levels according to interviews with transit agencies. However, while Pierce County certainly experienced declines, areas and stations surrounding major worksites for essential workers tended not to decline as much and have rebounded more quickly than areas in east/north King County and Snohomish County. There is clearly still a demand for transit, especially for areas near Lakewood, Tacoma, and Seattle-Tacoma International Airport. While the rise of remote work has decreased the need for transit for some workers, other workers have expressed an interest in returning to in-person work. Transit agencies are now seeing ridership spread throughout more of the workday and on weekends, rather than being concentrated in traditional commuting hours and peaks.

Implications for CTR

There are a number of implications for CTR from these changes, specifically:

- The increase in availability and practicality of remote work indicates a long-term reduction in commute trips to worksites, which meets a critical goal of CTR.
- The increasing demand for public transit, especially near key work sites, provides an opportunity for CTR incentives to meet a community need.
- The shift in peak commute times suggests a decrease in congestion and traffic volume between 6:00 a.m. and 9:00 a.m.; however, it also means that congestion is more widespread throughout the day.

d. The Most Important Land Use and Transportation Objectives from the Comprehensive Plan that Commute Trip Reduction Most Directly Affects

CTR directly affects land use and transportation objectives adopted by the Comprehensive Plan. Strategies and policies implemented as part of this CTR Plan help support land use and transportation objectives by encouraging residents and workers to use the alternative transportation modes that new development is designed to incorporate. The most prominent examples include the following:

- **Community Character Element, Community Building**
  - **CC2A:** Provide links to public places to encourage their use through such means as: Redeveloping arterials into complete streets, providing safe and convenient pedestrian walkways, providing bikeways, developing nearby transit stops and other transit supportive facilities, and designing for visual access to and from the site.

- **Land Use Element, Growth Management**
  - **LU1G:** Design developments to encourage access by modes of travel other than driving alone, such as walking, bicycling and transit, and to provide connections to the nonmotorized system.

- **Transportation Element, Sidewalks and Bicycle Facilities**
  - **TR6A:** Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks in close proximity to schools to offer protection for children who walk to and from school. Assign high priority to projects that provide access to the City's Regional Growth Center, provide linkages to transit, and complete planned pedestrian facilities or trails. Provide pedestrian facilities on non-arterial streets to supplement principal pedestrian facilities located on arterials. Ensure that crosswalks, signing, and pedestrian-activated signals conform to the Manual on Uniform Traffic Control Devices (MUTCD).
- **Transportation Element, Public Transportation**
  - **TR10A:** Utilize Transportation Demand Management strategies to achieve the City's multimodal split targets to reduce congestion, emissions, fuel consumption and the need for new transportation facilities – especially new roads and capacity improvements. Continue coordinating with Pierce Transit on service levels, frequency and route location, and actively pursuing street improvements that include bike lanes, sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile. Consider developing vanpool and ride match programs in conjunction with Pierce Transit, advancing other private and public rideshare programs and systems, and actively promoting commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction.

e. Critical Aspects of Land Use and Transportation that Should Be Sustained and Key Changes that Should Be Considered to Improve Commute Trip Reduction's Contribution to the Land Use and Transportation Objectives Referenced

Critical Aspects of Land Use and Transportation that Should Be Sustained

Pierce Transit currently operates a variety of public transit options for commuters; maintaining these systems is crucial for the success of any CTR program.

Regional Growth Centers are especially critical in supporting CTR. These centers will see increased housing and prioritized infrastructure development and will correlate with areas of planned transit investment. Focusing on housing growth near areas of planned transit investment should be sustained to support CTR.

Key Changes that Should Be Considered

Continuing to make investments into infrastructure for active transportation and additional public transit will help to increase livability, maintain sustainability, and support transportation goals. The City should also continue efforts towards high-occupancy vehicle programs, as they can help to build higher-occupancy vehicle trips.

2. How the CTR Program Will Help Achieve University Place's Land Use and Transportation Objectives

a. How and to What Extent the CTR Program Will Help University Place Achieve the Land Use and Transportation Objectives Referenced in Question 1: Local Land Use and Transportation Context and Objectives

The relevant goals listed from the 2024 Comprehensive Plan are aligned with the goals and programmatic elements of CTR. The City's focus on encouraging and increasing access to alternative modes of transit and establishing employment center-specific targets are in some cases directly met through the CTR program. In turn, emphasizing transportation investments to decrease drive-alone rates will offer more opportunities for employees to take advantage of the CTR program benefits and incentives that their employers provide. CTR incentives and benefits include bicycle infrastructure such as showers and parking, carpool parking, rideshare systems, and teleworking policies.

3. How the CTR Program Will Help Achieve University Place's Environmental Objectives

The CTR Program is a critical element in University Place's Greenhouse Gas emission reduction efforts. Decreasing the number of Single Occupancy Vehicles on the road while simultaneously increasing the number of people traveling via active transportation, ridesharing, and public transit will significantly help reduce greenhouse gas emissions. The Comprehensive Plan Transportation Element includes the following relevant policies:

TR2B: Design and build Complete Streets with facilities for all modes of transportation. Connect residential neighborhoods to commercial mixed-use centers and public transit with sidewalks, paths, and bike lanes to provide greater access to transportation choices for those who do not drive and those who have limited mobility resources.

TR10A: Utilize Transportation Demand Management strategies to achieve the City's multimodal split targets to reduce congestion, emissions, fuel consumption and the need for new transportation facilities – especially new roads and capacity improvements. Continue coordinating with Pierce Transit on service levels, frequency and route location, and actively pursuing street improvements that include bike lanes, sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of the automobile. Consider developing vanpool and ride match programs in conjunction with Pierce Transit, advancing other private and public rideshare programs and systems, and actively promoting commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction.

a. How the CTR Program Will Support University Place's Environmental Objectives in addition to Greenhouse Gas Emission Reductions

The CTR program supports both the environmental objectives and greenhouse gas emissions reduction goal by prioritizing alternative modes of transportation, coordinating between agencies and employers, and recognizing the impact that drive-alone rates have on air quality and water quality.

b. How the CTR Program Will Support Pierce County's Environmental Objectives in Addition to Greenhouse Gas Emission Reductions

The CTR program supports both the environmental objectives and greenhouse gas emissions reduction goal by prioritizing alternative modes of transportation, coordinating between agencies and employers, and recognizing the impact that drive-alone rates have on air quality.

4. How the CTR Program Will Help Achieve Regional and State Objectives

State and regional objectives are clearly laid out in the 2022 Regional Transportation Plan and the 2018 Washington State Transportation Plan (WTP).

The 2022 Regional Transportation Plan, prepared by the Puget Sound Regional Council (PSRC), emphasizes climate, equity, access to transit, safety, and mobility. Direct objectives include the following:

- Increased transit-oriented development
- Increased nonmotorized transportation
- Decreased travel times when taking transit
- Increased service times and services
- Access to health and wellness destinations
- Affordable transportation options
- Microtransit/micromobility
- Increased connectivity for pedestrians

The 2018 WTP similarly emphasizes economic vitality, preservation, safety, mobility, environment and health, and stewardship. Direct objectives include:

- Continue the ongoing practice of integrating safety into infrastructure design and system operations for all modes of travel and work to ensure the safety of those who operate and maintain the transportation system
- Support efforts to increase reliable multimodal travel for people and goods in communities across the state, recognizing that the diverse nature of places, needs, and opportunities statewide require equally diverse strategies applicable to those communities
- Encourage the design and development of communities that make walking and biking more viable for more people and increase opportunities for active travel for all ages

- Align investments with desired performance outcomes to get the greatest mobility and safety benefit from existing infrastructure and services at the least cost to the traveling public, which may require revisiting existing funding programs to better align with the kinds of projects that offer cost-effective solutions

By promoting alternatives to SOV trips, the CTR program directly addresses goals such as increased transit-oriented development, enhanced access to health and wellness destinations, and decreased travel times when taking transit. Moreover, initiatives within the CTR framework, such as incentivizing microtransit/micromobility and improving pedestrian connectivity, align with objectives related to affordable transportation options and increased connectivity for pedestrians.

a. The Local, Regional, and State Benefits that Would Be Gained If University Place Achieves the CTR Targets

By addressing key objectives outlined in regional and state transportation plans, the potential advantages of successful CTR implementation are significant. From reducing greenhouse gas emissions in highway-adjacent communities to promoting nonmotorized transportation and improving transit service quality, CTR induced benefits contribute to broader goals of sustainability, accessibility, and mobility. Furthermore, aligning with the overarching aim of increasing multimodal travel across communities, the CTR program can be a strategic tool to meet diverse transportation needs while fostering a more resilient and connected transportation network.

Local, Regional, and State Benefits

- Decrease in greenhouse gas emissions, especially for highway-adjacent communities: the County, region, and State have goals to decrease greenhouse gas emissions. Every reduction in SOV trips contributes to a decrease in emissions.
- Increase in nonmotorized transportation: the Regional Transportation Plan and 2024 Comprehensive Plan both emphasize increases in nonmotorized transportation via walking, biking, or rolling. CTR incentives and infrastructure can help to improve this.
- Increased service: both the County and region have objectives that are centered around increasing service. Implementation of the CTR Plan can help to further this goal by providing additional demand for transit services, increasing coordination between employers and transit agencies, and adding outreach and education.
- The WTP emphasizes efforts to increase multimodal travel; implementing CTR is an inherent effort to increase multimodal travel across communities. The implementation of the program would provide a benefit in meeting this objective.

b. Adjacent CTR-Affected Cities and Counties.

Adjacent CTR-affected cities include the following:

- Lakewood
- Tacoma

Adjacent CTR-affected counties include King, Kitsap, and Thurston.

c. The Top Few Cross-Border and Regional Transportation Issues that Affect University Place

Congestion

Congestion poses a significant challenge across the region, with University Place bearing a heavy burden. The extensive daily influx of trips to and from JBLM, on top of the increase of trips generated from population growth, commute trips from Thurston County into University Place, and from University Place into King County, significantly exacerbates traffic congestion, resulting in widespread delays on the state highway system and interstate system. This congestion not only disrupts the daily lives of residents and workers but also adversely affects air quality both locally and across the broader region. Moreover, escalating congestion levels carry the risk of overflowing onto local roads, compounding the challenges faced by residents and exacerbating traffic-related issues.

Transit Connectivity and Access

Public transit accessibility remains a challenge across various areas within University Place and the wider region. Despite ongoing initiatives to enhance funding, improve access, and expand route networks, certain parts of University Place continue to face connectivity issues, both internally and externally. During outreach efforts, participants identified multiple barriers to taking transit, including a lack of reliability and safety as well as the limited reach of transit routes.

Bicycling Infrastructure

A strong theme heard by staff at CTR-related outreach events is a desire for more and safer bicycling infrastructure like designated bike lanes and bike paths separated from the street.

d. The Strategies University Place, Adjacent Cities and Counties, and the Region Have Agreed to Use to Address the Top Issues Described in Section 4c

Congestion

Pierce County has secured grant funding to implement neighborhood and corridor CTR projects. These projects will provide the residents, commuters, schools, and employers in the targeted area with tailored CTR programs. These tailored programs will be aimed at meeting the concerns identified by the community in the targeted area. Pierce County will continue applying for grants to support CTR neighborhood and corridor projects.

Transit Connectivity and Access

Even though the County is not a transit service provider, the County looks for opportunities to support the growth of transit options. The County helps residents and commuters access transit by providing information on transit route planning, supporting a ride buddy program and ride classes, making available free ORCA cards loaded with transit fares, providing safety gear, educating on ways to combine bicycling and transit, asking employers to provide their employees with transit subsidy programs,

promoting a rideshare month campaign with prizes, and coordinating with transit agencies to promote their services and products.

The County plans to develop a multi-family housing sustainable transportation toolkit. This toolkit will show developers and property managers of multi-family developments how to incorporate transit fare programs into their resident package along with providing bike racks and spaces for teleworkers.

Through this CTR Plan, Comprehensive Plan, and other planning efforts with the departments of Parks and Recreation and Human Services, the County will coordinate with the transit agencies on land use development. community needs and transit service.

Active Transportation Infrastructure

To support bicycling in Pierce County, we will look for opportunities where we can support the growth of bicycling in Pierce County. Pierce County will assist residents and commuters to try or increase their bicycle trips by lending organizations with a skills course kit to teach confident riding, promoting bicycle courses and rides, providing free safety gear, educating on ways to combine bicycling and transit, asking employers to provide their employees with bicycle parking, bicycle fix-it stations with tools, showers and clothes lockers and incentives, support a retail discount program for bicyclist, and promoting a bike month campaign with prizes.

Annually, Pierce County will offer a community bicycle fair where people can purchase used or new bicycles and gear, ask about routes, ride a skills course, practice placing their bicycle on the bus bicycle rack, and interact with others from the bicycling community.

Pierce County will develop a multi-family housing sustainable transportation toolkit. This toolkit will show multi-family developments how to incorporate bicycle programs into their resident package such as bike racks, fix-it stations with tools and a bike wash area.

Performance Targets

5. CTR Performance Targets

a. Performance Targets That Reflect Only CTR-Affected Worksites

Weighted average drive-alone rate of 60 percent or less for CTR-affected worksites at the jurisdictional level.

b. Additional Performance Targets

No additional performance targets are designated for this CTR Plan.

6. Base Values for Each Performance Target

a. The Baseline Number

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026,2028, and 2030 survey results.

7. Method Used to Determine the Base Value for Each Target

a. The Source for Each Base Value Listed

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026,2028 and 2030 survey results.

8. How University Place Will Measure Progress Toward Each Target

a. The Method Used to Measure Progress for Each Target

Performance targets will be tied to the CTR survey. We will establish a base value during the 2023-2025 survey cycle and measure progress using 2026, 2028, and 2030 survey results.

9. CTR-Affected Worksites in University Place

a. List of CTR-Affected Worksites

The CTR Plan focuses on reducing drive-alone trips and vehicle miles traveled among major work sites. A CTR-affected work site is a site that contains 100 or more employees that arrive between 6 and 9 a.m. As part of the CTR Plan requirements, an assessment of the land use and transportation conditions was performed for each CTR-affected work

site. Under the CTR Ordinance, there are two affected work sites in the City of University Place. Those work sites include the following:

Name	Address
City of University Place City Hall	3609 Market Pl W, Ste 200
Pierce County, Wastewater Treatment Plan and Pierce County Environmental Services	10311 Chambers Creek Road and 9850 64th Street West.

Pierce County Wastewater Treatment Plant and Pierce County Environmental Services are considered to be one work site because they occupy the same parcel. The attached map of the City shows the locations of the CTR work sites (see Appendix A).

10. Performance Targets for Each CTR-Affected Worksite

a. Performance Targets Established during the 2023–2025 Survey Cycle

Base year performance targets will be established during the 2023–2025 CTR-affected employer survey cycle.

11. List the Base Value for Each Site

a. Base Values Established during the 2023–2025 Survey Cycle

University Place will establish a base value during the 2023–2025 CTR-affected employer survey cycle.

Services and Strategies

12. Services and Strategies University Place Will Use to Achieve CTR Targets

University Place will offer employer and commuter services via Pierce Transit through the Ride Together Pierce program, a one-stop-shop for sustainable transportation information and services.[2] Ride Together Pierce provides services that help businesses in Pierce County implement commute options programs and make sustainable transportation options easy for riders to access.

Free Services for Employers:

- Employee commute options program development and analysis assistance.
- Employee Transportation Coordinator (ETC) training.
- Employer network and learning opportunities.
- Survey tools, marketing materials, and assistance with the state-required biennial survey of employee commuting habits.
- Marketing materials such as posters, brochures, and sample email messages.
- As needed, transcribed or trans-created materials in languages other than English.
- Campaign toolkit with directions, promotion tips, marketing materials, and sample emails. The campaigns will promote the use of sustainable modes such as Bike Month in May.
- Access to employee trip-tracking data to monitor program efforts and issue program benefits such as subsidies.
- Online library of employer support services such as best-practice tip sheets.
- Online telework toolkit for businesses and managers.
- Co-host worksite transportation fairs with ETCs.
- Carpool and vanpool ride-share matching and formation assistance.
- Carpool and vanpool parking signs and vehicle rearview mirror hang tags.
- ORCA (One Regional Card for All) cards loaded with transit fare to provide to employees to try transit.
- Emergency Ride Home program that will provide sustainable transportation commuters a ride home by taxi, Lyft, or Uber. Commuters can request a prepaid e-code or be reimbursed for their trip, up to $100 per trip and up to three trips per year.

