RESOLUTION NO. 188

A RESOLUTION OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, RATIFYING AND CONFIRMING THE CITY OF UNIVERSITY PLACE COMPREHENSIVE PLAN ADOPTED JULY 6, 1998.

WHEREAS, on July 6, 1998 the City of University Place City Council passed Ordinance No. 197 adopting the City of University Place Comprehensive Plan in compliance with the requirements of the Growth Management Act (GMA); and,

WHEREAS, the University Place City Council carefully deliberated on the Comprehensive Plan and approved amendments to the (then) draft Comprehensive Plan under consideration prior to final adoption; and,

WHEREAS, the amendments approved by the City Council have now been incorporated into the final text and the entire Comprehensive Plan is published in a three-ring binder format; **NOW THEREFORE,**

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

Section 1. Ratify and Confirm. The City of University Place City Council ratifies and confirms that the University Place Comprehensive Plan attached as Exihibit "A" is the true and correct copy of the plan as adopted by the City Council on July 6, 1998.

Section 2. Effective Date. This resolution shall take effect immediately upon adoption.

ADOPTED BY THE CITY COUNCIL ON SEPTEMBER 21, 1998.

Debbie Klosowski, Mayor

ATTEST:

Susan Mathew, City Clerk

M:/res/1998/comp plan ratify

List of Tables

List of Figures

List of Figures
(continued)

Introduction

ABOUT UNIVERSITY PLACE

The City of 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. The University of Puget Sound ended up in neighboring Tacoma, but the community retains some of the curving drives and odd intersections that reflect on the original architectural plans for a university community here. Fittingly, University Place Elementary School occupies the original campus site.

As a city, University Place is very young; incorporated in August 1995. The community, however, is long-standing. Ezra Meeker first surveyed University Place as a town site more than 128 years ago. University Place's reputation as a close-knit community with good schools and attractive neighborhoods attracts residents. It is a livable city with strong community bonds and a mix of housing from affordable to expensive.

Geographically, University Place is located directly on Puget Sound just south 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 about forty minutes from University Place. 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. After driving a few blocks through Tacoma, Jackson Avenue becomes Bridgeport Way, the primary arterial route and commercial business corridor in University Place.

University Place operates under a City Council-Manager form of government. The City Council is the policy-making body and consists of seven (7) 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 City of University Place 1998 population is close to 30,000 residents. Although the city is now mostly built, with only a few remaining large vacant parcels of land, the community looks forward to improving local street and utility infrastructure and parks to further enhance the quality of life. The city's stunning setting on a hillside overlooking Puget Sound provides great views and opportunities for the development of paths and walkways. Pierce County's plans to turn part of the 900 acre Chambers Creek/Lone Star Northwest Gravel Mine site, in the southwestern part of the city, into a park also promises to further add to the community's assets.

POPULATION CHARACTERISTICS OF THE CITY OF UNIVERSITY PLACE*

1990 Census	26,714	
1997 (State Office of Financial Management estimate)	29,160	
Median Age	33	years
Under 18	26%	
18-34 years	26%	
35-54 years	29%	
55-64 years	8%	
65 or over	11%	
Caucasian	87%	
African-American	7%	
Asian	4%	
Other	2%	
Average Household Size	2.49	persons
Median Household Income	$34,756	
Median Family Income	$41,242	(2 or more persons)
Number of Dwelling Units	11,500	(1997 est. 12,246)
Single Family	60%	
Multi-family	40%	
Owner Occupancy	55%	
Renter Occupancy	45%	

*From 1990 Census

CITY OF UNIVERSITY PLACE VISION

Adopted August 5, 1996
Revised July 6, 1998

Twenty years after incorporation, University Place is a safe, attractive city that provides a supportive environment for all citizens to work, play, get an education and raise families. Children and youth are nurtured and encouraged to develop into competent, contributing citizens in a changing world. A cooperative community spirit and respect for each other--our commonalities and differences--foster a diverse cultural, spiritual and ethnic life and prepare us for future challenges.

Land Use and Environment

Residential areas and commercial corridors retain a green, partially wooded or landscaped character, although the city is almost fully developed. The public enjoys trail access to protected creek corridors, wetlands and greenbelts. As the gravel pit site on the Chambers Creek properties gradually is reclaimed for public use, people enjoy expansive views, access to Puget Sound, and parks and recreation opportunities.

Community character has been enhanced by fair and consistent enforcement of land use regulations. Buffering and landscaping separate incompatible uses, support the integrity of residential neighborhoods and create more attractive business/industrial developments.

Housing

University Place is a city of low and moderate density housing developments that maintains a friendly neighborhood and community atmosphere. The proportion of residents owning their homes has increased. A mix of housing styles and types is affordable to households at various income levels.

Transportation, Capital Facilities, Utilities

Street lighting, sidewalks, curbs/gutters and bicycle lanes on all arterial streets have improved safety and created better connections between residential and business areas. The entire city now has access to sewers.

CITY OF UNIVERSITY PLACE VISION
(Continued)

Community and Economic Development

The City Hall complex has contributed to the development of a thriving commercial and civic area. This pedestrian-friendly town center and community focal point offers civic activities, convenient shopping, and a welcoming downtown park. Residents and visitors enjoy a walk along shaded trails, a place to sit and relax on a sunny day, an active play area for children and a gathering place for community events.

Partnerships between the City and business sector have resulted in a viable, economically stable business community. Compact commercial and light industrial developments have attracted new investment and brought additional goods and services and more jobs to the community. Public street improvements and new infill developments contribute to the vitality of the core business areas. University Place has established itself as a destination for local shopping, arts, entertainment, and special community events and festivals.

Parks and Recreation

Expansion of parks and recreation services has been achieved through cooperative efforts of the City, the Parks and School Districts and many citizen volunteers. Residents enjoy more neighborhood parks and public spaces, a community and civic center, public access to the shoreline, and a variety of recreation programs and activities for children, youth, adults, and senior citizens.

Governance and Community Services

Open communication between citizens, business, industry and government has strengthened community ties and created an environment of trust, listening, and responsive, fair governance. Information is readily available to citizens and issues are fully discussed. The result has been quality, cost-effective services.

While not always a direct provider of services, the City assists residents in gaining access to community services they need through partnerships and contracts with other agencies.

