

RESOLUTION NO. 129

**A RESOLUTION OF THE CITY OF UNIVERSITY PLACE,
WASHINGTON, AUTHORIZING THE EXECUTION OF AN
INTERLOCAL AGREEMENT TO RATIFY AND APPROVE
AMENDMENTS TO THE PIERCE COUNTY COUNTY-WIDE
PLANNING POLICIES.**

WHEREAS, the Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County, and charged with responsibilities, including: serving as a local link to Puget Sound Regional Council (PSRC), promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW), and developing a consensus among jurisdictions regarding development and modification of the County-Wide Planning Policies; and

WHEREAS, On August 14, 1995 the City of University Place approved Resolution No. 42, adopting the Pierce County County-Wide Planning Polices; and

WHEREAS, the PCRC conducted negotiations in open public meetings during the months of March through September 1996 to address amendments to the Pierce County County-Wide Planning Policies as needed for full certification of the County-Wide Planning Policies by the PSRC; and

WHEREAS, The Executive Committee of the PCRC subsequently recommended the adoption of proposed amendments to the Pierce County County-Wide Planning Policies which address compact urban development and concentrated growth in centers served by multi-modal transportation systems; and

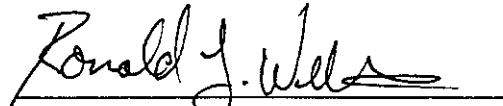
WHEREAS, The City of University acknowledges the Growth Management Act requirement that its Comprehensive Plan shall be developed consistent with the County-Wide Planning Policies; NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
UNIVERSITY PLACE, WASHINGTON, AS FOLLOWS:**

Section 1. Execution of an Interlocal Agreement. The City Manager is hereby authorized to execute the interlocal agreement, attached hereto as Exhibit A and by doing so, ratifying the attached amendments to the Pierce County County-Wide Planning Policies as recommended by the Pierce County Regional Council.

Section 2. Effective Date. This resolution shall be effective immediately upon signing.

ADOPTED BY THE CITY COUNCIL ON NOVEMBER 18, 1996.



Ronald L. Williams, Mayor

Attest:



Susan Matthew, City Clerk

EXHIBIT "A"

INTERLOCAL AGREEMENT

AMENDMENTS TO THE PIERCE COUNTY
COUNTY-WIDE PLANNING POLICIES

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

BACKGROUND:

- A. The Pierce County Regional Council (PCRC) was created in 1992 by interlocal agreement among the cities and towns of Pierce County and Pierce County. The organization is charged with numerous responsibilities, including serving as a local link to the Puget Sound Regional Council, promoting intergovernmental cooperation, facilitating compliance with the coordination and consistency requirements of the Growth Management Act (Chapter 36.70A RCW) and the Regional Transportation Planning Organization (Chapter 47.80 RCW), and developing a consensus among jurisdictions regarding the development and modification of the Pierce County County-Wide Planning Policies.
- B. The Pierce County County-Wide Planning Policies provide for amendments to be adopted through amendment of the original interlocal agreement adopting the policies or by a new interlocal agreement. The Pierce County County-Wide Planning Policies may be amended upon the adoption of the amendments by the Pierce County Council and ratification by 60 percent of the jurisdictions in Pierce County (13 of 20) representing 75 percent of the total population on June 28, 1991 (452,850 of 603,800).
- C. On June 15, 1996, the Puget Sound Regional Council's Executive Board conditionally certified the Pierce County County-Wide Planning Policies and VISION 2020, the regional transportation plan, as consistent. Conditional certification reflected that the two sets of policies were consistent on most transportation issues, but that the Pierce County County-Wide Planning Policies did not specifically address achieving compact urban development and concentrated growth in centers served by a multi-modal transportation system. Full certification of the Pierce County County-Wide Planning Policies and VISION 2020 would be considered once Pierce County adopted additional county-wide planning policies to address compact urban development and centers, consistent with VISION 2020.