[2] https://www.ridetogetherpierce.com/

- Quarterly ETC recognition on the Ride Together Pierce website.
- Best Commuter Business leadership program to honor top-performing employer commute options programs.

Free Services for Residents:

- Carpool and vanpool ride-share matching and formation assistance.
- Bicycle Buddy matching assistance.
- Mode-based campaigns with incentives to encourage the use of sustainable modes. Participants will receive first-time user tips for getting started, motivational communication, and notices of opportunities to connect with other sustainable commuters through Ride Together Pierce social media channel.
- Resources to help plan sustainable commute trips to save on personal commuting costs and reduce climate footprint.
- Travel mode information that explains each mode and first-time user guides.
- Online telework toolkit for teleworkers.
- Trip-tracking calendar that will allow users to log their trips to earn participation badges, view pollution and personal cost savings, join team challenges, enter campaign prize drawings, and earn employer program benefits.
- Emergency Ride Home program that will provide sustainable transportation commuters a ride home by taxi, Lyft, or Uber. Commuters can request a prepaid e-code or be reimbursed for their trip, up to $100 per trip and three trips per year.
- Opportunities to receive commuter assistance or safety items such as helmets, gear with reflective material, and umbrellas.
- Opportunities to participate in transit and bicycle riding classes, bicycle rides, or transit field trips.
- ORCA cards loaded with transit fare to provide to employees to try transit.

13. How University Place's Services and Strategies Will Support CTR-Affected Employers

The County assists employers with developing effective strategies and programs that support CTR and help their employees choose sustainable transportation practices. The County's CTR services and strategies are provided free of cost to the employer, not requiring them to budget for these services. These services support CTR-affected employers in the following ways:

- CTR programs help businesses meet their sustainability goals and climate action visions and missions.
- CTR survey results can be used to identify the commute plans that best suit employees' needs and to help employers develop their own CTR plans.

- Funding rideshare events and campaigns will provide a community of awareness that will support the CTR actions of individual employers.
- Customized support and tools can be piloted by the employer, allowing for program modifications and final implementation of successful programs with no financial risk to the employer.
- The County fulfills requests for free translated materials to help employers provide information to non-English or limited English speakers at no additional cost to the employer.
- Employers can take advantage of other employee events such as a benefit fair to share commute options and information. The County supports ETCs with ongoing training and seeks feedback from ETCs for improving transportation plans and CTR strategies and services.
- Providing employees with commute option benefits such as transit subsidies and HOV parking, may reduce the costs associated with providing parking spaces or increase client parking.
- Employer commute options programs, which help to reduce the rate of solo driving, benefit the economy, environment, and businesses by reducing traffic congestion, air pollution, and fuel consumption.

14. Barriers University Place Must Address to Achieve CTR Targets

a. How University Place Will Address the Barriers

Transit Safety Concerns

Public comments received during public engagement regarding the CTR Plan identified concern regarding the safety of riding public transit and fear that crime and drug use may occur aboard public transit.

How the Barrier is being Addressed: The County offers tips for riding safely, statistics on the relative safety of taking public transit compared to driving, and protocol for reporting unsafe drivers or misconduct of passengers on their website, RideTogethterPierce.com. Additionally, goal T-16.9 of the 2024 Comprehensive Plan encourages the placement of transit shelters that are well lit and clearly visible[3]. City policies TR1B, TR3H, TR4B, and TR9A of the 2024 Comprehensive Plan encourages the placement of transit shelters that are well lit and clearly visible[3].

Bicycling Infrastructure Safety Concerns

Several community-based organizations and attendees at CTR Plan tabling events commented that they would prefer to bike in designated bike lanes and multi-use paths that are separated from the roadway. Without safety-focused bike infrastructure, many are deterred from selecting bike trips as a commute alternative.

How the Barrier is being Addressed: Pierce County offers its *First Time Riders Guide* to help new bike commuters plan their bike route and safely and confidently navigate their commute. Pierce County also

[3] https://www.cityofup.com/DocumentCenter/View/3093/Chapter-06-Transportation-Element-PDF?bidId=

offers a bike buddy program that allows new riders to assess their route with an experienced companion. These guides and program can be found on their website, RideTogetherPierce.com.

Transit Service Area

Chambers Bay, the City of University Place Public Works facility, and the Pierce County Wastewater Treatment Plant and Environmental Services are not currently served by public transit.

How the Barrier is being Addressed: City Policy CC2A of the 2024 Comprehensive Plan encourages providing links to public places to encourage their use through such means as: Redeveloping arterials into complete streets, providing safe and convenient pedestrian walkways, providing bikeways, developing nearby transit stops and other supportive transit supportive facilities, and designing for visual access to and from the site[4].

15. The Transportation Demand Management Technologies University Place Plans to Use to Deliver CTR Services and Strategies

Through Ride Together Pierce, University Place will offer the following transportation demand management technologies to deliver CTR services and strategies:

- A website that offers CTR information for residents, commuters, and employers. There will be first-time guides for sustainable transportation modes, and links to services such as ride-share matching and transit route planning.
  - The website will host an employer portal for turnkey materials to promote commute options services to their employees, campaign mode materials, and training videos for ETCs.
  - The website will house a comprehensive Telework Tool for businesses, managers, and teleworkers. The toolkit will provide the resources needed to establish a policy, training for how to manage in a telework setting, and answer frequently asked questions about teleworking.
  - The website will have a Contact Us form that will be monitored by the Ride Together Pierce team.
- Host a trip-tracking calendar that will allow people to record their trips, watch their environmental and cost savings, earn achievement badges, join team challenges, and view team results live as trips are logged.
  - The trip calendar will track campaign statistics and will include a prize entry form.
- Management of the Emergency Ride Home program to allow sustainable commute users to request an e-voucher for a Lyft or Uber ride home from their worksite. Users who pay the taxi, Lyft, or Uber provider directly, can submit a reimbursement claim for the trip expense.

[4] https://www.cityofup.com/DocumentCenter/View/3089/Chapter-02-Community-Character-Element-PDF?bidId=

- Provide trip planning through the Ride Together Pierce ride management tool. The user can input their origin and destination and the tool will provide trip suggestions for carpooling, vanpooling, transit, bicycling and walking.
  - Promote transit trip planning tools that will suggest routes, times, and fares for the Pierce, King, Kitsap, and Snohomish regions.
- Provide matching services for ridesharing through the Ride Together Pierce ride management tool for joining or forming carpools and vanpools. Users can enter their home origin and work destination, hours, and days worked to request potential matches.
- Communicate programs and services through the Ride Together Pierce community newsletter email distribution list.
- Promote programs and services by posting on Ride Together Pierce social media accounts.

16. University Place's Local CTR Ordinance

University Place's Commute Trip Reduction Code can be found here: https://www.codepublishing.com/WA/UniversityPlace/#!/html/UniversityPlace10/UniversityPlace1050.html

17. Pierce County's and University Place's Financial Plan

a. The Estimated Average Annual Costs

The 2025-2029 CTR Financial Plan for the region is provided as Table 1. Explanatory notes for each activity follow.

Table 1: 2025–2029 CTR Financial Plan for Pierce County and the Cities of DuPont, Fife, Gig Harbor, Lakewood, Puyallup, Sumner, and University Place

Activity	Estimated Average Annual Cost
Employer Engagement	$410,000
Performance Reporting	$12,000
Administration and Agency Coordination	$26,000
Commute Trip Reduction Plan Development	$21,000
Pierce County Employee Commute Options Program*	$92,000
University Place Employee Commute Options Program*	$10,000
Estimated Annual Total	$571,000

Note: Estimated average annual cost is based on 2024 grant funding levels.
*Indicates a jurisdiction-specific cost. All others are collective under Ride Together Pierce.

- **Employer Engagement** includes training ETCs, conducting networks, providing technical assistance, and reviewing employer CTR plans.
- **Performance Reporting** includes worksite surveys and program reports.
- **Administration** includes identifying worksites, financial and program management, involvement in comprehensive regional transportation and transit planning, transportation demand management technical assistance to capital projects, and collaboration with community-based organizations.
- **Commute Trip Reduction Plan Development** includes consultant fees and staff charges.
- **University Place Employee Commute Options Program** includes transit and vanpool subsidies and staff charges.

b. The Likely Funding Sources, Public and Private, to Implement the Plan

Table 2—Likely Revenue Sources for Funding CTR Plan

Source of Revenue	Estimated Average Annual Revenue
Pierce County	$149,000
University Place*	$10,000
Washington State Department of Transportation CTR Formula Funds	$75,000
Congestion Mitigation and Air Quality Federal Competitive Grant Funds	$337,000
Total	$571,000

*Indicates a jurisdiction-specific funding source. All others are collective under Ride Together Pierce.

18. University Place's Implementation Structure

a. Who Will Conduct the Activities Listed in the Plan

The CTR-affected Cities of DuPont, Fife, Gig Harbor, Lakewood, Puyallup, Sumner, and University Place contract with Pierce County for CTR program administration. It is expected that the cities will continue contracting during the 2025–2029 plan years. Within the County, the Planning and Public Works department will be responsible for plan implementation.

b. Who Will Monitor Progress on the Plan

The Pierce County Planning and Public Works department, with staff from the CTR-affected cities, will monitor the progress of the CTR Plan.

19. University Place's Implementation Schedule

a. Timeline for Anticipated Projects and Actions

Table 3—Anticipated CTR Projects and Actions

1st Biennium July 2025–June 2027	2nd Biennium July 2027–June 2029
• Provide commute and other employee transportation services to Pierce County employees. • Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, ride-share matching assistance, transportation fair and event support, transit trip planning, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. • Identify CTR-affected and voluntary worksites. • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional and state CTR planning and collaborate CTR efforts with local agencies.	• Provide commute and other employee transportation services to Pierce County employees. • Provide employer support services such as networking opportunities, mode campaigns with incentives, marketing materials, Emergency Ride Home program, quarterly recognition, and Best Commuter Business leadership program. • Identify CTR-affected and voluntary worksites. • Train and provide technical assistance to ETCs. Provide opportunities for their continued learning of best practices. • Provide access to quarterly and annual CTR program reporting tools and training on how to complete the reporting process. • Review employer quarterly and annual CTR program reports. • Provide access to the survey tool and training on how to complete the survey process. Review survey results. • Conduct financial and administrative program management of the CTR Plan. • Engage in local, regional, and state CTR planning and collaborate CTR efforts with local agencies. • Undertake development activities for 2029–2033 four-year CTR plan.

20. The CTR Plan for University Place Employees

a. Services, Programs, Information, and Other Actions University Place Put in Place to Help Employees Reduce Their Drive-Alone Commute Trips

- University Place will offer its employees a comprehensive commute options program. The program elements are meant to help employees find ways other than driving alone to commute to their worksite and to address barriers to using non-drive-alone modes.
- University Place employee commute options program elements offered:
  - An ETC to assist employees with their sustainable commute options questions, direct employees to services, support program implementation, and complete required reporting and surveying.

- University Place employee have access to the following services:
  - Access to Emergency Ride Home program that provides the non-drive-alone commuter a ride home on the day they experience an emergency.

University Place will inform and educate employees in the following ways:

- Participation in commute mode campaigns such as Bike Month or Rideshare Month.
  - Offer prize drawings when funding is available.
  - Position campaign posters at worksite locations.
- Promotion of Ride Together Pierce information, website, and social media.

21. How the CTR Plan for University Place Employees Contributes to the Success of the Overall Plan

a. How the Plan for University Place Employees Reinforces the Success of the Jurisdiction Plan

The actions included in the University Place's commute options employee program indicate the city's commitment to the goals of the CTR Plan. The University Place's employee program is similar to the worksite programs of other CTR-affected employers. Thus, they create a mutually reinforcing community focused on CTR efforts. Employers know that the city is involved and committed to CTR along with them. The regular forums for ETCs foster relationships through sharing experiences and best practices and provide a place for mutual problem-solving and support. This strengthens the program at all affected sites in Pierce County.

Alignment with Plans

22. Transit Agencies That Provide Service in University Place

Transit Agencies:

Public transit in University Place is provided by Pierce Transit. While Sound Transit does not currently offer service in University Place city limits, they do currently operate bus route 595 which stops at Tacoma Community College, which is kitty-corner from the northeast corner of University Place.

23. Transit Plans Reviewed While Developing this Plan

- Pierce Transit
  - 2023-2028 Transit Development Plan
  - 2023 Bus System Recovery Plan
  - Destination 2040 Long Range Plan Update
  - BRT Expansion Study
- Sound Transit
  - Transit Development Plan 2023-2028 and 2022 Annual Report
  - 2025 Service Plan
  - Regional Transit Long-Range Plan (2014)
  - System Expansion Implementation Plan (2018)

24. How This CTR Plan Supports the Transit Plans

CTR plans play a crucial role in supporting transit initiatives by encouraging employees to choose public transit options for their daily commutes. By providing incentives, subsidies, and informational campaigns, CTR programs promote transit usage among commuters. Specifically:

- **Engagement in the Planning Process:** Efforts to gather public feedback through an online open house and engaging stakeholders in interviews regarding the CTR plan increases stakeholder awareness of and support for transit and other travel modes. Facilitating workshops on developing CTR plans for jurisdictions helps staff learn how others are promoting and supporting transit use.
- **Instituting Parking Maximums:** Reducing the supply of parking by instituting parking maximums for new development will help encourage people in those developments to look to non-drive-alone modes of travel, foremost transit.

25. Comprehensive Plan Updates Needed and When They Will Be Made

University Place

Identifying and prioritizing the most needed multimodal infrastructure improvements is an ongoing challenge. The City will adopt a new policy in the 2024 Comprehensive Plan that will help better address this challenge. The new Policy TR4B states: "Work with local community-based organizations to design and plan new trail connections, accessible pedestrian pathways, and transportation facilities where they are needed most."

Pierce County

Several representatives of community-based organizations (see the interview list in #26a below) interviewed during the CTR planning process highlighted safety as a primary concern for riding the bus, commuter train, and light rail. Interviewees revealed that fear of criminal activity, coupled with inadequate infrastructure such as inaccessible sidewalks and poorly lit, unsheltered bus stops, significantly discourages transit ridership. Safety apprehensions extended beyond transit to active mobility methods such as walking, biking, and rolling. Many organizations emphasized the urgent need for protective measures such as designated bike lanes, interconnected trail systems, roadway designs conducive to reduced speeds, and enhanced sidewalk infrastructure to address these safety challenges.

The 2024 Comprehensive Plan update includes new goals, Goals T4A-T4A.3, which recognize the importance of safety improvements needed to construct a successful multimodal transportation network. These new goals aim to use Vision Zero plans and strategies to incorporate safety into decision making, prioritize safety projects, monitor the effect of transportation projects on safety, and reduce traffic stress at intersections and in neighborhoods.[5]

Community-based organizations emphasized that workers are forced to travel long distances because it is too expensive to live near their workplaces. Organizations interviewed stressed the importance of providing affordable housing near employment centers and along transit corridors.

As part of the 2024 Comprehensive Plan update, the County's designated centers of local importance are identified as priority areas for focusing growth.[6] These centers will see increased housing and prioritized infrastructure development and their locations will correlate with areas of planned transit investment. These updates support and encourage transit-oriented development.

[5] Transportation Draft Element, 2024 Comprehensive Plan p. 5. https://www.piercecountywa.gov/DocumentCenter/View/133292/Transportation-Draft-Element-and-Technical-Appendix
[6] *Ibid* p.4

Engagement

26. Stakeholder Engagement

Pierce County offered a series of engagement activities featuring CTR topics leading up to and continuing throughout development of this CTR Plan. Broadly, CTR engagement activities included:

- Tabling at community events, 2022–2023
- Meetings with employers, city staff, transit agencies, and the Pierce County Senior Counsel for Tribal Relations, 2023–2024
- Online open house and surveys, spring 2024
- Community-based organization interviews, spring 2024
- Public comments on the draft CTR Plan, summer 2024

a. Who did we talk to?