Local government, the school district and private schools work together in the planning process for quality education. The City has increased public safety by implementing a community policing program that maintains a partnership between community and police, promotes respect for neighbors, and encourages individual responsibility.

State Growth Management Act Goals

The State Growth Management Act requires governmental jurisdictions to address the issues of unplanned and uncoordinated growth through adoption of comprehensive plans to promote the wise use of our lands and protect the health, safety and quality of life enjoyed by residents of this state.

The legislature did not prioritize these 14 goals, recognizing that each community would emphasize them differently when conflicts arise. Localized solutions will be found to meet each community's varying needs.

Goals of Growth Management Planning

- **Urban Growth** - Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- **Reduce Sprawl** - Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- **Transportation** - Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- **Housing** - Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- **Economic Development** - Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capabilities of the state's natural resources, public services, and public facilities.
- **Property Rights** - Private property shall not be taken for public use without just compensation having been made. The property rights of land owners shall be protected from arbitrary and discriminatory actions.
- **Permits** - Applications for both state and local governmental permits should be processed in a timely and fair manner to ensure predictability.

Goals of Growth Management Planning (continued)

- **Natural Resource Industries** - Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

- **Open Space and Recreation** - Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

- **Environment** - Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

- **Citizen Participation and Coordination** - Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

- **Public Facilities and Services** - Ensure that those public facilities and services necessary to support development shall be adequate to serve the development, at the time the development is available for occupancy and use, without decreasing current service levels below locally established minimum standards.

- **Historic Preservation** - Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

- **Shorelines of the State** - The goals and policies of the Shoreline Management Act as set forth in RCW 98.58.020.

PLAN CONCEPT

University Place's Comprehensive Plan concept is derived from considering State goals, Section 36.70A.070 Growth Management Act (GMA), regional and County-Wide Policies, factors affecting land use, assumptions about future trends, and public opinion.

The plan concept is a vision of how University Place should grow and develop over the next 20 years while protecting its high quality of life and equitably sharing the public and private costs and benefits of growth. The plan establishes overall direction for residential, commercial and industrial growth in a pattern that protects public health and safety, and enhances community character, natural beauty, environmental quality and economic vitality.

The plan guides University Place's efforts to achieve these ends by indicating where new housing, shopping, and economic development should be encouraged and where open space should be protected. It places the emphasis for growth in areas where adequate public facilities and services can be provided in an efficient and economic manner. Finally, the plan attempts to conserve open space, protect wildlife habitat and sensitive areas, maintain and improve the quality of air, water, and land resources, as well as preserve the character of the community.

REGIONAL AND COUNTY-WIDE POLICY FRAMEWORK

While the 14 goals of the State GMA provide broad statewide direction, there is also a regional and County-Wide framework of planning and policies that guides development of local comprehensive plans. In the central Puget Sound region---Pierce, King, Kitsap and Snohomish counties---the Puget Sound Regional Council (PSRC) is the designated forum for collaborative work on regional growth management and transportation planning, pursuant to state and federal law. Vision 2020, adopted in 1990 and updated in 1995 by the PSRC, emphasizes strategic location of growth in urban centers and manufacturing/industrial centers served by a multi-modal transportation system. Public expenditures that contribute to concentrated development, such as providing frequent and convenient transit service, are strongly encouraged. The Growth Management Act requires consistency between regional transportation plans, county-wide planning policies and transportation elements of local comprehensive plans.

Pierce County initially adopted County-Wide Planning Policies, as required by GMA, in 1992 and there were several amendments in 1996. The policies are intended to create consistency between county and municipal plans, to ensure orderly, contiguous growth patterns with adequate public facilities and to protect agricultural lands, natural resources and sensitive environmental areas. The later amendments included new policies to address compact urban development and centers. These were required to achieve certification of consistency with the regional Vision 2020. Amendments also established minimum standards for urban development such as curbs, gutters and sidewalks and minimum goals for provision of parks. The county-wide policies state that each municipality shall adopt policies which provide for more choices in housing types and moderate increases in density to achieve at least an average net density of four (4) units per acre.

CONSISTENCY WITH STATE GOALS, REGIONAL VISION AND COUNTY-WIDE POLICIES

The City of University Place Comprehensive Plan conforms to the predominant themes of state, regional and county goals and policies. These are to concentrate growth in urban areas with an adequate level of services; to protect natural areas, resource lands and open space; to encourage availability of affordable housing in all communities; and to encourage land use patterns and transportation systems that provide for alternatives to use of the automobile.

As part of the Comprehensive Urban Growth Area (CUGA) of Pierce County and an almost fully developed urban community, University Place complies with the basic growth management precept of locating growth in areas already characterized by urban growth. The community vision and plan---developed through a public involvement process managed by the Planning Commission---emphasize protecting the predominantly single family character of the city and the environmental assets which enhance livability. The latter include clean air and water, saltwater shore land, creek corridors, wetlands and greenbelts.

University Place has a mix of single family and multifamily housing. The plan allows a choice of housing types and densities, including accessory housing units, attached single family or duplexes, and multifamily units in mixed use commercial/residential projects. Densities range from four (4) to six (6) units to the acre in single family areas to ten (10) to twelve (12) units to the acre in multifamily and mixed use areas. Based on proposed land use designations and development patterns, an overall density of just over four (4) units to the acre is projected for the city's residentially zoned areas within the 20-year planning period. The plan also encourages participation in regional and county-wide efforts to increase the supply of affordable housing.

The plan encourages development of a "town center" with a mix of civic, commercial and recreational uses. The area currently is served by transit and planned improvements to the central arterial, Bridgeport Way, will include sidewalks and bicycle lanes to help increase mobility. As an unincorporated area which experienced substantial urban growth and inadequate urban services, the newly incorporated city moved swiftly to improve safety and pedestrian access on key arterial streets. The plan recognizes that the automobile will continue to be the major mode of transportation within and through the city, but promotes improvements and land use patterns to help support transit, walking and bicycling.

A process for siting essential public facilities is included in the plan consistent with RCW 36.70A.200 and the County-Wide Planning Policies. The City has within its boundaries one major county facility, the Pierce County Chambers Creek Regional Wastewater Treatment Plant, which serves the Chambers Creek-Clover Creek drainage basin.