- D. The PCRC conducted negotiations in open public meetings during the months of March through September 1996. As a result of these meetings, the PCRC Executive Committee recommended amendments to the Pierce County-Wide Planning Policies. The amendments address compact urban development and concentrated growth in centers served by a multi-modal transportation system and are attached and incorporated herein as Attachment.

PURPOSE:

This agreement is entered into by the cities and towns of Pierce County and Pierce County for the purpose of ratifying and approving the attached amendments to the Pierce County County-Wide Planning Policies (Attachment).

DURATION:

This agreement shall become effective upon execution by 60 percent of the jurisdictions in Pierce County, representing 75 percent of the total population on June 28, 1991. This agreement will remain in effect until subsequently amended or repealed as provided by the Pierce County County-Wide Planning Policies.

SEVERABILITY:

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

FILING:

A copy of this agreement shall be filed with the Secretary of State, Washington Department of Community, Trade and Economic Development, the Pierce County Auditor and each city or town clerk.

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

ATTACHMENT

PROPOSED AMENDMENT TO COUNTY-WIDE PLANNING POLICIES

(Insert in existing County-Wide Planning Policies, Urban Growth Areas section, Page 49, after Principles of Understanding)

Centers

Centers are intended to be areas of concentrated employment and/or housing within urban growth areas which serve as the hubs of transit and transportation systems. They are integral to creating compact urban development that conserves resources and creates additional transportation, housing, and shopping choices. Centers are an important part of the regional strategy (VISION 2020) for urban growth and are required to be addressed in the County-Wide Planning Policies. Centers will become focal points for growth within the county and will be areas where public investment is directed.

Centers are intended to:

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

Vision 2020, the adopted regional growth strategy, identifies numerous different types of Centers as an integral feature, including Urban Centers and Town Centers, which feature a mix of land uses, and Manufacturing Centers, which consist primarily of manufacturing and industrial uses. Pierce County has identified three types of Urban Centers and one Manufacturing/Industrial Center that are applicable and consistent with the adopted regional vision. These centers, as well as possible examples of them, are:

<u>Urban Centers</u>	<u>Example</u>
Metropolitan Center	Tacoma CBD
Urban Center	Lakewood Mall
Town Center	Sumner
<u>Manufacturing/Industrial Center</u>	
Manufacturing Center	Frederickson

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

Within Pierce County, a limited number of centers, both urban and manufacturing, will be designated within individual jurisdictions' comprehensive plans. In order to be designated, a center must meet the criteria contained within the County-Wide Planning Policies.

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

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

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

Urban Growth Outside of Centers

A variety of urban land uses and areas of growth will occur outside of designated centers but within the urban growth area. Local land use plans will guide the location, scale, timing and design of development within urban growth areas. The urban growth area will be where the majority of future growth and development will be targeted. Development should be encouraged which complements the desired focus of growth into centers and supports a multimodal transportation system. For example, policies which encourage infill and revitalization of communities would help to achieve the regional and statewide objectives of a compact and concentrated development pattern within urban areas. The County-Wide policies provide guidance for development and the provision of urban services to support development within the urban growth area.

Satellite Cities and Towns

The cities and towns in the rural areas are a significant part of Pierce County's diversity and heritage. They have an important role as local trade and community centers. These cities and towns are the appropriate providers of local rural services for the community. They also contribute to the variety of development patterns and housing choices within the county. As municipalities, these cities and towns provide urban services and are located within designated Urban Growth Areas. The urban services, residential densities and mix of land uses may differ from those of the large, generally western Urban Growth Areas in Pierce County.

(Insert in existing County-Wide Planning Policies, Urban Growth Areas section, Page 63, after Policy 5.6.)