Community Members/Pierce County Residents

- Tabling Events
  - Communities in Bethel/Spanaway, Fife, Key Peninsula, Lakewood, Orting, Parkland, Prairie Ridge, Puyallup, South Hill, Sumner, Tacoma, University Place, and unincorporated Pierce County
- Online Community Member Survey
  - Pierce County residents and workers
- Commute Trip Reduction Online Open House, Phases 1 and 2
  - Respondents living and working in Auburn, Bonney Lake, Buckley, Carbonado, DuPont, Eatonville, Edgewood, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Milton, Orting, Roy, Ruston, South Prairie, Steilacoom, Sumner, and Wilkeson
- Commute Trip Reduction Plan Public Comment Period and Questionnaire
  - Respondents living and working in Auburn, Bonney Lake, DuPont, Eatonville, Lakewood, Puyallup, Tacoma, University Place, unincorporated Pierce County, Fife, Fircrest, Gig Harbor, Orting, Steilacoom, and Sumner (179 responses)

Employers, City Staff, Tribal Relations, and Transit Agencies

- **Employee Transportation Coordinator Network Event**
  - Cities of DuPont, Fife, Gig Harbor, and Tacoma; AGEISS; Apex Companies; Clover Park Technical College; Washington State Department of Social and Health Services (DSHS) Child Study and Treatment Center; Greater Lakes Mental Healthcare; InfoBlox; Kaiser Permanente Washington; Pacific Lutheran University; Pierce County; Pierce Transit; Sekisui Aerospace; Sound Transit; Tacoma-Pierce Health Department; University of Washington Tacoma; and Virginia Mason Franciscan Hospital
- **Partner Visioning Meeting**

  - Cities of DuPont, Fife, Gig Harbor, and Tacoma; Climate Pierce County; Clover Park Technical College; DSHS Child Study and Treatment Center; Downtown On the Go; ForeverGreen Trails; JBLM Madigan Army Medical Center; Kaiser Permanente Washington; Pierce County; Pierce Transit; Second Cycle; Toray Composite Materials America; and University of Washington Tacoma
- **Pierce County Senior Counsel for Tribal Relations Interview**
  - Informational emails with requests to meet were sent to Puyallup, Muckleshoot, Nisqually, and Squaxin Tribes
- **Employer Interviews**
  - DSHS Child Study and Treatment Center, Toray Composite Materials America, MultiCare Health System, and Virginia Mason Franciscan Hospital
- **Transit Agency Outreach/Interviews**
  - Pierce Transit, Intercity Transit, and Sound Transit
- Employer Workshop
  - The Boeing Company, City of DuPont, City of Fife, City of Gig Harbor, City of Lakewood, City of Sumner, City of Tacoma, City of University Place, Clover Park Technical College, Department of Social and Health Services, Kaiser Permanente, MultiCare Health System, Pacific Lutheran University, Pierce County, Pierce Transit, Red Dot Corp. Tacoma-Pierce County Health Department, Umpqua Bank, Washington Military Department

Community-Based Organizations

- Interviews with ForeverGreen Trails, YMCA of Pierce and Kitsap Counties, and Tacoma-Pierce Health Department

Pierce County Transportation Advisory Commission

- CTR Plan presentation and comment collection

b. When did we talk to them?

Community Members/Pierce County Residents

- **Tabling Events:** Tree Giveaway 3/21/2022 and 3/25/2023; South Sound Sustainability Expo 4/16/2022; Spring Garden Fest 5/21/2022; Parkland National Night Out 8/2/2022; Trails Conference 9/29/2022; Summer Brain Health Event 10/8/2022; Thriftapalooza 11/5/2022 and 3/25/2023; South Hill Library 12/12/2022; Safe Streets 4/25/2023, 5/1/2023, 5/17/2023, 6/9/2023, 6/17/2023, 7/25/2023, and 7/28/2023; Orting Library Climate Change Display 5/2/2023; Pipeline Trail Party 5/20/2023; Kids Kraze 6/10/2023; Lakewood Summer Fest 7/15/2023.
- **Online Community Member Survey:** February–April 2024.
- **Commute Trip Reduction Online Open House:** April–May 2024.
- **Employer Workshop:** July 18, 2024.
- **Draft CTR Plan Public Comment Period and Questionnaire:** August 5-25, 2024.

Employers, City Staff, Transit Agencies

- **ETC Network Event:** 10/17/2023.

- **Partner Visioning Meeting:** 1/19/2024.
- **Pierce County Senior Counsel for Tribal Relations Interview:** 3/8/2024.
  - Information emails sent to Puyallup, Muckleshoot, Nisqually, and Squaxin Island tribes, 3/15/24 and 5/3/24
- **Employer Interviews:** MultiCare Health System and Virginia Mason Franciscan Hospital 5/6/2024; DSHS Child Study and Treatment Center 5/7/2024; Toray Composite Materials America 5/15/2024.
- **Transit Agency Outreach and Interviews:** April 2024.

Community-Based Organizations

- **Interviews:** ForeverGreen Trails 3/19/2024; Tacoma-Pierce Health Department 4/1/2024; YMCA of Pierce and Kitsap Counties 4/18/2024.

Pierce County Transportation Advisory Commission

- **CTR Plan Presentation:** 5/23/2024.

Pierce County Residents and Workers (Online Open House and Surveys)

- **Online Open House and Survey:** Spring 2024.

c. What did they have to say?

Tabling Events

Pierce County-area residents and workers provided feedback on the county transportation system and CTR at outreach tables hosted by Pierce County staff. The following is a summary of comments received at tabling events grouped by the event location.

- **Bethel/Spanaway**
  - Provide electric buses and dedicated bus lanes.
  - Provide a more walkable environment.
  - Encourage carpooling.
- **Fife**
  - Create public transportation routes that serve working-class and poor communities.
  - Improve safety on transit systems.
  - Offer vouchers for low-income, disabled, homeless, vulnerable community members.
  - Provide carpooling incentives.
- **Key Peninsula**
  - Add more transit routes and make them more accessible to communities.
  - Bring electric buses to Key Peninsula.
  - Improve walking conditions in Key Peninsula.
- **Lakewood**
  - Provide shuttles to Clover Park Technical College.
  - Improve ADA transit options for Clover Park Technical College and throughout Pierce County.
  - Improve transit service to outlying areas of Pierce County.
  - Separate sidewalks from the road for walking and biking in Ruston.
  - Install moving sidewalks.
- **Orting**

  - Install more streetlights.
  - Add more bike lanes and sidewalks.
- **Parkland**
  - Improve accessibility for riders with disabilities.
  - Make neighborhoods more walkable.
  - Provide low-cost transit passes for low-income residents.
- **Bonney Lake**
  - Bring public transportation to Bonney Lake.
  - Encourage residents to walk and bike to destinations in Bonney Lake and improve walking and biking infrastructure.
  - Encourage carpooling to work from Bonney Lake.
  - Encourage residents to run multiple errands in one trip to reduce overall trips.
- **Puyallup**
  - Provide new transportation modes such as high-speed rail and water taxis.
  - Extend light rail and Sounder service.
- **South Hill**
  - Provide a public transportation system that is easy to use and accessible to all by 2030.
  - Provide more infrastructure and community green space to support walking.
- **Sumner**
  - Provide more outreach classes and information in Spanish.
- **Tacoma and Unincorporated Pierce County**
  - Add bike lanes to Pearl Street.
  - Provide high-speed rail.
  - Improve accessibility for ADA transit riders.
  - Add more transit stops and increase the transit service area.
  - Provide electric bikes for low-income residents.
  - Provide more sidewalks and bike lanes.
  - Provide more transportation options for elderly residents.
- **University Place**
  - Improve biking and walking conditions in rural areas.
  - Add more bike paths and space for biking.

Community Member Survey

Pierce County, in collaboration with the Ride Together Pierce program, conducted an online survey to collect information about commuter habits and gather feedback on potential sustainable and affordable commuting options. This survey was distributed to Ride Together Pierce newsletter subscribers, promoted on Ride Together Pierce's social media sites, and available on the Ride Together Pierce website. The survey received 74 responses from residents across Pierce County. Key themes include the following:

Public Transportation: Many respondents indicated that more direct and frequent transit service, transit stops located closer to home, and amenities such as bus shelters would encourage them to ride transit.

Bicycle Infrastructure and Education: Respondents indicated that providing improved bike infrastructure, such as dedicated bike lanes, and improving roadway safety would encourage

commuting by bike. A few respondents expressed interest in programs focused on bike safety education and safe route planning.

Incentives: Several respondents identified financial incentives such as cash, gifts, or point-based reward programs as a motivation to try alternatives to drive-alone trips.

Vanpools/Carpools: Although respondents expressed a willingness to try carpooling and vanpooling, they identified difficulty forming vanpool/carpool groups and a need for flexible vanpool/carpool timing as deterrents.

Telecommuting: Several respondents noted they would choose to work from home if their office policy allowed.

Land Use: Some respondents noted a desire to live closer to their workplace if there were affordable housing available and that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips.

Safety: Safety was identified as a major deterrent for choosing sustainable commute options. In addition to feeling unsafe while biking, some respondents mentioned concerns about the safety of public transportation. Additionally, one respondent noted that they avoid carpooling due to their distrust of the driving abilities of other people.

Commute Trip Reduction Online Open House

Following the online community member survey, Pierce County hosted an online open house that described what could be included in each section of the 2025–2029 CTR Plan and asked respondents to provide comments and additional input on commuting preferences and barriers. There were 238 respondents to the survey embedded in the online open house. Key themes of the feedback provided are summarized below:

Changes in Commuting Patterns: Most respondents shared that, despite an increase in working from home, they have observed significant increases in congestion and travel time during their commutes, and several shared that there are more cars driving on side streets and through neighborhoods. Multiple respondents shared that they have observed that driving behavior has become more dangerous and they do not feel safe on the road when driving, biking, or walking. Many respondents noted that several bus routes have been eliminated or reduced and remaining routes are more challenging to access.

Public Transportation: Several respondents expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple respondents emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel. Additionally, respondents appreciated on-demand runner systems, transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops.

Active Mobility: Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes, noting they would like to see dedicated, protected bicycle lanes and more sidewalks.

Safety: In addition to safety improvements for pedestrians and bicyclists, respondents expressed safety concerns for transit riders, noting the presence of crime and drug use on buses. Others emphasized the need for an overall shift toward prioritizing people over cars, advocating for policies and infrastructure to support pedestrians, cyclists, and public transportation riders.

Performance Metrics: Asked to share their thoughts on selecting CTR performance metrics, respondents expressed a preference for jurisdictions to consider their local transportation needs and set realistic, impactful goals. This could include considering environmental factors and integrating low-carbon targets.

Draft CTR Plan Public Comment Period and Questionnaire

The County made the draft *Pierce County Commute Trip Reduction Plan, Four-Year Plan: 2025–2029* available for public comment between August 5-25, 2024. At the same time, the County released a questionnaire on its Ride Together Pierce website to help gather comments on the draft plan. The questionnaire asked respondents to provide their place of residency and where they work as well as feedback on the four plan sections: Benefits of CTR, Performance Targets, Services and Strategies, Alignment with Plans, and Engagement. A final question asked for any additional comments the respondent might want to provide.

Benefits of CTR: The most common suggestions related to requests for additional services, infrastructure, and practices, followed by comments expressing approval of or support for the section or plan. In this section, commenters also suggested cooperative regional land use and transportation planning, requiring traffic impact statements for developers, and facilitating rideshare and cycling adoption with in-person events.

Performance Targets: Many comments expressed approval of or support for the section or plan. Some commenters provided suggestions, such as adding performance targets that focus on peak commute hours, and some shared criticisms, with some saying that the targets are unrealistic for residents who have multiple reasons to drive for their commute, and others that the plan itself was too long and confusing..

Services and Strategies: The most common comment themes include concerns about and suggestions for improving safety (especially cycling safety in Tacoma) followed by comments expressing approval and understanding of the section. Suggestions on perceived gaps and suggested additions to service covered a large cross-section of topics, including encouraging more flexible systems such as work and daycare hours for workers and fostering more interagency coordination for commuters who cross county lines.

Alignment with Plans: Many of the comments expressed approval of and support for the section. Suggestions for additions included requests to add more transit service and accelerate the schedule for providing Sounder service, and not only providing incentives but making the incentives more accessible to commuters.

Engagement: While many of the comments expressed approval for this section, perceived gaps included communities that respondents felt had not experienced enough outreach or the feeling that the plan summary did not reflect certain comments or topics.

General Comments: For most sections of the CTR plan, an average of more than 10 percent of respondents provided positive comments or expressed approval of the section or plan. The comments about plan contents may point to the need to adopt more plain-language standards for all

transportation planning materials. The most frequently expressed needs were for more incentives, more accessible benefits, more transit routes (particularly in DuPont) and greater frequency, more coordination among agencies, improved safety, particularly for cyclists.

ETC Network Event

Keep doing:

- Providing promotional materials, templates, and campaigns.
- Training and ongoing coordination and support for ETCs.

Start doing:

- Employer and employee spotlight.
- Providing vanpool vans and assisting with ride-share matching and formation.
- Adding earlier or later transit routes and improving Emergency Ride Home[7] for those working early or late shifts.
- Subsidies for items such as bike racks, helmets, walking shoes, and ORCA cards.

Stop doing:

- Opt-in option for receiving printed posters.

Partner Visioning Meeting

What should the CTR program keep doing?

- Provide ETCs with toolkits, materials, and training to promote CTR programs.
- Support CTR survey planning and recognize ETCs for their efforts.
- Maintain the Ride Together Pierce webpage and resources, as well as programs and campaigns such as Bike Swap, Emergency Ride Home, handing out ORCA cards, and other incentives.

What is one bold new idea the CTR program should consider doing?

- Promote a free transit month for all commuters and analyze ridership data.
- Provide grants for high-quality, secure bike parking.
- Promote safety, particularly with regard to public transportation (i.e., accessible, well-lit bus stops).

ETC Interviews

MultiCare Health System

- Subsidized ORCA cards are a popular benefit.
- Spanish is the most common language spoken other than English, followed by Tagalog.
- Employees want easier transit and ride-sharing options.
- Information about the environmental benefits of CTR would encourage more people to participate.
- On-site promotions would reach more employees than email.

Virginia Mason Franciscan Hospital

[7] Ride Together Pierce. https://www.ridetogetherpierce.com/ERH

- Carpooling and teleworking are the most popular non-drive-alone modes.
- Spanish is the most common language spoken other than English, followed by Vietnamese and Russian.
- Employees want easier transit and ride-sharing options.
- Safety tips for riding transit, carpooling, or riding bicycles would encourage people to participate.
- Parking is always limited; often employees have to park in the patient lot and end up running late.

DSHS Child Study and Treatment Center

- The bicycle map is the most popular pamphlet. Adding secure on-site bike parking would make this mode more accessible.
- Working early or late shifts can be a barrier to participating in ride-sharing or taking the bus.
- Employees commute from all over, so finding ride-sharing partners can be challenging.

Toray Composite Materials America

- Getting information out to employees can be challenging. Not all have access to a computer, so using QR codes in printed materials (such as posters and break room signs) could better help reach people.
- Emphasizing sustainability could be a good way to garner additional leadership support.

Pierce County Senior Counsel for Tribal Relations

- Transportation issues around elder and veteran needs.
- Would like transit agencies to do a better job reaching out to tribes. Does not support rail going through tribal land.
- Support for opening relationships to have conversations around transportation needs.
- Would like agencies and government to support tribe treaty rights.

Employer Workshop

The Employer Workshop brought together major employers to discuss and enhance the development of Pierce County's CTR plan and the CTR plans of CTR-affected cities in Pierce County. This engagement centered around understanding current challenges, sharing best practices, and identifying strategies to encourage sustainable commuting methods among employees. Key themes of the feedback collected during this workshop are captured below.

Infrastructure and Accessibility

- Time and Convenience Issues: Public transit is perceived as taking significantly longer than driving. This perception, combined with the availability of free parking, makes transit use less attractive.
- Non-traditional start times and safety concerns: Employees who start their shifts very early in the morning or end late at night face more barriers to using transit, rideshare, or active transportation modes.
- Lack of Active Transportation Infrastructure: Current infrastructure inadequately supports bicycling and walking, with safety concerns being a major barrier.

Remote Work Impact

- Reduced Need for Commuting: The rise in remote work has decreased the number of employees commuting regularly, affecting traditional CTR efforts.

Incentives and Employee Engagement

- **Low Incentives for Transit Use:** The availability of free parking diminishes motivation for employees to choose alternative commuting methods.
- **Challenges with Employee Buy-In:** Engaging employees and shifting their commuting habits remains a challenge, with employers seeking better incentives to increase participation.
- **Awareness of Incentives:** There is a lack of employee knowledge about available programs such as Emergency Ride Home and other CTR benefits.