CITIZEN INVOLVEMENT IN DEVELOPMENT OF THE PLAN

During the incorporation process, citizen committees helped lay the foundation for the Comprehensive Plan as they defined priorities in land use, transportation, parks, recreation, the environment and other areas. At the time the City incorporated in August, 1995, an Interim Comprehensive Plan was adopted by the City Council. The interim plan was substantially based on the Pierce County Comprehensive Plan, but included modifications to make it more relevant to University Place.

The Council appointed an Interim Planning Commission in 1995 with the charge of developing a permanent Comprehensive Plan and development regulations in compliance with the Growth Management Act. Work on a Community Vision Statement began in early 1996. A Community Vision Forum was held in March, 1996 followed by public hearings at the Commission and the City Council prior to adoption in August, 1996.

The Planning Commission began drafting Comprehensive Plan elements in April, 1996 and held a public meeting and a work session monthly. Hearings on preliminary drafts of the policy elements and land use map were held in March and June of 1997. In addition, staff made presentations on the plan and responded to questions at neighborhood meetings, which are held three times a year in four geographical areas of the city. Discussions of the Comprehensive Plan process and key issues occurred frequently in the City's monthly newsletter, mailed to 11,000 households. Local newspapers also provided good coverage of the issues and process. The Planning Commission effort culminated with a public hearing on the Draft Plan and Environmental Impact Statement in December 1997. The recommended plan was forwarded to the City Council with citizen comments in February 1998.

The City Council held study sessions on the draft plan between February and May 1998. After public hearings on May 18 and June 15. the first City of University Place Comprehensive Plan was adopted on July 6, 1998 and was effective July 13, 1998.

Planning Commission *April 1996 - May 1997*	Planning Commission *June - December 1997*	City Council 1998
Community Vision adopted by City Council 8/96 • Fact Finding • Land Use Inventory • Policy Development on Elements* • Evaluate Rezone Requests • Preliminary Recommendation (Study Sessions, Workshops, Neighborhood Meetings)	• Public Hearing 6/25 • Joint Workshop with City Council 7/15 • Draft Environmental Impact Statement and Plan Document 11/25 • Public Hearing 12/10	• Final Planning Commission Recommendation 2/4 • Public Hearing(s) (5/18-6/15) • Final Environmental Impact Statement (6/19) • Adoption of Comprehensive Plan and Land Use Map (7/6)

POLICIES THAT ENCOMPASS THE ENTIRE PLAN

Each element of the Plan contains the policies that will guide University Place's development in regard to that aspect of growth. However, there are policies integral to University Place's entire planning effort--general policies that are a foundation for the policies enumerated throughout the Plan.

1. University Place's planning shall address the issues, resources, and needs that make a community a satisfying place to live and work.

2. University Place shall recognize and protect local neighborhood character and values.

3. University Place shall actively inform and involve citizens in all stages of Plan development, implementation, monitoring, and revision.

4. University Place shall participate in coordinated and joint planning efforts with the County and neighboring jurisdictions to achieve desired patterns of growth, capital improvements, and protection of natural areas, greenbelts and open space. The City also shall pursue contracts, franchises and interlocal agreements with other jurisdictions to provide quality and cost effective services to citizens.

ORGANIZATION OF PLAN

The Plan consists of eight elements. The GMA prescribes five (5) specific elements that must be contained in a city comprehensive plan. The City has added three (3) additional elements.

Mandatory	**Optional**
Land Use	Parks, Open Space and Recreation
Housing	Environmental Management
Transportation	Community Character
Utilities	
Capital Facilities	

The goals and policies contained within each element are the heart of the Plan. Each element presents part of the picture for guiding University Place's growth. The Land Use Element provides the overall picture and interconnections among the other elements.

Each element is organized as follows:

Introduction and Major Issues

State Goals and Community Vision: Related to the element.

Goals: Define what the community wishes to achieve in the next 20 years.

Policies: Provide guidance for creating development regulations and taking other actions to achieve the goals.

Discussion: Clarifies the intent of the policies, provides context and explanation.

Background Information (Land Use, Housing, Environmental Management, Transportation, Utilities, Capital Facilities).

PLAN AMENDMENTS

Amendments to the Plan will be necessary, from time to time, in response to monitoring and evaluation, changing conditions or needs of University Place citizens. The Growth Management Act requires that amendments to a plan be considered no more frequently than once per year. Proposed amendments to the Comprehensive Plan shall be considered concurrently so that the cumulative effect of various proposals can be ascertained. In considering proposed amendments to the Comprehensive Plan, proposals will be evaluated for intent and consistency with the Comprehensive Plan; the need for particular land uses; and availability of land for specific uses. Amendments to the plan will be reviewed by the Planning Commission which will make recommendations to the City Council.

Land Use Element

CHAPTER 1

LAND USE ELEMENT

This element addresses the major land use issues facing the City of University Place over the next 20 years. The Land Use Element considers the general distribution, location, and intensity of land uses. It provides a framework for the other elements of the plan. It makes protecting residential areas a priority, but also recognizes that economic opportunity and viable business districts are essential to the community's health and vitality. The goals and policies included in this section of the Comprehensive Plan cover the following categories of land use:

(a) general

(b) residential

(c) commercial

(d) manufacturing/industrial/ business park

(e) parks and open space

(f) essential public facilities

(g) potential annexation areas

(h) special planning areas

STATE GOALS

Urban Growth
Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce Sprawl
Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Property Rights
Private property shall not be taken for public use without just compensation having been made. The property rights of land owners shall be protected from arbitrary and discriminatory actions.

Permits
Applications for both state or local governmental permits should be processed in a timely and fair manner to ensure predictability.

Economic Development
Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capabilities of the state's natural resources, public services, and public facilities.

Open Space and Recreation
Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Shorelines of the State
The goals and policies of the shoreline management act as set forth in RCW 98.58.020.

COMMUNITY VISION

Land Use and Environment.
Residential areas and commercial corridors retain a green, partially wooded or landscaped character, although the city is almost fully developed. The public enjoys trail access to protected creek corridors, wetlands, and greenbelts. As the gravel pit site on the Chambers Creek properties gradually is reclaimed for public use, people enjoy expansive views, access to Puget Sound, and parks and recreation opportunities.