6. The County and each municipality shall adopt within their respective comprehensive plans, policies to ensure that development within the urban growth area uses land efficiently, provides for a wide variety of uses, conserves natural resources, and allows for the connection of communities to an efficient, transit-oriented, multimodal transportation system. Policies shall:
 - 6.1 provide for more choices in housing types and moderate increases in density to achieve at least an average net density of four units per acre;
 - 6.2 support infill and compact development; and
 - 6.3 provide for land uses that encourage travel by foot, bike and transit.
7. The County and each municipality shall provide for conveniently located, appropriately scaled commercial development to serve the immediate local needs of the surrounding community by encouraging revitalization of underused commercial areas before establishing new areas.
8. The County and each municipality shall adopt plans to encourage concentrated development within the urban growth area which will accommodate the twenty year projected population and employment growth.
9. Satellite Cities and Towns are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. These cities and towns may include the core of small to medium sized cities and towns and may also be located in unincorporated areas. Often Satellite Cities and Towns include a strong public presence because they are the location of city hall, main street and other public spaces.
10. Satellite Cities and Towns will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.
 - 10.1 Satellite Cities and Towns will be developed at a higher density than surrounding urban and rural areas;
 - 10.2 small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving the neighborhood character.
11. At a minimum, Satellite Cities and Towns will be served by State Routes which connect them to other centers and to the regional high capacity transit system. In some instances, Satellite Cities and Towns may have direct connections to the local public transportation system.

OVERALL POLICIES FOR URBAN CENTERS

Vision

12. Centers shall be locally determined and designated by the County and each municipality based upon the following:
 - 12.1 consistency with specific criteria for Centers adopted in the County-Wide Planning Policies;
 - 12.2 the Center's location in the County and its potential for fostering a logical and desirable county-wide system of Centers;
 - 12.3 the total number of centers in the county that can be reasonably developed based on twenty years projected growth over the next twenty years;
 - 12.4 environmental analysis which shall include demonstration that urban services including an adequate supply of drinking water are available to serve projected growth within the Center and that the jurisdiction is capable of ensuring concurrent urban services to new development;
 - 12.5 if the County or any municipality in the county designates a center, they must also adopt the center's designation and provisions in their comprehensive plans and development regulations to ensure that growth targeted to Centers is achieved and urban services will be provided;
 - 12.6 Centers shall be characterized by all of the following:
 - 12.6.1 clearly defined geographic boundaries;
 - 12.6.2 intensity/density of land uses sufficient to support high capacity transit;
 - 12.6.3 pedestrian-oriented land uses and amenities;
 - 12.6.4 urban design standards which reflect the local community;
 - 12.6.5 provisions to reduce single-occupancy vehicle use especially during peak hours and commute times;
 - 12.6.6 provisions for bicycle use;
 - 12.6.7 sufficient public open spaces and recreational opportunities; and
 - 12.6.8 uses which provide both daytime and nighttime activities.
13. Each jurisdiction which designates a center within its comprehensive plan shall define the type of center and specify the exact geographic boundaries of the center. All Urban Centers shall not exceed one and one-half square miles of land. Infrastructure and services shall be either present and available or planned and financed consistent with the expected rate of growth.
 - 13.1 pedestrian connections shall be provided throughout centers.

Design Features of Urban Centers

14. The County and each jurisdiction that designates a center within its comprehensive plan shall encourage density and development to achieve targeted growth.
 - 14.1 Any of the following may be used:

- 14.1.1 encourage higher residential densities within centers;
 - 14.1.2 avoiding creation of large blocks of single-use zones;
 - 14.1.3 allowing for greater intensity of use within centers;
 - 14.1.4 increase building heights, greater floor/area ratios within centers;
 - 14.1.5 minimize setbacks within centers;
 - 14.1.6 allow buildings to locate close to street to enhance pedestrian accessibility; and
 - 14.1.7 encourage placement of parking to rear of structures.
15. In order to provide balance between higher intensity of use within centers, public and/or private open space shall be provided.
 16. Streetscape amenities (landscaping, furniture, etc.) shall be provided within centers to create a pedestrian friendly environment.
 17. Any of the following regulatory mechanisms shall be used within Centers:
 - 17.1 either use zoning mechanisms which allow residential and commercial uses to intermix or limit the size and extent of single use districts.
 - 17.2 adopt development standards to encourage pedestrian-scaled development such as:
 - 17.2.1 buildings close to streets and sidewalks;
 - 17.2.2 interconnections between buildings and sidewalks;
 - 17.2.3 pedestrian links between residential and non-residential areas;
 - 17.2.4 street trees/furniture; minimize separations between uses.