Cultural and Organizational Shifts

- **Need for Internal Support:** Effective CTR plans require strong internal support and policies that encourage sustainable commuting methods, highlighting the importance of organizational commitment to these initiatives.

Transit Agency Outreach/Interviews

Pierce Transit shared that its next upcoming System Restoration goal is to restore 15-minute frequencies on Routes 2 and 3. The agency noted that peaks in ridership have expanded throughout the day and on weekends, and that more students are riding transit with the Youth Ride Free program.

Intercity Transit shared that the agency primarily serves riders commuting between counties, as well as the large military population commuting to JBLM. Upcoming changes may include more effectively connecting military residents with the base, as well as increasing the span and frequency of existing express routes to provide better connections with Pierce Transit and Sound Transit routes. Staff noted that the rise of remote work, particularly among government workers based in Olympia, has drastically impacted ridership.

Sound Transit shared that working with employers is a key strategy to develop successful CTR strategies . For instance, negotiating reasonable transit pricing with the ORCA Passport Program can be very impactful, as it can incentivize people to shift to transit without a massive added cost. Building these connections relies on enhanced marketing and partnering with jurisdictions and organizations, such as Downtown On the Go, to better reach employers. Staff also provided the following details on ridership:

- With the rise in remote work, commuting peaks are lower on Monday and Friday and higher Tuesday through Thursday. Peaks overall are broader throughout the day and on the weekend, particularly for large events.
- Ridership was least impacted during the pandemic on the 574 (Lakewood, Tacoma, Airport) route, indicating a high proportion of essential workers along that route.

Community-Based Organization Interviews

ForeverGreen Trails

- Remote work is a key CTR strategy that increased significantly during the COVID-19 pandemic. It preserves transportation capacity for those who need to commute while eliminating environmental impacts from trips not taken.

- Densification reduces transportation barriers and impacts. Managing land use to avoid low-density, single-use development is necessary for people to be able to get around without a car.
- Improving transit corridors requires collaboration between local and state jurisdictions and transit authorities—infrastructure and service improvements rely on multiple agencies working together.
- It's important to reduce collision risk and make sustainable modes safer. Making them enjoyable is also key.

Tacoma-Pierce Health Department

- Exposure to low air quality is higher in communities divided by highways and other heavily traveled roads.
- Speeding on multilane roadways is a major safety issue and can be difficult to manage on a local level.
- Pierce County is under-resourced for public transit. Expanding service, investing in more complete streets and first/last mile programs, and constructing and improving sidewalks—particularly near libraries, schools, and other similar facilities—is important to make transit a more accessible choice.
  - This is especially important for people using mobility devices who may rely on public transit. Most municipalities have a budget for sidewalk improvement requests from people using mobility devices, but often the budgets aren't fully used.
- Weather, distance, and geographic features such as hills can be barriers to choosing active mobility options.
- There are not enough protected or connected bicycle lanes. Glass and debris on major roadways can further deter people from choosing to ride their bicycles.
- Accessing childcare is a widespread barrier to choosing non-drive-alone modes.
- There is a lot of free parking in Pierce County.

YMCA of Pierce and Kitsap Counties

- Accessing childcare is a big issue, particularly in unincorporated Pierce County. Transportation can be a barrier to access to basic services for families.
- Families who need to make multiple stops during their commute are less likely to choose non-drive-alone options.
- Areas on the Kitsap Peninsula and in Bethel and unincorporated Pierce County are not served by transit.
- Ride Together Pierce's programming and incentives can help communities to embrace heathier practices such as active mobility and reducing emissions from driving alone. This can help with developing blue zones.

Pierce County Transportation Advisory Commission CTR Plan Presentation

What would make commuting easier? What should the CTR program consider doing?

- Create transportation hubs in low-income or historically disadvantaged communities with free options such as bike-sharing and scooters, and focus on connecting people to public transportation.
- Work to connect nearby (CTR-affected and non-CTR-affected) employers using carpool/vanpool.
- Improve bike infrastructure; focus on routes with lower traffic speeds.
- Increase public transit, provide more direct routes, and offer door-to-door van service to bridge gaps.
- Pay for vanpool and provide vehicles for employee use in case of emergency.
- Improve minimum requirements for CTR-affected employers (e.g., subsidized ORCA cards, staggered work schedules, and telework).
- Analyze traffic data near major employers and synchronize intersections to reduce congestion.
- Add schools to the CTR program.

d. How did what they said influence the plan?

- Pierce County collected comments at several community events during 2022 and 2023. At these events, people said that Pierce County should offer [transit] vouchers for low-income, disabled, homeless, and vulnerable community members; provide carpooling incentives; encourage residents to walk, bike and carpool to destinations; and provide outreach classes and information in Spanish. To help support these interests, Ride Together Pierce will:
  - Make ORCA cards loaded with transit fares available at community events and for CTR-affected employers to hand out to employees.
  - Encourage the use of sustainable modes of transportation by providing information on their website including first-time rider guides; marketing sustainable alternative transportation campaigns with incentives; offering training opportunities such as bicycle classes, bicycle skills courses, and transit field trips; promoting a bicycle buddy matching program; and work with employers to provide translated materials.
- Respondents to the Spring 2024 Community Survey shared interest in programs focused on bike safety education and safe route planning, financial incentives, gifts or reward programs, help forming carpool groups, options to work from home. To help support these interests:
  - Pierce County will look for funding opportunities for additional incentives to those offered with mode campaigns and providing free ORCA cards loaded with transit fare.
  - Pierce County will promote partner incentive programs such as occasional vanpool formation incentives offered by transit agencies.
  - Pierce County will promote its online telework toolkit to businesses and school career centers.
- The preferred sustainable transportation modes as reported in the Spring 2024 Open House Survey were to ride the city or regional bus, ride a bicycle, walk or use a mobility device that rolls or a

scooter or skateboard, and work from home. To help support these modes Pierce County will provide:

  - Transit ridership: transit fare and ORCA cards, transit training, classes, or field trips.
  - Bicycling: bicycle classes, skills course training, bike rides, bicycle buddy ride-share matching, support or safety gear such as reflective gear or tire repair kits, transit fare to combine bicycling and transit for longer trips.
  - Walk or use a mobility device that rolls or a scooter or skateboard: provide opportunities to receive support or safety gear such as reflective gear and umbrellas or transit fare to combine walking and transit for longer trips.
  - Work from home: online telework toolkit for businesses, managers, and teleworkers.

- The top barriers to sustainable transportation modes as reported in the Spring 2024 Open House Survey were the lack of transit availability, that transit takes too long, and concerns about safety while riding transit. The secondary barriers reported included that riding a bicycle feels unsafe and that people feel their commute is too long for riding a bicycle. To help address these barriers, Pierce County will:

  - Share with transit agencies the valuable comments received from the CTR Plan outreach and engagement process and collaborate with transit agencies
  - Provide transit riding classes and field trips to help grow rider confidence.
  - Address rider safety concerns by providing transit agency safety information to commuters.
  - Goal T-12.2 of the 2024 Comprehensive Plan endorses the concept of complete streets, which promotes roadways that are safe and convenient for all users and new Goal T-12.7 prioritizes developing a safe, connected network of active transportation facilities that allows for access to centers and community destinations.[8]
  - Goal T-16.8 of the 2024 Comprehensive Plan encourages placement of transit shelters that are well lit and clearly visible.[9]

26. Vulnerable Populations Considered

Pierce County staff collaborated with community-based organizations that serve vulnerable populations to host several safe streets tabling events throughout Pierce County. Staff identified vulnerable populations by using the Washington Environmental Health Disparities map and Pierce County's Equity Index and through interviews with community-based organizations. The highest environmental health disparity[10] scores and lowest equity index scores[11] are most prevalent along the I-5 corridor.

[10] Washington Environmental Health Disparities Map. https://doh.wa.gov/data-and-statistical-reports/washington-tracking-network-wtn/washington-environmental-health-disparities-map
[11] Pierce County Equity Index. https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex

The feedback provided by community-based organizations that serve vulnerable populations was considered in development of this CTR Plan. The demographics of some area populations served by community-based organizations are as follows:

Native Hawaiian and other Pacific Islander residents make up two percent of Pierce County's population.[12]

Hispanic and Latino ethnicities represent twelve percent of Pierce County's population.[13]

Cost-burdened households spend more than 30 percent of their income on rent and utilities. In Pierce County, 22 percent of property owners are cost-burdened, and 49 percent of renters are cost-burdened.[14]

28. Engagement Focused on Vulnerable Populations

a. Who did Pierce County talk to?

- Pacific Islander Health Board of Washington.
- Puget Sound Educational School District Latinx Family Advocacy Group.
- DeMark Apartments and the Pierce County Housing Authority.
- Bethel Community Services.

b. When did we talk to them?

- Pacific Islander Health Board of WA (Safe Streets tabling event in Fife on 5/17/23).
- Puget Sound Educational School District Latinx Family Advocacy Group (Safe Streets tabling event in Prairie Ridge on 7/25/23).
- DeMark Apartments and the Pierce County Housing Authority (Safe Streets tabling event in unincorporated Pierce County on 7/25/23).

c. What did they have to say?

- **Pacific Islander Health Board of WA**
  - Create public transportation routes that focus on working-class and poor communities.
  - Improve safety on transit systems.
  - More bus routes and trains in low-income areas are needed, as well as higher wages for drivers.
  - For poor ones/disabled ones, provide cheap prices, a voucher for gas, etc., as well as for disabled, vulnerable/homeless, etc.
  - Carpooling incentives such as free gas or reduced taxes for those in a given area riding together.
  - Provide better carpooling and public transportation to meet the needs of low-income communities.
- **Puget Sound Educational School District Latinx Family Advocacy Group**
  - Create a public transportation route for the city of Bonney Lake so then we can reduce our car use.

[12] Pierce County Equity Index. https://www.piercecountywa.gov/7938/Equity-In-Decision-Making#equityindex
[13] *Ibid*
[14] *Ibid*

  - We need public transportation in the Bonney Lake community.
  - We need more bikes or to walk to places that are nearby.
- **DeMark Apartments w/Pierce County Housing Authority**
  - Climate change is going to change no matter what. Where it would make a difference is in construction. Transporting workers and waste from construction.
  - Create an electric bike program for low-income riders.
  - Redesign main streets with more bike lanes and sidewalks.
  - Reconfigure community streets with more roundabouts to slow traffic and keep kids safer.
  - We need more public transportation for older people.

d. How did what they said influence the plan?

Several employers and attendees at tabling events suggested providing outreach classes and information in Spanish. Ride Together Pierce provides a downloadable First Time Rider Guide in Spanish, Russian, Vietnamese, Tagalog, Korean, Chinese, and Khmer.

Event attendees suggested vouchers for low-income, disabled, homeless, and vulnerable community members. Ride Together Pierce will make ORCA cards loaded with transit fares available at community events and cards will be available for CTR-affected employers to hand out to employees.

29. List Employers' Suggestions to Make CTR More Effective

The employees that participated in the Employee Transportation Coordinator Network Event and employer interviews made the following suggestions:

- Keep providing promotional materials, templates, and campaigns.
- Continue offering training opportunities for ETCs.
- Share information on how other employers are supporting CTR.
- Increase the vanpool fleet and provide more assistance for rideshare matching and vanpool formation.
- Add earlier and later transit services.
- Expand the Emergency Ride Home service to better help those working early or late shifts.
- Provide more subsidies for bike racks, helmets, walking shoes, and ORCA cards.
- Provide more information about the environmental benefits of CTR to encourage more people to participate.
- Provide more safety tips for riding transit, carpooling, and riding bicycles.
- Add secure on-site bike parking to the bicycle map.
- Include QR codes on printed materials, especially posters for employee break rooms.
- Reach out to tribes to learn elder and veteran transportation needs and to collaborate on siting new transit and rail routes.

30. The Results of Engagement Focused on Vulnerable Populations that will be Provided for use in Comprehensive Plan and Transit Plan updates.

Land Use: A common theme heard during public engagement is that many workers have a desire to live closer to their workplace and would do so if there were affordable housing available. Many indicated that living closer to work would improve the likelihood that they would try alternatives to drive-alone trips. This identified need can be addressed as part of the 2024 Comprehensive Plan update by prioritizing and focusing housing growth, infrastructure development, and transit investment on the County's designated centers of local importance as well as any other areas with CTR-affected employers.

Safety: Safety was identified as a major deterrent by several public engagement participants for riding bikes and walking to work. Multiple respondents cited the lack of safe bicycle and pedestrian infrastructure as a deterrent to choosing these modes and suggested dedicated, protected bicycle lanes and more sidewalks. The 2024 Comprehensive Plan update should recognize these concerns and prioritize safety improvement projects. The 2024 Comprehensive Plan update includes new goals, Goals T4A-T4A.3, which recognize the importance of safety improvements needed to construct a successful multimodal transportation network. These new goals aim to use Vision Zero plans and strategies to prioritize safety projects.

Public Transit: Several public engagement participants expressed interest in expanded public transportation options, such as more frequent Sounder trains or access to light rail. Multiple participants emphasized the importance of expanded service locations, routes, and times, as well as faster and more reliable service. They also noted a desire for more local service rather than a focus on regional travel. Additionally, participants appreciated transit cars that can be hailed by a smart phone app in areas where bus service is not available, and would like to see these services improved and expanded. Respondents also expressed a desire for infrastructure, such as benches or shelters, at bus stops and expressed that they feel unsafe on transit because of the conduct of other riders. Several community-based organizations suggested providing free or low-cost ORCA cards for vulnerable populations. Plans to expand transit service, offer free or lows cost ORCA cads, and invest in transit amenities and rider safety should be prioritized in the comprehensive plan update.

These results of public engagement with vulnerable populations and this CTR Plan have been shared with the transit agencies listed in this plan and with the Comprehensive Plan update team.

Regional Transportation Planning Organization CTR Plan Review

Appendices

Appendix A

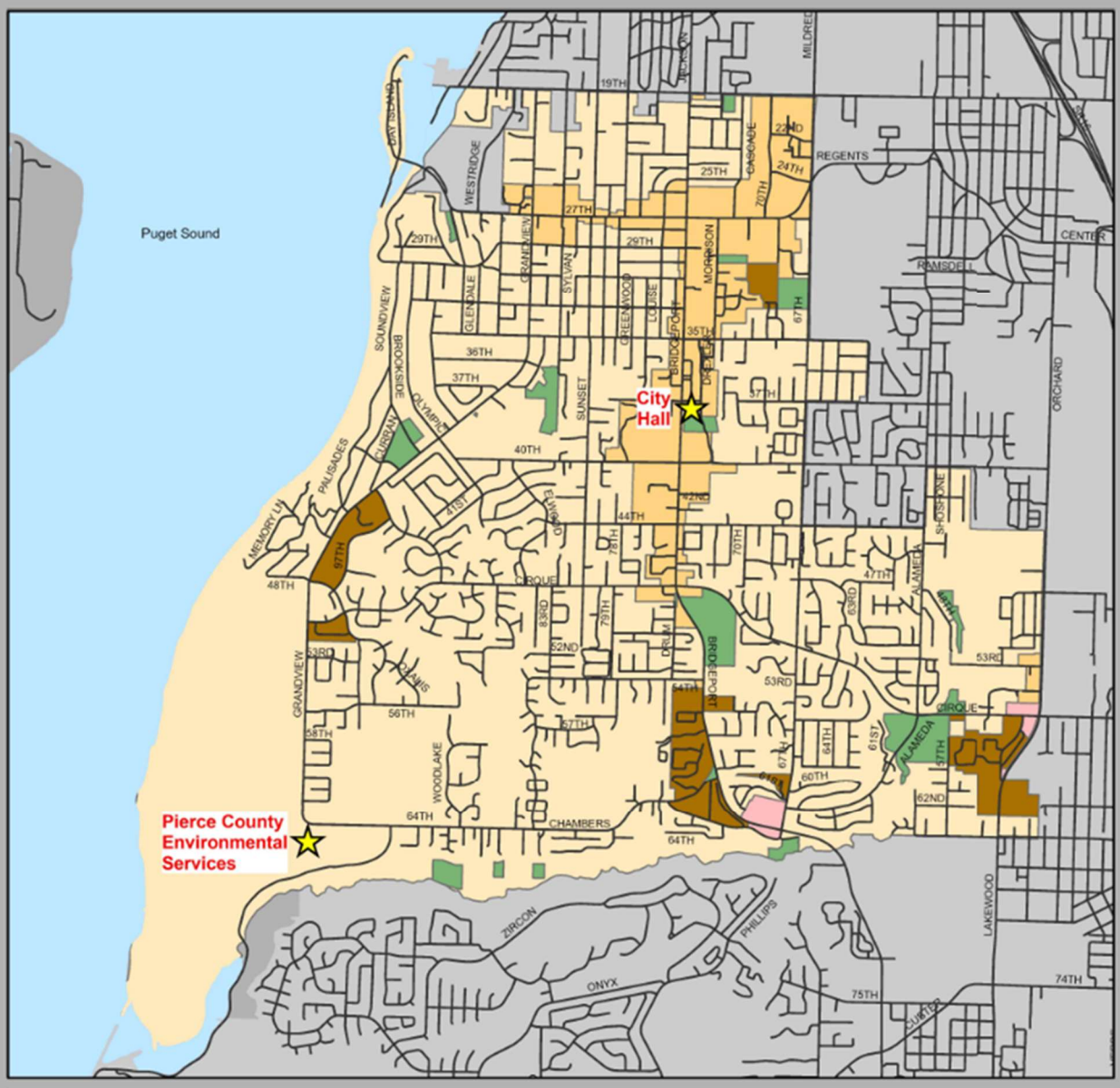
City of University Place
Vicinity CTR Worksite Map