Economic Development.
Partnerships between the City and business sector have resulted in a viable, economically stable business community. Compact commercial and light industrial developments have attracted new investment and brought additional goods and services and more jobs to the community. Public street improvements and new infill developments contribute to the vitality of the core business areas. University Place has established itself as a destination for local shopping, arts, entertainment, and special community events and festivals.

MAJOR LAND USE ISSUES

There is little undeveloped land remaining.

Single family neighborhoods comprise a large percentage of the city's land area and the community wants to retain a primarily single family character in its housing mix.

There is pressure from land owners to rezone additional areas to commercial--especially along Bridgeport Way--while existing commercial areas are under-utilized.

Commercial development has occurred primarily along 27th Street West and 40th Street West, and in a strip along Bridgeport Way which connects the two areas and extends south to just beyond Cirque Drive. This has resulted in lack of a well defined Town Center.

The commercial areas, and many of the arterial roadways in other areas lack amenities such as street lighting, curbs, gutters, and sidewalks.

With the exception of the Chambers Creek properties site owned by Pierce County, only a small bank of vacant land remains that can be used or acquired for parks and open space.

Redevelopment of the Chambers Creek properties (700 acres within the city limits); reclamation of the former Lone Star Northwest gravel mine; and the scope of future sewage treatment facilities on the site will create opportunities as well as impacts for the community.

Because the city is mostly developed, a major thrust of land use planning will have to be directed at revitalization and redevelopment.

GOALS AND POLICIES

This section of the element contains the land use goals and policies for University Place. The goals establish broad direction for land use. The policies outline steps to meet the intent of each goal. Discussions provide background information, may offer typical examples and help clarify intent.

GENERAL LAND USE

GOAL LU1

Achieve a rational and prudent mix of land uses within the city.

Policy LU1A

Protect the property rights of landowners from arbitrary, capricious, and/or discriminatory actions. Do not take private property for public use without just compensation, nor allow illegal encroachments on public land or rights-of-way without compensation or consideration of the public interest.

Discussion: The policy reiterates the State GMA goal and emphasizes, at the onset of the Land Use Element, that the process of land development and permitting shall recognize the rights of property owners as well as the general community interest. The community also has many examples where private owners have not been cognizant of public ownership of land, and have "taken" the land for their own use without public process or compensation.

Policy LU1B

Create a well balanced, well organized combination of land uses which includes residential, commercial, industrial, recreational, public use, and open space. Make protection and preservation of residential neighborhoods a priority.

Discussion: Encourage development of areas which have employment and residential densities large enough to result in a vibrant and inviting urban environment. Protect the stable residential areas from inappropriate commercial development.

Policy LU1C

Manage growth so that delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment.

Discussion: Contain and direct growth where adequate public facilities exist or can be efficiently provided. Assure that urban level facilities which include sewer, street lighting, sidewalks, curbs and gutter, and adequate streets, are provided prior to, or concurrent with, development.

Policy LU1D

Encourage the creation of a "town center" or central business district.

Discussion: A town center will serve as a focal point for the city and provide a sense of community identity and civic pride. It should include retail establishments, a post office, the city hall, other government buildings, and open space. The general area of the town center is between 35th Street West and 44th Street West which contains a mix of civic, commercial, and residential use that can be enhanced over time through public and private investment.

Policy LU1E

Require buffers between different types of land uses.

Discussion: A harmonious and visually appealing transition from one type of land use to another is highly desirable. As examples, buffers such as fences and landscaped areas can be employed to create the desired effect. Careful attention to design, scale, and placement of new construction can complement adjoining properties rather than detract from them.

Policy LU1F

Require landscaping throughout the entire spectrum of land uses.

Discussion: Much of the city's charm results from the extent to which a natural appearance has been retained. While new development often requires altering topography and excavation, replacement of lost plantings will lessen the impact. New residential and commercial developments benefit from attractive landscaping and enhance the overall appearance of the community. The visual impact of large paved parking lots, in particular, should be softened with areas of trees, shrubs, and ground covers. Native vegetation and low maintenance types of

plantings which remain healthy over time are preferred.

Policy LU1G
Plan for a gradual transition to a less automobile intensive transportation system.

Discussion: The City should recognize that for the foreseeable future the private automobile is and will be the transportation mode of choice for the great majority of residents. However, construction of pedestrian, bicycle, and public transit facilities should be encouraged. For example, density calculations for new developments could include an area devoted to pedestrian and bike trails.

Public transit is a required means of transportation for a portion of residents, particularly in multi-family developments. Design of those developments should include safe pedestrian access for transit users.

In the twenty-year scope of this plan, pedestrian and bike trails are not expected to significantly alter the transportation habits of the residents. These facilities should be considered primarily recreational in nature. They may, however, prompt possible future changes in the transportation habits of the city's residents.

RESIDENTIAL LAND USE

GOAL LU2
Achieve a mix of housing types and densities while maintaining healthy residential neighborhoods, and guide new housing development into appropriate areas.

Policy LU2A
Preserve the residential character of single family neighborhoods.

Discussion: Established residential neighborhoods are the foundation of the community. They provide a sense of well being for local residents and enhance the stability of the entire city. They should be protected from negative impacts of conflicting or inappropriate nearby land uses.

Policy LU2B
Locate higher density residential development in designated multifamily or mixed use areas along or close to major arterial and transit routes.

Discussion: Most of the city's designated multifamily zones are nearly built out. With a few exceptions, they are located convenient to arterial routes and public transit. Mixed use areas have potential for additional residential development in combination with office and retail. This approach can locate higher density residential close to services and public transit and can avoid increased traffic and noise on minor residential streets.

Policy LU2C
Ensure that higher density residential development is designed and scaled in a manner that is compatible with abutting single family neighborhoods.

Discussion: Residential uses in multi-family and mixed use zones should be designed to provide a harmonious transition into surrounding single family neighborhoods. Buffers, landscaping, and building design and placement that blends with neighboring areas enhance the smooth transition between different densities and land uses.

Policy LU2D
Provide for a range of residential densities based on existing development patterns, community needs and values, proximity to facilities and services, immediate surrounding densities, and protection of natural environmental features.