Transportation, Parking and Circulation

18. To encourage transit use within centers, jurisdictions shall establish mechanisms to limit the use of single occupancy vehicles. Such mechanisms could include:
 - 18.1 charges for parking;
 - 18.2 limiting the number of off-street parking spaces;
 - 18.3 establishing minimum and maximum parking requirements;
 - 18.4 commute trip reduction (CTR) measures; and
 - 18.5 develop CTR programs for multiple employers not otherwise affected by law.
19. Centers should receive a high priority for the location of high capacity stations and/or transit centers.
20. Locate higher densities/intensities of use close to transit stops within centers.
 - 20.1 create a core area to support transit use.
 - 20.2 allow/encourage all types of transit facilities (transit centers, bus pullouts, etc.) within centers.
 - 20.3 establish incentives for developers to provide transit supportive amenities.

21. Allow on-street parking within centers in order to narrow the streetscape, provide a buffer between moving traffic and pedestrians, and provide common parking areas.
22. Provisions for non-motorized transportation shall be provided, including but not limited to:
 - 22.1 bicycle-friendly roadway design;
 - 22.2 wider outside lane or shared parking/bike lanes;
 - 22.3 bike-activated signals;
 - 22.4 covered, secure bicycle parking at all places of employment;
 - 22.5 bicycle racks; and
 - 22.6 pedestrian pathways.

Implementation Strategies

23. Jurisdictions should consider incentives for development within Centers such as:
 - 23.1 streamlined permitting;
 - 23.2 financial incentives; and
 - 23.3 density bonuses or transfer of development rights;
 - 23.4 master EISs to address environmental issues in advance of project proposals; and
 - 23.5 shared mitigation such as stormwater detention and joint parking.
24. Centers shall be given priority consideration for that portion of county-wide and regional funding distribution oriented for urban transportation improvements.

METROPOLITAN CENTER

Vision

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

Design

26. Metropolitan Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support high capacity transit and shall meet the following criteria:
 - 26.1 a minimum of 50 employees per gross acre of non-residential lands;
 - 26.2 a minimum of 15 households per gross acre;
 - 26.3 a minimum of 30,000 employees; and
 - 26.4 not exceed a maximum of 1-1/2 square miles in size.

Transportation, Parking and Circulation

27. Metropolitan Centers shall be planned to have fast and frequent high capacity transit and other forms of transit.

URBAN CENTER

Vision

28. Urban Centers are locations which include a dense mix of business, commercial, residential and cultural activity within a compact area. Urban Centers are targeted for employment and residential growth, excellent transportation service, including fast, convenient high capacity transit service, as well as investment in major public amenities.

Design

29. Urban Centers will plan for and meet the following criteria:
- 29.1 a minimum of 25 employees per gross acre of non-residential lands;
 - 29.2 a minimum of 10 households per gross acre;
 - 29.3 a minimum of 15,000 employees; and
 - 29.4 not to exceed a maximum of 1-1/2 square miles in size.

Transportation, Parking and Circulation

30. Urban Centers have fast and frequent high capacity transit, as well as other forms of transit.

TOWN CENTER

Vision

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

Design

32. Town Centers will be characterized by a compact urban form that includes a moderately dense mix of locally-oriented retail, jobs and housing that promotes walking, transit usage and community activity.
- 32.1 Town Centers will be developed at a higher density than surrounding urban areas to take advantage of connecting transit centers.
 - 32.2 small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of

centers while preserving neighborhood character.