City of University Place
CTR Worksites
Puget Sound
City Hall
Pierce County Environmental Services
CTR Worksite
University Place
Engineering Department
July 3, 2024
1:40,000

Appendix B

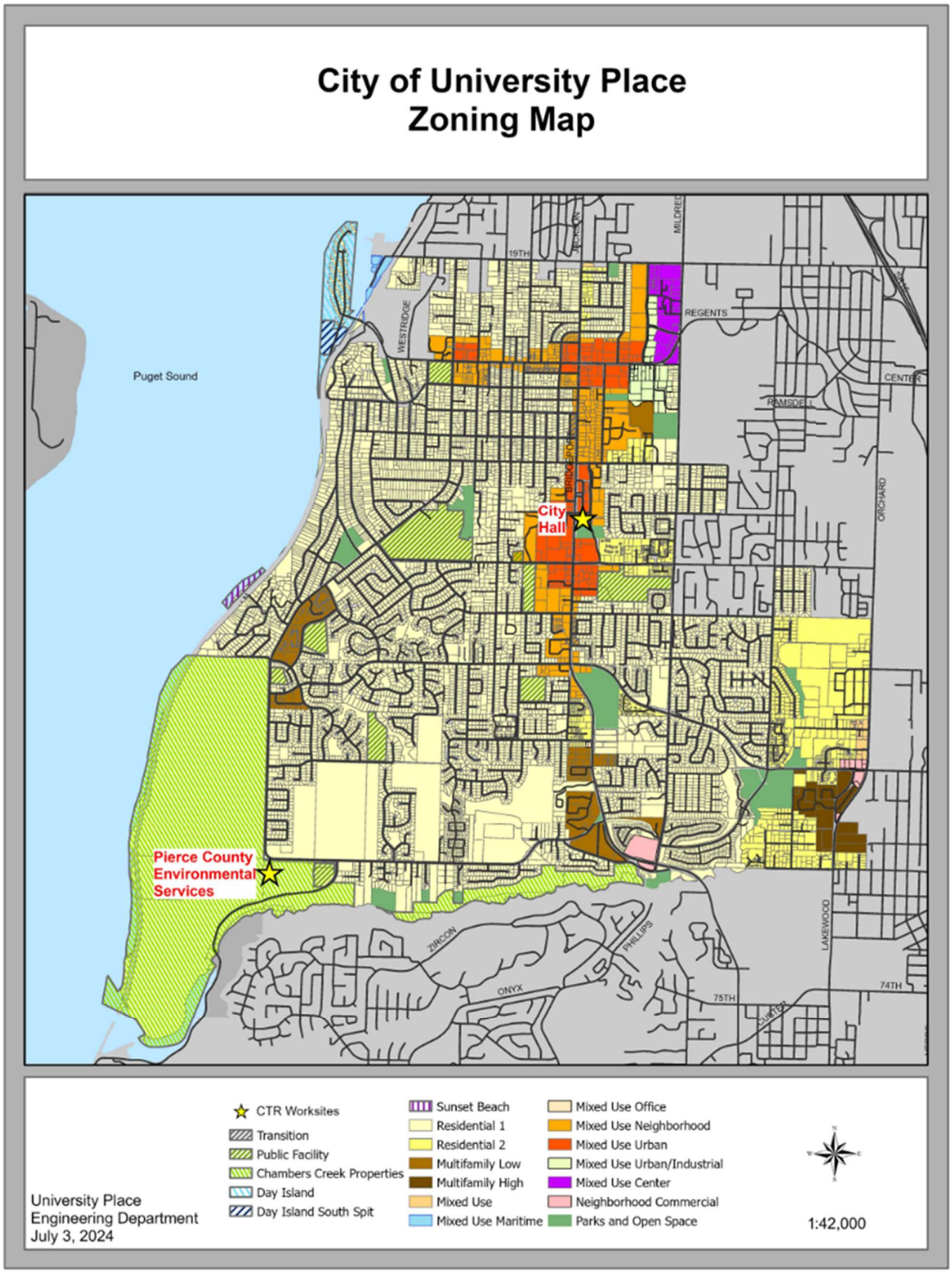
City of University Place Comprehensive Plan Map

City of University Place
Comprehensive Plan Map



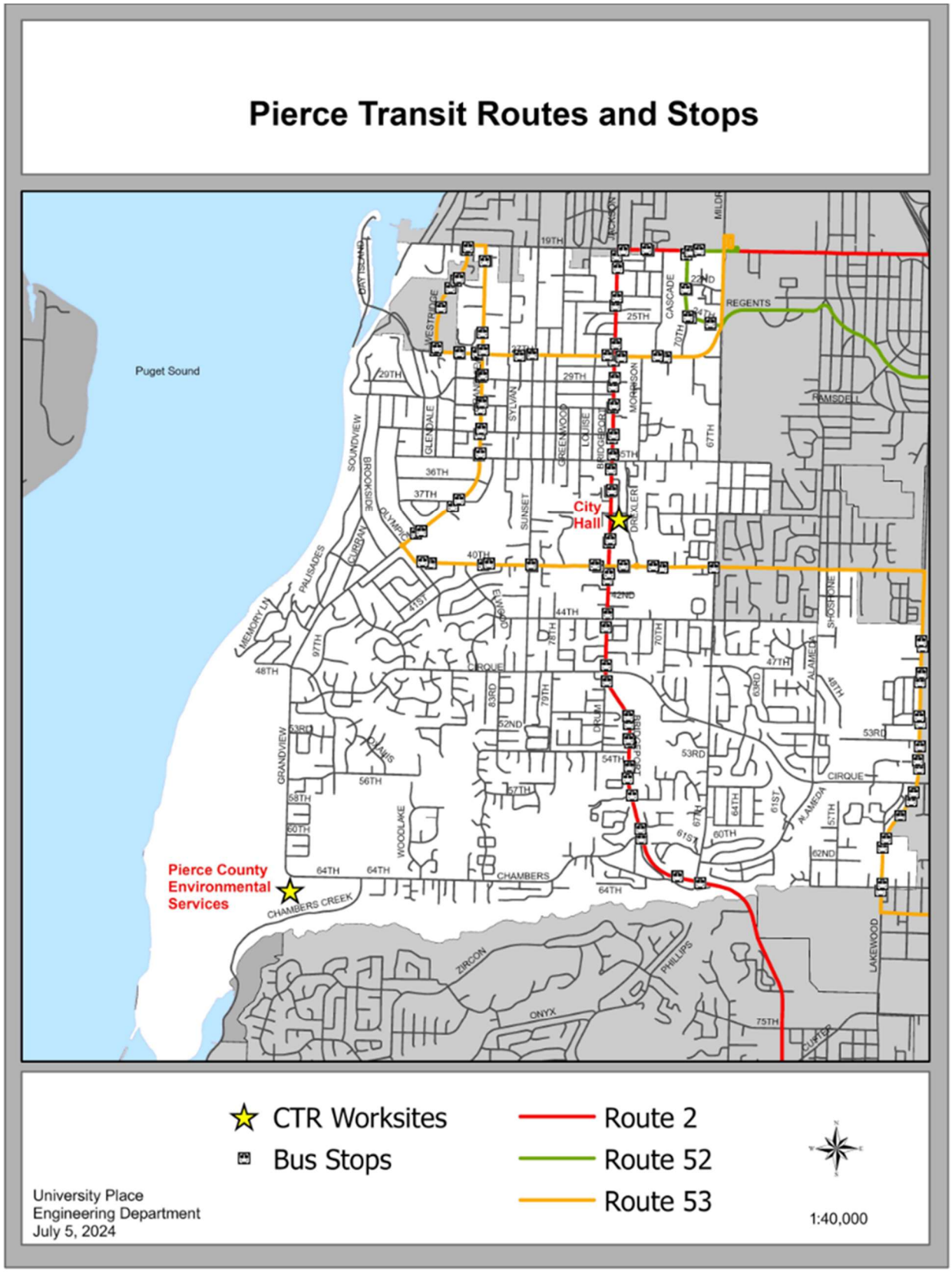
Appendix C

City of University Place
Zoning Map


City of University Place
Zoning Map
Puget Sound
City Hall
Pierce County Environmental Services
19TH
WESTRIDGE
MILDRED
REGENTS
CENTER
RAMSDELL
ORCHARD
BRIDGEPORT
ZIRCON
ONYX
PHILLIPS
LAKEWOOD
75TH
74TH
JUNIPER
CTR Worksites
Transition
Public Facility
Chambers Creek Properties
Day Island
Day Island South Spit
Sunset Beach
Residential 1
Residential 2
Multifamily Low
Multifamily High
Mixed Use
Mixed Use Maritime
Mixed Use Office
Mixed Use Neighborhood
Mixed Use Urban
Mixed Use Urban/Industrial
Mixed Use Center
Neighborhood Commercial
Parks and Open Space
University Place
Engineering Department
July 3, 2024
1:42,000

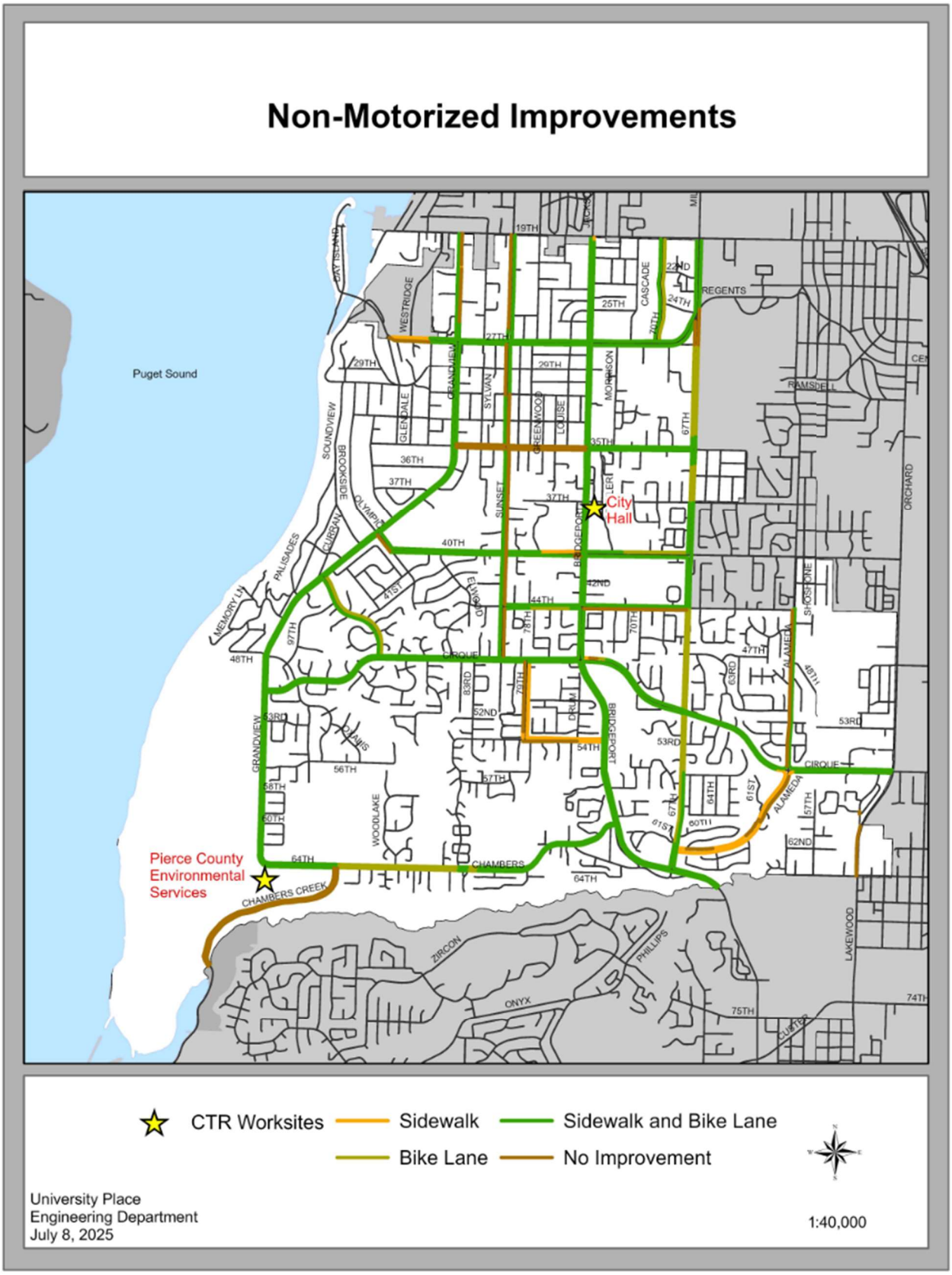
Appendix D

City of University Place
Transit Services and Facilities Map


Pierce Transit Routes and Stops
Puget Sound
City Hall
Pierce County Environmental Services
CHAMBERS CREEK
CTR Worksites
Bus Stops
Route 2
Route 52
Route 53
University Place
Engineering Department
July 5, 2024
1:40,000

Appendix E

City of University Place
Non-Motorized Facilities Map


Non-Motorized Improvements
Puget Sound
City Hall
Pierce County Environmental Services
CHAMBERS CREEK
CTR Worksites
Sidewalk
Sidewalk and Bike Lane
Bike Lane
No Improvement
University Place
Engineering Department
July 8, 2025
1:40,000

Appendix F: Engagement Questions

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Performance Targets 58

Engagement 59

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Questions for Interviews with Organizations that Work with Communities

1) Could you tell me about the communities you serve and how you support them?
    a. What are their demographics and preferred languages?
    b. What frontline communities engage with your organization? Examples:
        i. Black, Indigenous, and people of color (BIPOC)
        ii. English as a second language
        iii. Living with a low or fixed income
        iv. Ages 16-26
        v. Lesbian, Gay, Bisexual, Transgender, Queer, Intersexed, Asexual, including those questioning their gender identity or sexual orientation (LGBTQIA+)
        vi. Living with three or more generations in one home
        vii. Living with more than one family in one home
        viii. Living with a disability
        ix. Immigrant or refugee
        x. Experiencing homelessness
        xi. Completed formal education less than or up to a high school/GED level
        xii. Experiencing pregnancy
    c. Where do they live and work?
    d. What are the services you provide, and what barriers do you help mitigate?

2) Is there any insight you would like to give on how commuting impacts your community?
    a. For instance, negative impacts such as traffic congestion and air quality.
    b. Are there any positive impacts, such as economic impacts to local business?

3) What kinds of transportation modes would your community be most interested in? Do you know how they get around now?

4)What barriers do you think would keep members of your community from choosing sustainable transportation options?

5) While other organizations and departments are responsible for transit service and infrastructure improvements such as bike lanes and sidewalks, the Ride Together Pierce team is responsible for creating and managing transportation programs and sharing resources. Of the current Ride Together Pierce transportation programs below, what strategies might help mitigate barriers in your community?
    a. Community-wide campaigns (i.e., Walk Everywhere Challenge, Bike Month, Bike Swap, etc.)
    b. Carpool and vanpool matching tool
    c. Transit and bike trip planning tools
    d. Resources and support for employer transportation programs (such as Emergency Ride Home)

6) Are there other strategies you would suggest for us to remove barriers and mitigate impacts from commuting?