Discussion: At the time of incorporation in 1995, single family residential areas fell into one of two types. One represented by older homes in the northern part of the city and on relatively small

lots. The other, by newer homes throughout the city, on lots with no minimum size but with a density of 4 units per acre. Higher densities of up to 6 units per acre were allowed with a Planned Development District (PDD). In a PDD, higher densities are possible if certain amenities are provided by the developer.

Multifamily housing is clustered primarily adjacent or near the arterial street corridors of 19th, 27th, 40th, Orchard and Bridgeport Way and ranges in density from about 10-18 units per acre. The ratio of single family and duplex units to multifamily in 1996 is 60% to 40%. Because the city has a substantial percentage of higher density units, the community supports limiting multifamily development to renovation and infill in existing zones which permit them and in innovative mixed use developments. Plans for the future should increase the proportion of single family and duplex developments. With variation in housing types and lot sizes, a broad spectrum of housing needs can be met. This approach will also help address environmental constraints such as steep slopes and wetlands.

COMMERCIAL LAND USE

GOAL LU3

Achieve a mix of commercial land uses that serve the needs of the city's residents, businesses and visitors.

Policy LU3A

Concentrate commercial land uses in locations which best serve the community, complement stable residential areas, and are attractive to private investment.

Discussion: The city's commercial base is expected to grow, but little undeveloped land remains. To accommodate future growth, an adequate supply of land must be preserved in areas which will not be detrimental to residential neighborhoods. Redevelopment must also occur in underdeveloped commercial zones. Growth should be contained in areas where adequate public facilities exist or can be efficiently provided.

Policy LU3B

Encourage development of new businesses and expansion of existing business.

Discussion: While the City of University Place is not a major retail center, there are many opportunities to provide goods and services to residents and the surrounding area. The City should work with the private sector, Chamber of Commerce and others to identify issues and opportunities and to create a good environment for small business.

Policy LU3C

Encourage a mix of residential, office, and retail uses in designated mixed use zones.

Discussion: The traditional zoning approach segregates various land uses, such as commercial and residential, into different locations. In many situations, however, it is more appropriate for some land uses to be "mixed" together. A "mixed-use" building site provides different uses within one structure or site--typically, retail uses on the first floor with office or residential on the upper floors. This type of development would promote a more pedestrian-friendly environment and might encourage more resident-oriented businesses to locate in University Place. A variety of uses also may occur on different sites within the district. Residential uses add vitality and customers for commercial uses in the area.

Policy LU3D

Ensure that new and redeveloped buildings are designed to complement community goals for attractive streets, public spaces, and pedestrian amenities.

Discussion: Most of the city's development occurred before incorporation, without guidance of an overall plan. Street edges in the city are poorly defined, land uses are largely auto-oriented, and building design and site planning are generally uncoordinated. Additionally, building orientation and parking lot locations vary considerably, with parking often being a significant component of the site. Improved appearance could attract new

business to the city and would enhance livability for all the citizens.

Implement design standards for new construction and building renovation which include improved signage, sidewalks, and landscaping to enhance the functionality and aesthetics of existing commercial areas.

Policy LU3E
Ensure that commercial development is designed and scaled in a manner that is compatible with surrounding single family neighborhoods.

Discussion: The lack of adequate transition between land uses has a negative impact on neighboring properties, and threatens their stability. Preservation and enhancement of existing neighborhoods can be achieved by requiring new development to minimize conflict through quality design and buffering.

Policy LU3F
Allow small scale "home-based" businesses (home occupations) in residential areas provided that they do not detract from the residential character of the area.

Discussion: Home occupations allow small businesses to operate in a cost effective manner. These types of businesses can be compatible within residential neighborhoods, if the operation has a small number of employees, is incidental to the primary use as a dwelling unit, has no negative traffic or environmental impacts associated with it, and retains the residential appearance of the structure.

Policy LU3G
Encourage the infill, renovation or redevelopment of existing commercial areas and discourage expansion of linear retail "strips".

Discussion: The limited amount of available space remaining in the city dictates that maximum utility should be derived from what is available. Therefore, infill development and expansion of existing facilities is of prime importance.

Policy LU3H
Protect residential areas, public gathering places, such as parks, schools and churches and community business areas, from the negative impacts of "adult" business and entertainment establishments.

Discussion: A city is allowed to regulate adult entertainment businesses as long as a "reasonable opportunity" is provided to operate such a business within the municipal boundaries. To limit the negative impacts of these establishments in the city, adult entertainment businesses shall be regulated in a manner that protects residential, public, and other business uses from the negative impacts of these businesses, and associated criminal activities such as narcotics, prostitution, and breaches of the peace.

MANUFACTURING, INDUSTRIAL, AND BUSINESS PARK LAND USE

GOAL LU4

Provide for light manufacturing, industrial and "business park" land uses within the city.

Policy LU4A
Concentrate industrial, manufacturing, and business park uses in the northeast area of the city which is already characterized by industrial use and has convenient access to major transportation corridors.

Discussion: Industrial and manufacturing businesses provide jobs for residents and tax revenues for the City. Some manufacturing produces noise, odor or dust. To enjoy the benefits of industrial and manufacturing land uses yet minimize their adverse impacts, the City

should encourage "clean and light manufacturing" land uses in appropriate locations convenient to major transportation corridors.

Business park uses with distribution, high technology, and light manufacturing activity and which minimize use of toxic or odorous substances are acceptable industrial uses in the community.

Master planning for new industrial and manufacturing land uses should include such features as open space, landscaping, integrated signage, traffic control and overall management and maintenance.

Policy LU4B
Prohibit heavy manufacturing use in the city.

Discussion: The limited remaining undeveloped land in the city is inadequate for heavy industrial activity which generally requires large parcels of land and may have negative impacts on residential areas.

Policy LU4C
Provide a hospitable development atmosphere and emphasize diversity in the range of goods and services available. Plan ahead to ensure that employment opportunities change as the economy changes.

Discussion: While University Place is primarily a residential community, it should plan to attract a variety of businesses for goods, services and employment opportunities.

The City's major employer--the University Place School District--provides jobs and is a significant consumer of goods and services. The District and City have many opportunities for partnerships to benefit the community.

PARKS AND OPEN SPACE LAND USE

GOAL LU5
Expand the parks, recreational land, and open space for the city.

Policy LU5A
Reserve portions of the remaining undeveloped land for public use.