33. Town Centers shall plan for a development pattern that will provide a successful mix of uses and densities that will efficiently support transit. Each Town Center shall meet the following criteria:

- 33.1 a minimum of 15 employees per gross acre of non-residential lands;
- 33.2 a minimum of 7 households per gross acre;
- 33.3 a minimum of 2,000 employees; and
- 33.4 not to exceed a maximum of 1-1/2 square miles in size.

Transportation, Parking and Circulation

34. At a minimum, Town Centers will be served by public transit and/or ferries which connect them to other centers and to the regional high capacity transit system. In some instances, Town Centers may have direct connections to high capacity transit.

MANUFACTURING CENTER

Vision

35. Manufacturing centers shall be locally determined and designated based on the following steps:
- 35.1 consistency with specific criteria for Manufacturing Centers adopted within the County-Wide Planning Policies;
 - 35.2 consideration of the Center's location in the county and region, especially relative to existing and proposed transportation facilities;
 - 35.3 consideration of the total number of Manufacturing Centers in the county that are needed over the next twenty years based on projected need for manufacturing land to satisfy regional projections of demand for manufacturing land uses;
 - 35.4 environmental analysis which shall include demonstration that the jurisdiction is capable of concurrent service to new development;
 - 35.5 adoption within the jurisdiction's comprehensive plan of the center's designation and provisions to ensure that job growth targeted to the Manufacturing Center is achieved.

Design

36. Manufacturing Centers shall be characterized by the following:
- 36.1 clearly defined geographic boundaries;
 - 36.2 intensity of land uses sufficient to support alternatives to single-occupancy vehicle use;
 - 36.3 direct access to regional highway, rail, air and/or waterway systems for the movement of goods;
 - 36.4 provisions to prohibit housing; and
 - 36.5 identified transportation linkages to high density housing areas.

37. Provisions to achieve targeted employment growth should include:
- 37.1 preservation and encouragement of the aggregation of vacant land parcels sized for manufacturing uses;
 - 37.2 prohibition of land uses which are not compatible with manufacturing, industrial and advanced technology uses;
 - 37.3 limiting the size and number of offices and retail uses and allowing only as an accessory use to serve the needs of employees within centers; and
 - 37.4 reuse and intensification of the land.

Transportation, Parking and Circulation

38. Transportation network within Manufacturing Centers should provide for the needs of freight movement and employees by ensuring a variety of transportation modes such as transit, rail, and trucking facilities.
39. The transportation system within Manufacturing Centers shall be built to accommodate truck traffic and acceleration. Review of projects should consider the infrastructure enhancements such as:
- 39.1 turn lanes and turn pockets to allow turning vehicles to move out of through traffic lanes;
 - 39.2 designing turn lanes with a width to allow freight vehicles to turn without interrupting the flow of traffic in other lanes;
 - 39.3 designing the far side of intersections with acceleration lanes for trucking vehicles and heavy loads to facilitate traffic flow;
 - 39.4 constructing climbing lanes where necessary to allow for slow moving vehicles; and,
 - 39.5 providing off-street truck loading facilities to separate goods loading and unloading.
40. To facilitate traffic flow in the communities surrounding Manufacturing Centers, truck delivery hours should be established.

Implementation Strategies

41. All jurisdictions will support transportation capital improvement projects which support access and movement of goods to Manufacturing Centers.
42. Jurisdictions having a designated Manufacturing Center shall:
- 42.1 plan for and fund capital facility improvement projects which support the movement of goods;
 - 42.2 coordinate with utility providers to ensure that utility facilities are available to serve such centers;
 - 42.3 provide buffers around the Center to reduce conflicts with adjacent land uses;
 - 42.4 facilitate land assembly; and
 - 42.5 assist in recruiting appropriate businesses.

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