7) Will you share our survey? We're also going to host an online open house starting in mid-April and would love for you to share the link as well as provide input on our draft outline!

Questions for Employer Interviews

1) What Commute Trip Reduction (CTR) resources do you currently provide employees?
    a. Which are most used? Which are not getting used as much?
2) What proportion of your employees prefer to communicate in a language other than English?
    a. Do you feel that CTR resources are reaching these employees? How would you suggest reaching them more effectively?
    b. We are currently running an online open house to gather feedback from people who live and work in Pierce County. How would you recommend we try to reach employees who prefer to communicate in another language?
3) What barriers does your staff experience to choosing sustainable transportation options?
4) What support would you like to see from us that would help your staff more easily choose sustainable transportation options?
    a. Are there other strategies you would suggest for us to remove barriers and mitigate impacts from commuting?
5) What other concerns do you have regarding commuting? Examples:
    b. Lack of parking, tardiness/absenteeism, retention or attracting new employees
6) Do you feel that leadership supports the CTR program or is it more of a requirement? What can we do to gain more leadership support?

Online Community Scoping Survey Questions (March 2024)

1) Including yourself, how many people are in your household?
2) What is your race/ethnicity? We ask this question to ensure we are reaching all Pierce County residents.
3) Which age group do you belong to?
4) Do you identify as a frontline community member?
    a. Frontline communities are those who are or will be unfairly burdened by climate change, often experiencing the first and worst impacts. Frontline community members may be individuals from one or more of the following backgrounds:
        i. Black, Indigenous, and People of Color (BIPOC)
        ii. Speak English as a second language
        iii. Living with a low or fixed income
        iv. Ages 16-26
        v. Lesbian, Gay, Bisexual, Transgender, Queer, Intersexed, Asexual, including those questioning their gender identity or sexual orientation (LGBTQIA+)
        vi. Living with three or more generations in one home
        vii. Living with more than one family in one home
        viii. Living with a disability
        ix. Immigrant or refugee
        x. Experiencing homelessness
        xi. Completed formal education less than or up to a high school/GED level
        xii. Experiencing pregnancy
5) What is your annual household income before taxes?
6) Home Zip Code
7) Work Building or School Zip Code
8) What transportation mode do you usually use to get to work or school? Select the transportation mode that you use the most.
9) What transportation mode would you like to use to get to work or school? Select your top three choices.

While other organizations and departments are responsible for transit service and infrastructure improvements such as bike lanes and sidewalks, the Ride Together Pierce team is responsible for creating and managing transportation programs and sharing resources.

Current Ride Together Pierce transportation programs include community-wide campaigns, a carpool and vanpool matching tool, transit and bike trip planning tools, and resources and support for employer transportation programs.

We are interested in learning about what programs or information you may need to consider a sustainable commute to work or school.

Examples of programs could be: help finding someone to share the ride with, field trips learning how to ride buses or bikes, access to a free or low-cost bicycle or bike safety gear, providing free rides from work

to home in case of an emergency, financial incentives to try a sustainable trip, help planning bike trips, etc.

10) Would any of these programs help you consider a sustainable commute to work or school?

What other programs or information would help you try a sustainable commute?

11) Anything else that you would like to share about how you get to work or school?

12) Please provide your email to receive notice of the Commute Trip Reduction plan online Open House.

Online Open House Text and Questions (April 2024)

Overview of Commute Trip Reduction

Commute Trip Reduction (CTR) works to reduce air pollution, traffic congestion and fuel consumption by encouraging alternative transportation options throughout Washington State. Requirements are focused on employer-based programs that support employees in choosing alternatives to driving alone.

Why CTR Matters for Everyone: Congestion and traffic affect more than just vehicles on the road; they impact our entire community. Increased traffic leads to higher pollution and carbon emissions, posing risks to both people and environment. That is why we are seeking input from the community along with employers in Pierce County to develop comprehensive CTR plans for the largest jurisdictions in Pierce County. Our goal is to develop strategies that address community needs and challenges and enhance mobility and quality of life for everyone.

How We'll Use Your Feedback: Your responses will be used in drafting a plan for unincorporated Pierce County, as well as a template that jurisdictions across Pierce County will use to create their own 2025-2029 CTR plans. A draft CTR plan will be posted for public comment in Summer 2024 on our 2025-2029 Commute Trip Reduction Plan webpage. As part of the work to draft the CTR plans, jurisdictions will review local Transit Plans and describe how their CTR plan will support those plans. The transit agencies consulted may include Pierce Transit, Sound Transit, and Intercity Transit, depending on the jurisdiction. Jurisdictions will also describe any required updates to their Comprehensive Plan and provide a timeline for making those changes.

Benefits of Commute Trip Reduction

This section of the plan describes features of land use and transportation facilities in your jurisdiction. Examples of land use could include where important resources are located and how they can be accessed, and transportation facilities could include roadways, sidewalks, transit routes, and bike lanes.

Information will be gathered from your jurisdiction’s comprehensive plan, regional and local transportation plans, and transit agency plans. This section will also describe how commuting patterns have changed in recent years, as well as how the CTR plan will help support environmental goals such as reducing greenhouse gas emissions.

Why is this important to you? We want to know whether the transportation facilities in your area provide adequate support to minimize your drive-alone trips, whether you are commuting to work or school, running errands, or visiting a friend. Alternatives to drive-alone trips include walking, biking, or

rolling (such as on a scooter or mobility device), riding the bus, sharing a carpool or vanpool, working from home, or working a compressed work week to avoid peak commuting times. We also want to understand what benefits of commute trip reduction are most important to you.

1) What jurisdiction do you live in?
2) What jurisdiction do you work in?
3) How easily do you feel you can get around without driving alone?
4) What changes in commuting patterns and/or traffic have you observed in the past few years? How has it impacted your life?
5) If more people reduce their drive-alone trips, we could experience benefits such as reduced traffic congestion and better air quality. What potential benefits are most important to you?

Services and Strategies

In this section, jurisdictions will describe the tools they will use to support effective CTR delivery, such as providing free bus passes to students or workers, charging for parking,
changing zoning to support transit development, or conducting outreach to employers to increase the use of telework and compressed work weeks.

Transportation infrastructure support services such as public bicycle racks and lockers, bicycle fix-it stations with tools, wi-fi hotspots to access transportation information (like bus schedules), and online ride matching tools to join carpools and vanpools may also be described in this section.

This section will also describe how each jurisdiction will provide financial and logistical plans for implementing any services or strategies described, and address known barriers and how to mitigate them. Why is this important to you? We want to know what barriers you currently face when trying to use transportation alternatives to driving alone and what potential solutions you would like your jurisdiction to consider in drafting their 4-year CTR plan.

6) What transportation mode do you usually use to get around?
7) What alternative transportation mode would you prefer to use?
8) What is stopping you from using your preferred alternative transportation mode?
9) What are some programs, support services, resources, or changes that would help you choose not to drive alone?
10) Please provide the description for your response to the last question.
11) Is there anything else you would like us to consider in drafting this section?

Performance Targets

In order to measure progress, jurisdictions will be selecting performance targets. Only the jurisdictions listed below are required to set Performance Targets. To measure progress, state law requires major employers located in these jurisdictions to survey their employees on their commute habits.

Jurisdictions may select one of the following:

Performance Target options:

Option 1: Set the target using a weighted average drive-alone rate (DAR) of 60% or less for major employer worksites at the jurisdictional level. This goal is the statewide target, which is 15.5% lower than the 2019 census data for DAR.

Option 2: Set the target using a weighted average DAR of 15.5 % below, or less, of the jurisdiction's census performance in 2019 for major employer worksites at the jurisdictional level. These targets, if Option 2 is selected, are listed below.

- City of DuPont: 71%
- City of Fife: 73%
- City of Gig Harbor: 73%
- City of Lakewood: 71%
- City of Puyallup: 73%
- City of Sumner: 73%
- City of Tacoma: 68%
- City of University Place: 65%
- Unincorporated Pierce County: 71%

Both option 1 & 2 set targets that are 15.5% below DAR as measured in the 2019 census. Option 1 applies the same statewide target across jurisdictions, and Option 2 calculates each target individually for jurisdictions.

Option 3: Pierce County is considering a custom target DAR below the employee survey data collected by major employers in 2024. Jurisdictions will set the target using a weighted average DAR of 10-15% below the employee survey data collected by major employers in 2024. The expected level of achievement still needs to be determined. The final goal will consider land use and the availability of transportation infrastructure in the jurisdiction.

12) Do you have a preferred Performance Target option? Why do you prefer this option? Is there anything you would like us to consider in drafting this section?

Engagement

In addition to this online open house, Pierce County also solicited public feedback using a community survey earlier this spring and at large, in-person community events throughout Pierce County in 20232024. Pierce County is engaging employers and community-based organizations through interviews and virtual workshops to gather their input and feedback. Pierce County is also soliciting feedback from local Tribal Nations.

Each plan will include details on who was engaged, when and where they provided feedback, high-level summaries of what was shared, and an explanation of how their feedback was incorporated into the

plan. Engagement results will also be flagged to help inform future updates to jurisdiction Comprehensive Plans and transit agency long-range plan updates.

Engaging underserved community members is a priority. This will be achieved by providing a variety of options for engaging with the CTR planning process (such as attending in-person community events or the online open house, which can be translated using Google Translate or providing interpretation services) and working with community-based organizations to reach priority populations more effectively.

13) Is there anything additional you'd like us to consider when conducting engagement?

Demographic Questions

14) What is your race/ethnicity? We ask this question to ensure we are reaching all Pierce County residents.
15) Which age group do you belong to?
16) Including yourself, how many people are in your household?
17) Do you identify as a frontline community member?
    a. Frontline communities are those who are or will be, unfairly burdened by climate change, often experiencing the first and worst impacts. Frontline community members may be individuals from one or more of the following backgrounds:
        i. Black, Indigenous, and People of Color (BIPOC)
        ii. Speak English as a second language
        iii. Living with a low or fixed income
        iv. Ages 16-26
        v. Lesbian, Gay, Bisexual, Transgender, Queer, Intersexed, Asexual, including those questioning their gender identity or sexual orientation (LGBTQIA+)
        vi. Living with three or more generations in one home
        vii. Living with more than one family in one home
        viii. Living with a disability
        ix. Immigrant or refugee
        x. Experiencing homelessness
        xi. Completed formal education less than or up to a high school/GED level
        xii. Experiencing pregnancy
18) What is your annual household income before taxes?

Thank you for taking time to learn about Commute Trip Reduction. Click HERE to enter into a prize drawing for one of our four $25 gift codes for an online gift card mall. Check out RideTogetherPierce.com for further opportunities to engage in Commute Trip Reduction.

CIRQUE BRIDGEPORT PARK FEASIBILITY STUDY

7401 CIRQUE DRIVE WEST - UNIVERSITY PLACE, WA - 98466
DECEMBER 2024

University Place
WASHINGTON

arc
architecture resource collaborative

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PUBLIC PRESENTATION SLIDES A.2
COST ESTIMATE A.3

ACKNOWLEDGMENTS

City of University Place Council

Javier Figueroa, Mayor
Edward Wood, Mayor Pro Tem
Frank Boykin
Steve Worthington
Denise McCluskey
Stan Flemming
Melanie Grassi

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Bill Peters
Bryon Pullen
Chris Hebert
David Graybill, Chair
Sandy McKenzie, Co Vice Chair
Harriet Richardson
Stephen Smith, Co Vice Chair

City of University Place Parks / Recreation Commission

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Amy Wolfe, Chair
Bay Stemp
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Kristi Jones
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Landscape Architects:	Bruce Dees and Associates
Cost Estimating:	DCW Cost Analysis

EXECUTIVE SUMMARY

OVERVIEW

Having identified an opportunity for expanded recreational offerings by developing under-utilized portions of the existing Cirque Bridgeport Park, the City of University Place engaged an ARC Architects-led design team to conduct a feasibility study in late 2023.

The study included community engagement in the form of on-line surveys and an in-person public meeting. The progress of the study closely paralleled the community outreach approach such that each milestone of study progress was tested against community input and preferences. Study milestones included:

- Develop program improvements, refine and prioritize through community input
- Develop concept options from most preferred program improvements and gather public engagement
- Refine preferred option including aesthetic and experiential options for individual features
- Price preferred option and individual features, share final results including costs with public
- Develop project phasing options

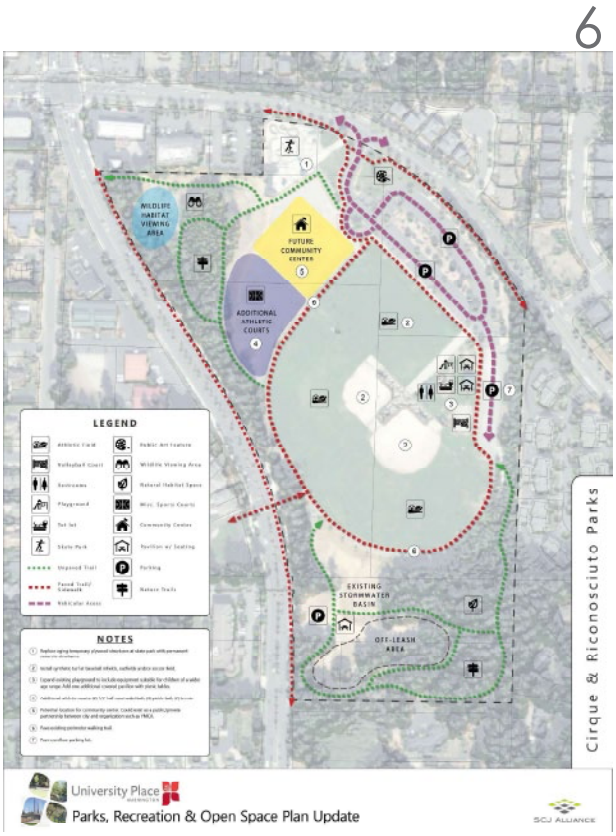
The total expected construction costs in 2025 dollars for all preferred improvements was approximately $9.6 million. Preferred improvements included expanded parking and pedestrian entry plaza, covered sports courts, new restrooms and a splash pad water feature, expanded hiking and biking trails, and an events lawn for community events. See page 12 for additional details including phasing opportunities.

PROCESS

PROGRAM DEVELOPMENT

The initial phase of the study focused on program development using the most current 2020 Parks, Recreation, and Open Space (PROS) Plan as a jumping off point. This plan provided a preliminary set of recommendations to begin to align the previously expressed needs of the University Place community with the opportunities offered by the under-utilized north end of Cirque Park.

Once a preliminary list of potential improvements and expanded recreational offerings was identified, it was refined and prioritized through conversations with University Place project team members and public outreach surveys. Key priorities that were identified through this process included the addition of covered sports courts, picnic shelters, enhancement of wetland habitats and trails, the incorporation of an outdoor water feature such as a splash pad, convenience and safety improvements such as wayfinding and lighting, and more. Further information on how outreach informed this process is described below.



BASIC AMENITIES	PICNIC SHELTERS	SPLASH PADS
OUTDOOR EVENT SPACE	PICKLEBALL COURTS	BASKETBALL COURTS
EXERCISE CLASSROOMS	WALKING TRAILS	INDOOR PLAYGROUND

Proposed new features from 2020 PROS Plan

PUBLIC SURVEY #1 - PROGRAM DEVELOPMENT

In collaboration with design team member PRR and the City's outreach team, an initial public survey was developed and distributed to the community. Survey #1 aimed to establish general baselines for visiting frequency and confirm and prioritize preferred program activities for park amenities, including both indoor and outdoor features. The full results of Public Survey #1 are included in Appendix A.1. Overall, pickleball courts and a splash pad emerged as the most desired outdoor amenities.

CONCEPT OPTIONS

ARC developed three preliminary design programs based on Survey 1 community feedback. Each option is comprised of the most popular elements from each of three categories: amenities, outdoor improvements, and indoor improvements (see Appendix A.1), and organized to emphasize a distinct theme. These themes are described below with Options 1, 2, and 3 and were developed to balance the diverse needs of the community while addressing spatial and environmental site constraints.