Discussion: Because little undeveloped land remains within the city, development plans should include setting aside portions of the land for parks, play areas, and bike and walking trails. Some of this space could be provided by developers through incentives and other mechanisms; some will have to be purchased by the City. As the population grows, space will be needed in both residential and business neighborhoods for visual relief, outdoor recreation, and the enjoyment of natural features.

Policy LU5B
Develop a system of distinctively designed pedestrian, jogging, and bicycle trails throughout the city that could also connect to regional trail systems.

Discussion: Recreational trails and pedestrian linkages between existing parks and city areas will enhance public enjoyment of natural features within the city, and benefit transportation mobility and circulation. Examples include the trail system along Chambers Creek Canyon, Rails to Trails, and the proposed Chambers Creek Properties development.

Policy LU5C
Preserve wildlife habitat, historical, unique geological and archeological resources as open space and natural areas.

Discussion: Ensure that environmental safeguards are in place and enforced. Provide educational materials which foster respect for and preservation of natural and community property.

(See also Parks, Recreation and Open Space and Environmental Management.)

ESSENTIAL PUBLIC FACILITIES

GOAL LU6

Provide for the appropriate siting of essential public facilities in the community.

Policy LU6A
Administer a process to site essential public facilities which is consistent with the Growth Management Act and County-Wide Planning Policies and which adequately considers impacts of specific uses.

Discussion: Essential public facilities of a local, statewide, or regional nature may range from schools and fire stations to jails, work release facilities, state prisons, airports, and sewage treatment facilities. Some public facilities are controversial and difficult to site because of real and/or perceived impacts. The State GMA requires that local comprehensive plans include a process for identifying and siting essential public facilities.

Policy LU6B
Establish siting criteria that protect surrounding uses and mitigate impacts of the specific facility on the neighborhood and the city.

Discussion: The need to site facilities that have service areas extending substantially beyond the city should be fully justified and the potential for alternative locations evaluated. Public facilities should include improvements and mitigations that achieve compatibility with surrounding uses and compensate for impacts of the facility on a neighborhood or the city.

Policy LU6C
Support a wastewater treatment facility at Chambers Creek Properties that gives priority to serving the existing and long term projected needs of Pierce County citizens. To minimize impact, the facility should be managed to avoid early over-capacity or future lack of capacity.

Discussion: The major essential public facility located in the city is Pierce County's wastewater treatment facility which has been operating since 1984. Citizens recognize the need for this essential service but are concerned about the scope of the plant. If the level of use is increased, it should be compatible with creating a major area for public enjoyment on a prime site along the southern Puget Sound. Opportunities for creating public access to the shoreline are a precious resource that should also be regarded as essential.

(See the Capital Facilities Element for additional policies on siting Essential Public Facilities.)

URBAN GROWTH AREAS & POTENTIAL ANNEXATION AREAS

GOAL LU7

Annex the unincorporated area of Pierce County which lies within the Urban Growth Area of University Place.

Policy LU7A
Recognize the community identification and wishes of residents and property owners in proceeding with annexation.

Discussion: The remaining small unincorporated pocket between University Place and Fircrest (commonly referred to as Fircrest Acres) should be included within a city boundary.

Policy LU7B
Participate in joint planning and interlocal agreements to assure adequate urban services to potential annexation areas.

Discussion: The City will work with other cities, the County and special districts to provide the required services and to address issues which cross city boundaries.

SPECIAL PLANNING AREAS

Bridgeport Way Corridor

GOAL LU8

Preserve a mix of commercial and residential uses in the Bridgeport Way corridor with activity centers and a more clearly defined town center.

Policy LU8A

Preserve the concept of core commercial areas along Bridgeport Way.

Discussion: A scattering of commercial uses along the entire length of Bridgeport Way within the city is not desirable. Interspersing clusters of offices and residential with retail uses relieves the monotony of "strip commercial". The result is a more pleasing environment for both business and the community.

Policy LU8B

Require shared access driveways and cross-access between developments when planning for public rights-of-way and private development.

Discussion: Existing strip developments offer insufficient vehicular and pedestrian interconnections. The resulting excessive number of driveways contributes to a high accident rate.

Policy LU8C

Encourage redevelopment of under utilized sites.

Discussion: Some areas zoned for commercial or mixed use contain single family houses which are used for small businesses and provide an appropriate interim or transition use. The City should encourage the private sector to combine properties for more efficient commercial redevelopment.

Policy LU8D

Provide public facilities and encourage private improvements to enhance pedestrian access, increase safety, and foster the town center concept.

Discussion: With incorporation in August, 1995 the City began an aggressive program to provide urban level improvements--sidewalks, curbs, gutters, bicycle lanes, lighting and landscaping--for arterial streets. In 1996, the City received a State grant to begin improving Bridgeport Way with curbs, gutters, lighting, sidewalks and a new traffic signal. The City is working with businesses and property owners in the corridor to plan improved traffic circulation and to minimize conflicts caused by too many driveway access points to Bridgeport Way. The lack of secondary circulation routes in some sectors also is being considered. The City's goal is to improve the entire length of Bridgeport Way.

Policy LU8E

Emphasize the transition from more intensive to less intensive residential and commercial development through landscaping and design of street improvements.

Discussion: Bridgeport Way, particularly south of Cirque Drive, is characterized by a natural tree-lined corridor. As more development occurs, the City should encourage the preservation of trees and require significant landscaping with development. While additional development may occur, the visual impact of a transition from more intense to less intense development should be maintained in this southern portion of the corridor. As this area of the street is improved in the future, a center landscaped median should be considered to expand the tree-lined boulevard concept, create a sense of entry to the city from the south and provide an improved environment for residential development.

Policy LU8F

Preserve and enhance the residential character of the city entrance between

19th Street West and the business district at the 27th Street West/Bridgeport Way intersection.

Discussion: The existing housing stock in this area is, for the most part, well maintained. Many homes are set back substantially from the street. There are significant views of the water from this area. As street improvements are made in this section of Bridgeport, special attention should be given to landscaping and lighting that complements the residential environment.

Day Island

GOAL LU9

Preserve the unique residential character of Day Island.

Policy LU9A
Consider an overlay district or other special mechanism in the zoning code to allow flexibility in building setbacks and other requirements.

Discussion: Many houses on Day Island were built with different building setbacks than current codes allow. There are also numerous encroachments on the public right-of-way. The City should consider a special zone for Day Island or allow more flexibility in the Zoning Code, not only for Day Island, but for other older residential areas which may not have setbacks that conform to the current code. Right-of-way encroachments should be dealt with in a consistent way that protects the public interest and is sensitive to individual property owners.

Policy LU9B
Recognize the limited capacity of Day Island streets and private property rights of residents in creating public access points to the shoreline.

Discussion: A number of street ends on Day Island can provide limited public access to the shoreline and help achieve other goals of the State Shoreline Management Act, such as protecting marine habitats. In 1997, the State Department of Ecology (DOE) took legal action to have the fence at 19th Street removed. It had been erected by adjoining property owners and sanctioned by Pierce County. Planning for improved public access should involve Day Island's residents and consider the limited capacity of the streets to handle traffic and parking. Residents also have concerns about privacy and potential damage to their property. The City, the DOE and residents need to work together on a public access plan for the area.

Chambers Creek Properties

GOAL LU10

Achieve a balance of uses on the site that addresses needs for sewage treatment, expanded parks, open space and shoreline activities. The mix of uses should help generate revenues to offset the cost of public improvements.

Policy LU10A
Develop new land use designations that encompass the multi-use aspects of the site, reflect the master planning process, and establish clear direction and predictability for the landowner, Pierce County, and the surrounding communities of Lakewood, University Place, and Steilacoom.

Discussion: The master plan adopted by the Pierce County Council in 1997 established long term direction which is implemented through public and private investment, an Interlocal Agreement, the Comprehensive Plan and Zoning Code.

Policy LU10B
Work with Pierce County and other public agencies and the private sector to achieve redevelopment of the site through a variety of funding sources.

Discussion: The enhanced public use of the site will require cooperation and resources from

various levels of government and the community. Though the property is owned by Pierce County, a combined effort is more likely to achieve the broad public vision. Reclamation of the gravel pit is anticipated to occur over 50 years.

Policy LU10C
Assure that there is adequate mitigation for significant negative impacts of redevelopment.

Discussion: The mix of uses proposed will add traffic to city streets, may increase noise, affect air quality and have other impacts. Overall, the project potentially will provide many long-term benefits to residents, but it is important that negative impacts are understood by the public and that improvements also include necessary mitigation.

Leach Creek Area

GOAL LU11

Establish a plan for future integrated development of the Leach Creek area bounded by Orchard Street to the east, Alameda Avenue to the west, 44th Street to the north and Cirque Drive to the south. Ensure public facilities and services including sewers and public roads adequately serve the area. Determine what uses and densities are appropriate considering surrounding densities and land uses slopes and Leach Creek together with associated wetland areas.

Policy LU11A
Work with landowners in the Leach Creek Area to develop a plan to provide a sewer system that will adequately serve the area and be sensitive to the environmental constraints including the proximity to Leach Creek and its associated wetlands.

Discussion: The Leach Creek Area is located in a Pierce County Utilities Service Area without any Pierce County sanitary sewer lines. Limited service is available near the intersection of Orchard Street and Cirque Drive in the Tacoma sewer system. Pierce County has an agreement with Tacoma that allows property owners to hook up to the Tacoma system but pay Pierce County for the service. Amending the agreement or constructing a new Pierce County sewer line can extend sewer service. The City should work with the property owners and the sewer service providers to ensure the entire area is adequately served for a reasonable cost and the system is developed with attention to the sensitive nature of Leach Creek and the associated wetlands.

Policy LU11B
Work with landowners in the Leach Creek Area to develop a plan to provide adequate transportation facilities and circulation.

Discussion: Without a transportation and circulation plan, individual land owners could develop a series of dead end streets each with access to Orchard Street or Cirque Drive providing no means of circulation between new developments. Access by emergency service vehicles, increased safety and providing better circulation in the area will benefit the area and future residents. Providing better circulation and connections will decrease the cost of street and storm drainage facility maintenance.

Policy LU11C
Determine appropriate land uses for this area considering the low-density residential development to the west and south, higher densities to the north and commercial and industrial uses to the east. Consideration shall be given to Leach Creek, steep slopes and wetlands.

Discussion: Residential uses may be the most appropriate uses on both sides of Leach Creek and in the southern portions of the area provided

that adequate protection is given to the creek, wetlands and habitat areas associated with each. Commercial uses may be explored for a portion of the area abutting Orchard Street given the proximity to a busy arterial street and existing commercial and industrial uses on the east side of Orchard Street.

LAND USE BACKGROUND INFORMATION

The land use element is a guide to the types, location and intensity of land uses in the city. It is also a plan for accommodating allocated population and economic growth while protecting the environment, and providing efficient pedestrian and vehicular circulation. The element serves to fulfill the community vision and comply with state law.

This section of the land use element includes a discussion of state and local requirements, identifies the city limits and urban growth area, provides background information on existing conditions and estimates of future population and employment. Based on existing conditions and growth estimates, a capacity analysis examines the ability of the city to accommodate growth. Consistency with other plan elements and protection of ground and surface water is a requirement of the land use element. The element ends with a land use plan map and descriptions of land use designations.

Washington State Growth Management Act (GMA)

The Growth Management Act requires that each comprehensive plan include a land use element. The land use element designates the proposed general distribution, location and extent of the uses of land including housing, commerce, industry, recreation, open space, public utilities, public facilities and other land uses. The land use element must include population densities, building intensities and estimates of future population growth. The land use element is required to provide for protection of the quality and quantity of ground water used for public water supplies. Where applicable the land use element shall review drainage, flooding and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state including the Puget Sound or waters entering Puget Sound.