Option 01
EXPANDED PARK

Ranking	Activity
1	Spray park / Splash pond
2	Pickleball courts
3	Outdoor event space
4	Basketball courts
1	Basic amenities
2	Natural areas & trails
3	More security
4	Another covered picnic & BBQ shelter

Option 02
ENVIRONMENTAL

Ranking	Activity
1	Exercise classrooms
2	Pickleball courts
4	Basketball courts
1	Basic amenities
2	Natural areas & trails
3	More security

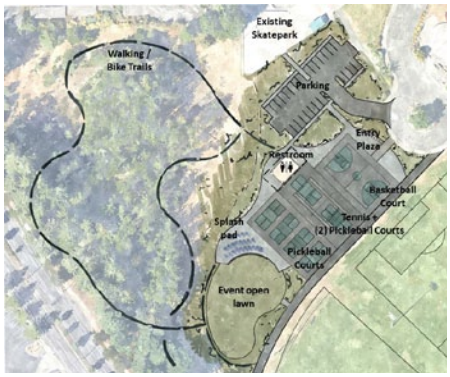
Option 03
COMMUNITY CENTER

Ranking	Activity
1	Exercise classrooms
2	Community kitchen
4	Classroom / flex space
5	Gymnasium
1	Basic amenities
3	More security
4	Another covered picnic & BBQ shelter

Amenities Outdoor Indoor

PUBLIC SURVEY #2 - CONCEPT CONFIRMATION

Concept plans were developed to overlay the program options described in the preceding section with the site characteristics of this area of the Cirque Park. These were shared in Public Survey #2, where the community expressed a preference for Option 01 – an Expanded Park with additional outdoor features. Based on this feedback and discussions with the University Place project team, the design team moved forward with developing 'Option 01 - Expanded Park' which was refined beyond what is shown below. Refinements, included adjusting the placement of the water feature and determining the right combination of sports for the sport courts to best align with community priorities, were incorporated into the originally shared concept below. Additional considerations, such as the types of water features and shad structure options for the sports courts, were identified, leading to an exploration of different design possibilities.



Option 01

EXPANDED PARK

RANKING #1

Option 02

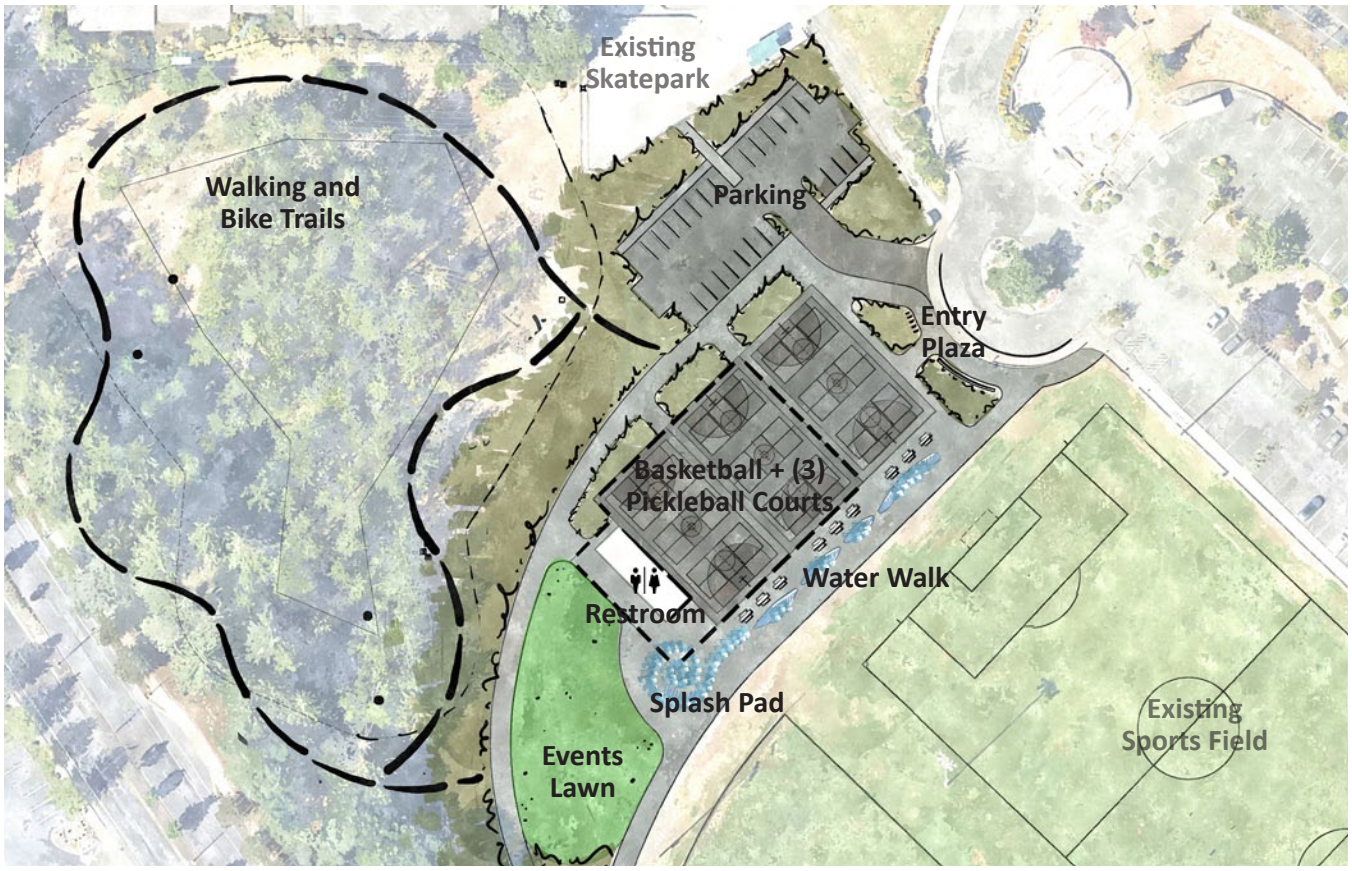
ENVIRONMENTAL

RANKING #3

Option 03

COMMUNITY CENTER

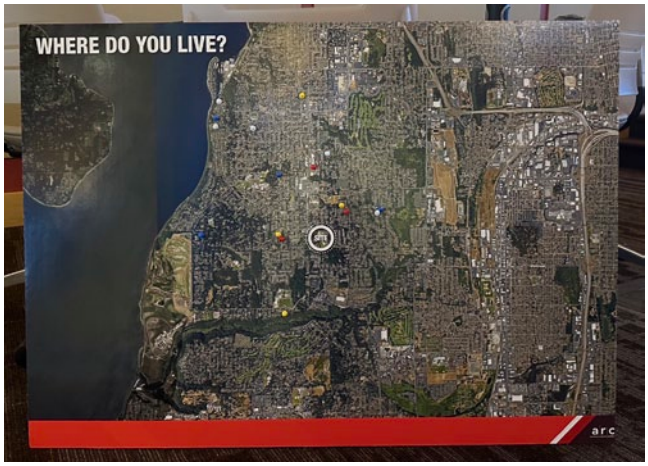
RANKING #2

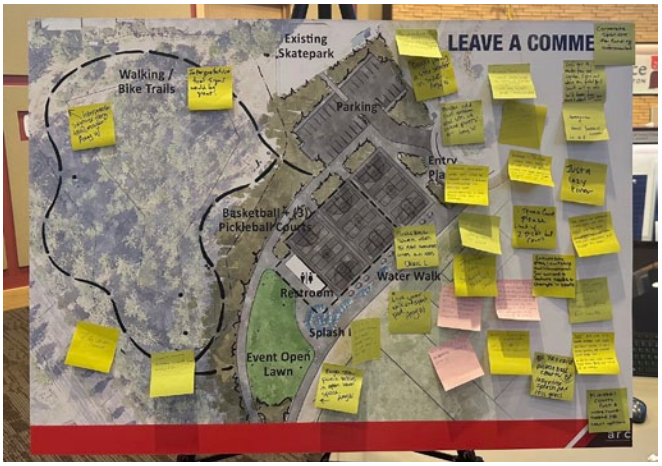


PREFERRED OPTION 01 - EXPANDED PARK

PUBLIC MEETING - CONCEPT CONFIRMATION

A Public Meeting was held on April 11th, 2024, with approximately 30 attendees. The meeting began with a presentation, followed by a Q&A session and group discussions where participants were encouraged to leave comments on display boards. The preferred option, Expanded Park, from Survey 2 was presented and options for sports court shading and water feature types were discussed. Overall, the sports court roof cover: Lightwell (see below) emerged as the preferred choice for sports court shading, while the splash pad option: Water Walk (see below) was the most favored splash pad design. However, attendees indicated that additional comparison between these feature options should be based on the construction costs and maintenance requirements of each. The design team included cost comparisons between the sports court roof options and the splash pad features options in Survey #3. The preferred option for each as documented in the Survey 3 voting became the recommendations for sport court roof and splash pad as shown on the following pages.

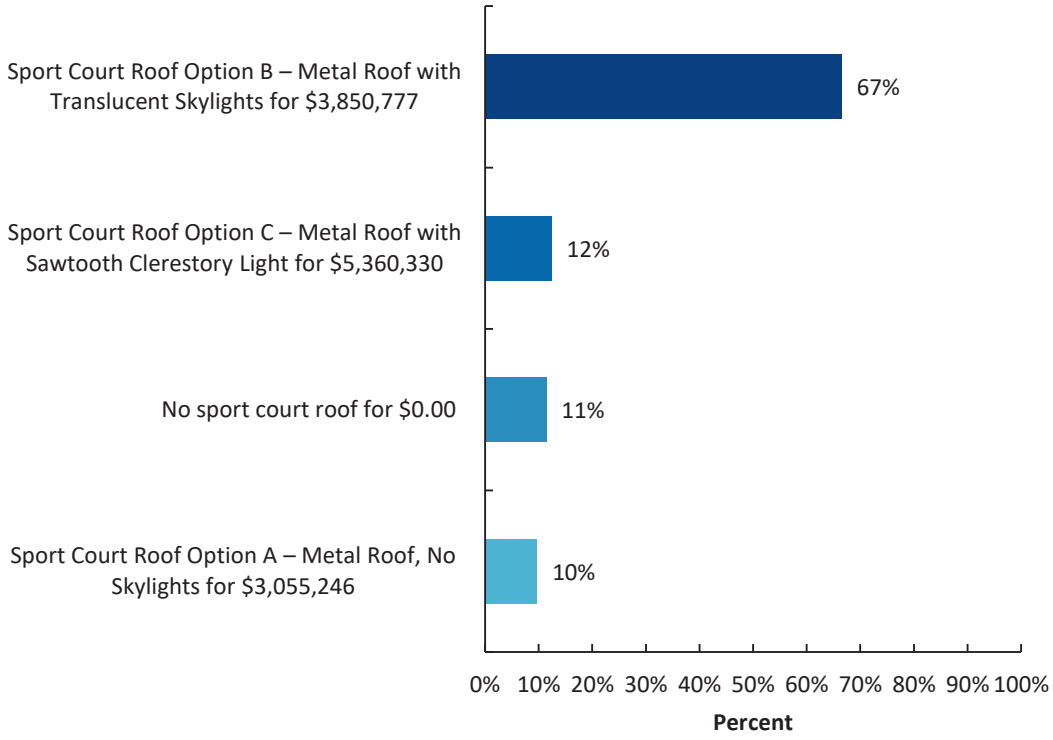




PUBLIC SURVEY #3 - SPORT COURT ROOF RESULTS

The City of University Place and PRR conducted a public survey to gather input on the final design elements for Cirque Park including information factors for costs and maintenance. The goal of the survey was to seek input on specific design options utilizing costs as a factor and to gauge support for the overall design findings. The City will use this information in support of pursuing state and federal funding for the proposed improvements. The city used a range of recruitment strategies designed to reach people with different communication preferences. Recruitment included an article in the Bi-Weekly E-Newsletter, project page announcements, and flyers at City Hall. The survey ran from September 18 to October 13, 2024. It received a total of 187 responses.

7. Of the sport court roof options shown, and their costs, which would be your preference?



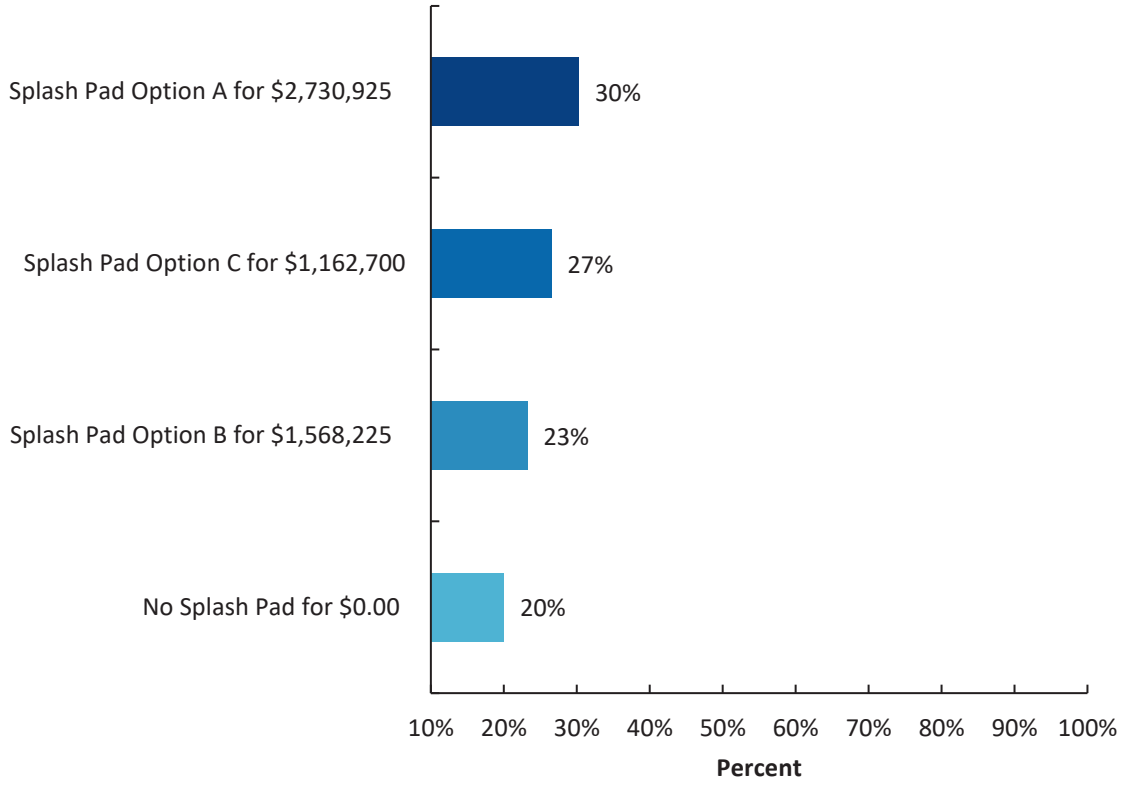
The roof cover Option B shown below including translucent panels or skylights to minimize the need for electric lights in the darker months and carrying an estimate cost of approximately $3.8M dollars was strongly preferred in Survey #3 with an overall preference of 67%. See appendix for the full question and results.

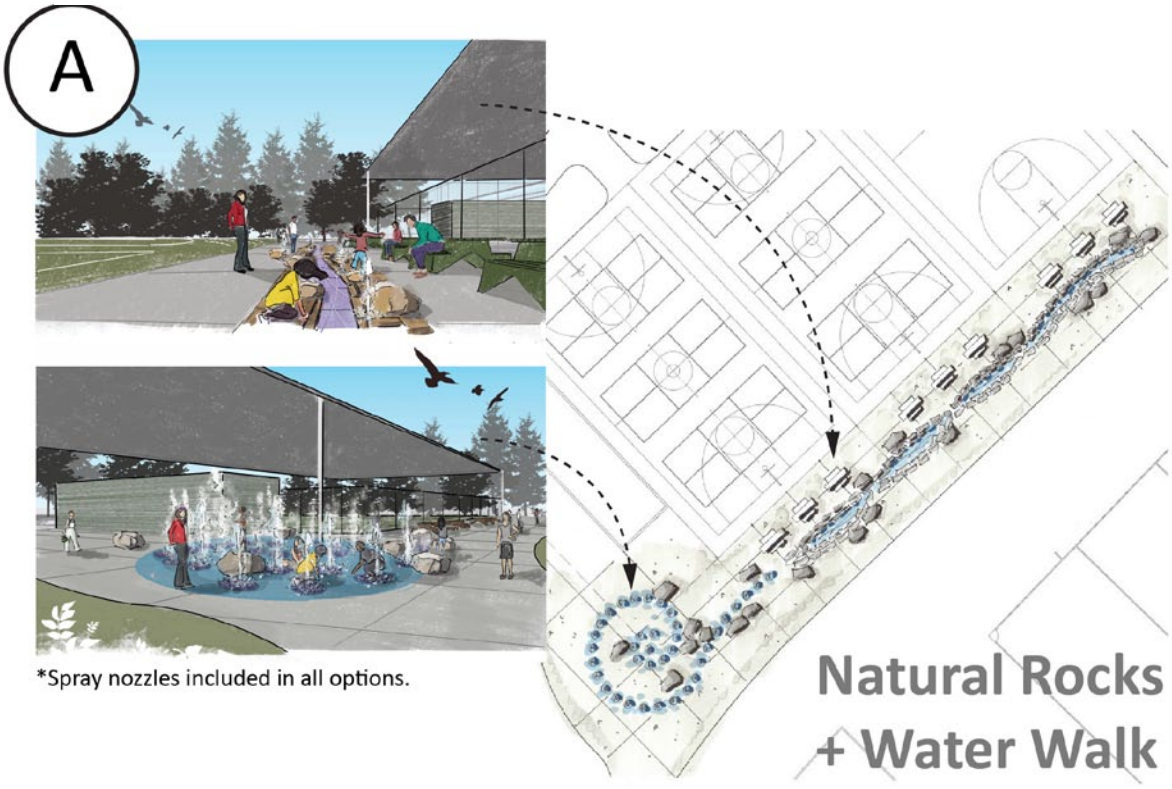
The public survey identified the translucent panel roof (Option B) as the preferred choice. However, after further discussion, park commissioners decided to include the basic metal roof with no skylights (Option A) due to the reduced cost of installation and long term maintenance concerns of the translucent skylights.

PUBLIC SURVEY #3 - SPLASH PAD FEATURES OPTIONS RESULTS

The splash pad Option A shown below including a plaza with spray nozzles, natural rock features and a linear water walk for $2.7M dollars was preferred in Survey #3 with an overall preference of 30%. See appendix for the full question and results.

6.Of the splash pad feature options shown, and their costs, which would be your preference? The amounts shared below would be part of the total cost of the preferred design.

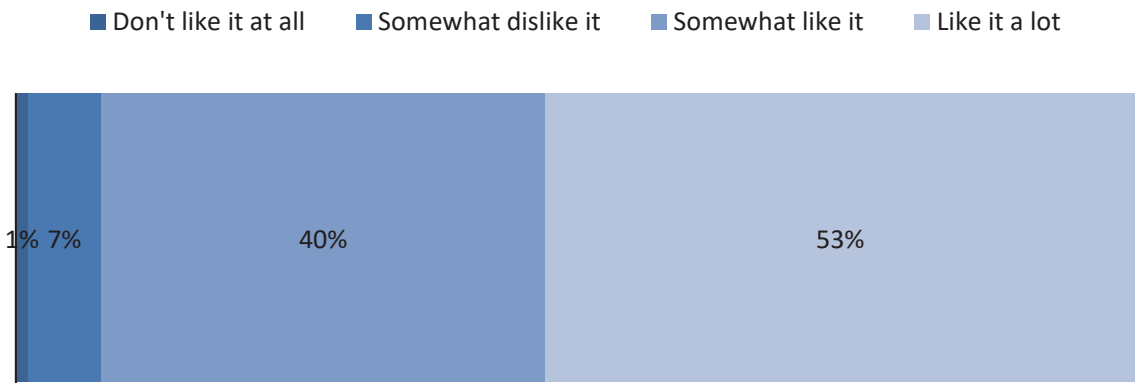




PUBLIC SURVEY #3 - OVERALL SUPPORT RESULTS

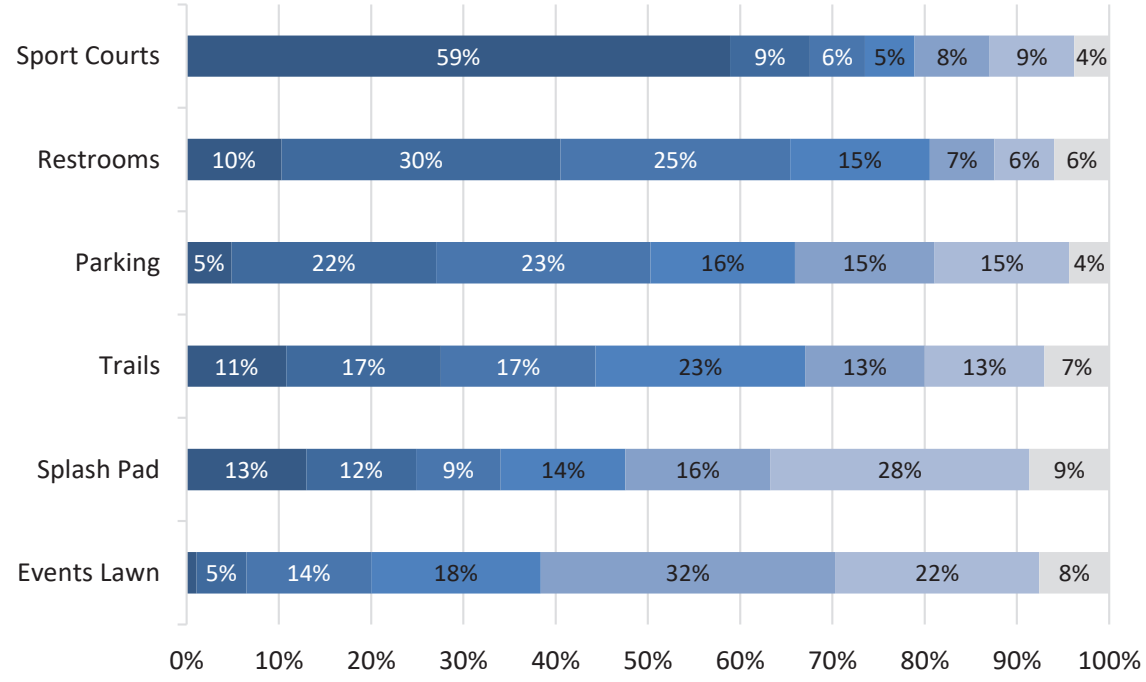
The survey results indicated strong support for this design as a whole. Ninety percent of respondents said they would visit the park once or twice a month or more after the improvements are made. Additionally, 93% of the respondents said that they either 'somewhat liked the design' or 'liked the design a lot' when asked how much they liked the proposed park improvements recommendations.

2.How much do you like the park design shown above?



PUBLIC SURVEY #3 - PHASING RESULTS

Preferences for which elements are constructed first if phasing is pursued. Respondents ranked the sport courts (74%) and bathrooms (65%) as their top priorities for a phased implementation approach. Respondents preferred to receive project updates via social media (58%) and email newsletters (49%).



RECOMMENDATIONS

Cirque Park offers a variety of recreational amenities, pathways, gathering spaces, tree-lined natural areas, and picturesque views of Mt. Rainier. The proposed site design envisions integrating a series of new amenities into this existing context, capitalizing on the park's attributes to create an active and engaging community recreation space.

PROPOSED SITE DESIGN AND LAYOUT

The proposed design thoughtfully leverages the park's existing conditions, focusing development on a flat, graded, and compacted area of the site that is elevated to provide sweeping views across the park and toward the Mt. Rainier vista. Located near the park entrance and adjacent to the drop-off area, skatepark, and parking lot, this prime location enhances visibility and access, establishing it as a focal point for arriving visitors. Additionally, by utilizing nearby circulation routes and utilities, the design maximizes the park's existing resources, promoting walkability and encouraging greater overall usage.

NEW RECREATIONAL AMENITIES

The site design introduces a program of new amenities aimed at enhancing recreational opportunities and activating this section of the park:

- Splash Pad
- Sport Courts
- Metal Roof over Sports Courts
- Event Lawn
- Restrooms
- Outdoor Seating
- Bike Racks
- Pathways & Trails

PEDESTRIAN-FOCUSED DESIGN

The design prioritizes a pedestrian-oriented experience, emphasizing walkability, shade trees, textural landscaping, and connections to nature. A welcoming entry plaza featuring signage, seating, bike parking, and landscaping will greet visitors as they arrive to the site. Additional parking is also proposed near this area to accommodate the anticipated increase in park users.

NATURAL FEATURES AND TRAILS

An existing wetland to the northwest of the main development area is a valuable habitat area within the park. Situated at a lower elevation, this area collects rainfall and remains inundated during the wet season. Featuring alder and cedar trees, the wetland offers an opportunity to expand the park's trail system with soft trails or boardwalks that minimize disturbance to the wetland habitat. Trail enhancements will allow visitors to engage with nature while preserving the site's ecological integrity.

KEY FEATURES

- Sport Courts: These covered, lit, and fenced courts allow for year-round and evening use, expanding recreational opportunities and enabling new sporting events at Cirque Park.

- Splash Pad: The splash pad will act as a vibrant centerpiece, drawing visitors to this part of the park, and creating a popular summer destination. It will introduce a new element of water play to Cirque Park, providing families with a place to gather, play, laugh, and cool down on hot days.

- Event Lawn: Adjacent to the splash pad, the event lawn provides a lush gathering space with water, shade, and views of Mt. Rainier. This space is ideal for hosting small outdoor events in a picturesque setting.

- Restrooms: Conveniently located near the event lawn and splash pad, the restroom building will provide essential facilities for park visitors. The building will also support the operation of the splash pad by housing the mechanical pump and filtration equipment. Additionally, the restroom building will include electrical capacity and connectivity, making it a valuable resource for staging events and gatherings on the event lawn.

- Parking: The site design includes a new parking area located between the skatepark and drop-off zone, providing convenient access to the proposed recreational amenities. The parking lot will feature approximately 25 standard parking stalls and 2 accessible ADA stalls. ADA-compliant pathways will ensure accessibility from the parking area to all newly proposed recreational features.

PHASING OPTIONS

DCW Cost Analysis provided the cost estimate for this feasibility study in June of 2024. The construction cost estimate includes broken out costs for each of the sports court shading and splash pad options. The estimate is escalated to a construction start date of the third quarter of 2025 so deviations from that time frame will need to be re-escalated to the new construction start date. The costs provided are for construction costs only. Additional costs which would be carried by the owner, commonly known as soft costs, include contingencies, sales tax, design team fees, permitting fees, inspections, utility fees, etc. and have not been included. The cost estimate is provided for reference in the Appendix section A.3.

Total estimated construction costs for all of the potential improvements including the preferred sports court shading and splash pad options are:

$10.5 million

Given the nature of the park and the types of improvements being considered, there is the possibility that improvements can be undertaken over time as a phased approach. Survey 3 sought input from the public on what would be the preferred order to commence each feature. Considering both the public's wishes as well as contractor concerns such as construction access sequencing, and economies of scale, below is the design team's phasing recommendation including the **APPROXIMATE CONSTRUCTION COSTS** for each phase. While the phasing sequence shown does consider issues such as providing support elements such as parking prior to building the functional elements that will draw more people to the site, there are many factors to consider and many phase sequences that could be successful.

Phase 1: Entry Plaza and Parking ($0.8 million)*

Phase 2A: Sports Courts ($2.2 million)*

Phase 2B: Metal Sports Court Roof ($3 million)*

Phase 3: Restrooms and Splash Pad ($3.9 million)*

Phase 4: Walking and Biking Trails ($0.3 million)*

Phase 5: Events Lawn ($0.3 million)*

*Further design understanding is required to refine phased costs. Estimates shown are rough order of magnitude. It should be expected that breaking the project into phases will cost more than completing it all at once.

POTENTIAL PHASING PLAN DIAGRAM

APPENDIX

A.1 SURVEY RESULTS
A.2 PUBLIC PRESENTATION SLIDES
A.3 COST ESTIMATE

A.1 SURVEY RESULTS

Survey 1 Report
Survey 2 Report
Survey 3 Report

A.2 PRESENTATION SLIDES

Public Presentation - April, 2024

A.3 COST ESTIMATE

Report by DCW

UNIVERSITY PLACE CITY COUNCIL
Regular Council Meeting
Monday, May 5, 2025, 6:30 p.m.

Note: Times are approximate and subject to change.

PUBLIC NOTICE

The University Place City Council will hold its scheduled meetings to ensure essential city functions continue. Members of the public can attend and participate in a Council meeting in the following manners:

- In-person at the City Council Chambers at 3609 Market Place West, Third Floor;
- Watch live broadcast on University Place Television, Lightcurve (formerly Rainier Connect) Channel 12 or Comcast Channel 21 (SD) or 321 (HD);
- Watch live broadcast on the City's YouTube channel www.YouTube.com\UniversityPlaceTV;
- Watch live broadcast on the City's website www.cityofup.com/398/City-Council-Meetings;
- Listen by telephone by dialing 1 509-342-7253 United States, Spokane (Toll), Conference ID: 139 732 705#; or
- Attend virtually by clicking this hyper-link: Click here to join the meeting.

How to participate in Public Comment and public testimony on Public Hearings:

- In-person at the City Council Chambers.
- Written comments are accepted via email. Comments should be sent to the City Clerk at Egenetia@cityofup.com. Comments received up to one hour (i.e., 5:30 p.m.) before the meeting will be provided to the City Council electronically.
- Participation by telephone. Call the telephone number listed above and enter the Conference ID number. Once the Mayor calls for public comment, use the "Raise Hand" feature by pressing *5 on your phone. Your name or the last four digits of your phone number will be called out when it is your turn to speak. Press *6 to un-mute yourself to speak.
- Participation by computer. Join the meeting virtually by clicking on the hyper-link above. Turn off your camera and microphone before you press "Join Now." Once the Mayor calls for public comment, use the "Raise Hand" icon on the Microsoft Teams toolbar located at the top of your screen. Your screen name will be called out when it is your turn to speak. Turn on your camera and microphone (icon located at the top of your screen) to unmute yourself. Once you are done, turn off your camera and microphone.

In the event of technical difficulties, remote public participation may be limited.

AGENDA

6:30 pm **1. CALL REGULAR MEETING TO ORDER**

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE – Councilmember Flemming

4. APPROVAL OF AGENDA

6:35 pm **5. PUBLIC COMMENTS**

6:40 pm **6A. – 6D . CONSENT AGENDA**

Motion: Approve or Amend the Consent Agenda as Proposed

The Consent Agenda consists of items considered routine or have been previously studied and discussed by Council and for which staff recommendation has been prepared. A Councilmember may request that an item be removed from the Consent Agenda so that the Council may consider the item separately. Items on the Consent Agenda are voted upon as one block and approved with one vote.

A. Approve the minutes of the April 21, 2025 Council meeting as submitted.
B. Receive and File: Payroll for periods ending 04/15/25 and 04/30/25; and Claims dated 04/30/25.
C. Authorize the City Manager to execute a Sponsorship Agreement with UP for Art substantially in the form attached.
D. Confirm Sandy McKenzie's appointment to the Planning Commission for a term ending January 31, 2027.

6:45 pm **7. CITY MANAGER & COUNCIL COMMENTS/REPORTS** - (Report items/topics of interest from outside designated agencies represented by Council members, e.g., AWC, PRSC, Pierce Transit, RCC, etc., and follow-ups on items of interest to Council and the community.)

STUDY SESSION – (At this time, the Council will have the opportunity to study and discuss business issues with staff prior to its consideration. Citizen comment is not taken at this time; however, citizens will have the opportunity to comment on the following item(s) at future Council meetings.)

7:10 pm **8. 27TH BUSINESS DISTRICT PLAN** *(First study for adoption of a Resolution.)*

8:00 pm **9. COMMUTE TRIP REDUCTION CODE AMENDMENT** *(First study for passage of an Ordinance.)*

8:30 pm **10. CIRQUE PARK SITE PLAN FINAL REPORT**

9:00 pm **11. ADJOURNMENT**

*PRELIMINARY CITY COUNCIL AGENDA

May 19, 2025
Regular Council Meeting

June 2, 2025
Regular Council Meeting

June 16, 2025
Regular Council Meeting

July 7, 2025
Regular Council Meeting

Preliminary City Council Agenda subject to change without notice*
Complete Agendas will be available 24 hours prior to scheduled meeting.
To obtain Council Agendas, please visit www.cityofup.com.

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