County-Wide Planning Policies

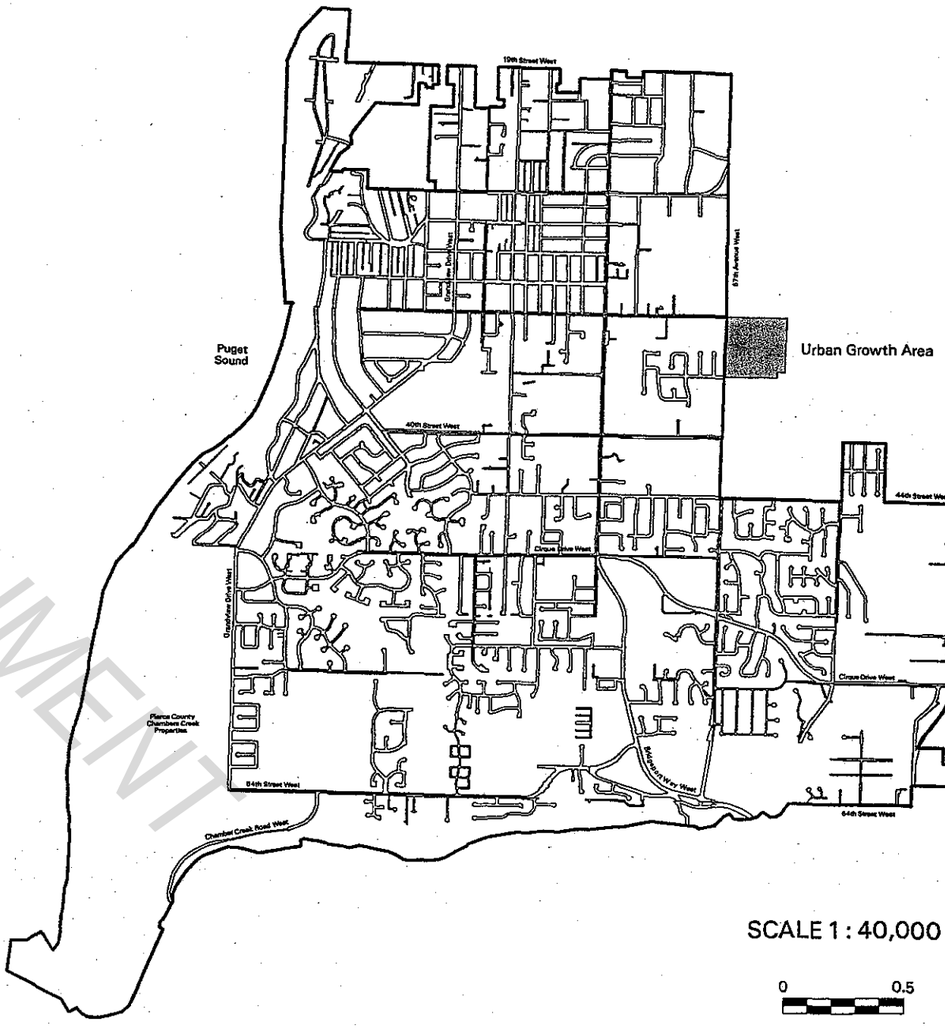
The land use element must be consistent with the County-Wide Planning Policies, which were adopted by Pierce County and its cities as required by the State Growth Management Act. The policies serve to ensure consistency between the County's plan, the City's plan, and plans of neighboring cities.

UNIVERSITY PLACE AND THE CITY URBAN GROWTH AREA

The City of University Place is approximately 8.5 square miles in area or 5,456 acres. As shown in **Figure i-1** (in the introductory section of the plan), surrounding cities and towns include the City of Tacoma to the north and southeast, the city of Lakewood to the south, the City of Fircrest to the east, and the Town of Steilacoom to the southwest. The City of University Place intends to annex a 40 acre area along the eastern city boundary shown in **Figure 1-1** which was designated by the Pierce County Council as the City's Urban Service Area or Urban Growth Area. This area, commonly known as Fircrest Acres, is an almost fully developed older subdivision.

City of University Place
Comprehensive Plan

Figure 1-1
City Boundary and Urban Growth Area



SCALE 1 : 40,000

0 0.5

Miles

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

map_uga8x11_bw.aml, 19 Nov 97

EXISTING CONDITIONS

The first step in determining how the City will implement the Community Vision and comply with growth management regulations is to inventory existing conditions. In 1996, the City conducted a land use inventory that identified uses of each parcel. The inventory map is shown in **Figure 1-2**, and the inventory is summarized in **Table 1-1** and **Figure 1-3**.

Single Family

The City of University Place is primarily a residential community with 4,183 acres of single family and duplex residential zoning. The area north of 40th Street West developed first and is almost completely built out. The historic downtown lies in this area along 27th Street west of Bridgeport Way. Some of the first residential lots were developed in 1889, just south of 27th Street West in an area known as Menlo Park. From there, residential development proceeded south. Sunset Beach was first subdivided in 1933 and Soundview Drive in 1939. The city began rapidly developing in the mid-1950's and has continued ever since. West of Sunset Drive, the city developed almost exclusively in single family homes. Other predominately single family residential areas include the Roman Ridge, Alameda Park and Stonewood Areas which developed in the late 1970's and early 1980's and the Westwood Square-Tall Firs area between Bridgeport Way and 67th Avenue West, south of 44th Street, which developed in the late 1950's and early 1960's.

Multi-family

Multi-family developments are concentrated in six distinct areas of the city. In the northeast corner of the city along 70th Avenue West, there are 690 apartment units in 10 apartment complexes. Along Bridgeport Way and Morrison Road, between 35th Street West and 29th Street West several apartment complexes and numerous four-plexes add another 419 apartments. Between 35th and 44th Street West and along the west side of Bridgeport Way fifteen complexes have 1,032 units. Along Grandview Drive there are 259 units associated with Beckonridge. The two remaining areas of multi-family development include the Chambers Creek Apartments, with 424 units, and in the southeast corner of the city, seven apartment complexes have 839 apartments.

Commercial

Commercial development occurs in five primary areas. The historic downtown lies west of Bridgeport Way along 27th Street West. This area now consists of a small shopping center, and numerous small businesses. Many of the businesses in this area are in converted single family homes. The northeast corner of the city has developed as a core commercial area—between Mildred Street on the east, 70th Avenue on the west, 19th Street to the north and 27th Street West on the south—with amusement and recreation uses such as a movie theater, bowling alley, and gym and with numerous small businesses and restaurants.

A second primary business district is located along Bridgeport Way between 27th Street West and 44th Street West in the central part of the city. Within this strip, there are two large shopping complexes, the Green Firs shopping center anchored by Safeway and the Albertsons Shopping Center. Other large developments include University Park I and II

UNIVERSITY PLACE
INCORPORATED
1995
WASHINGTON

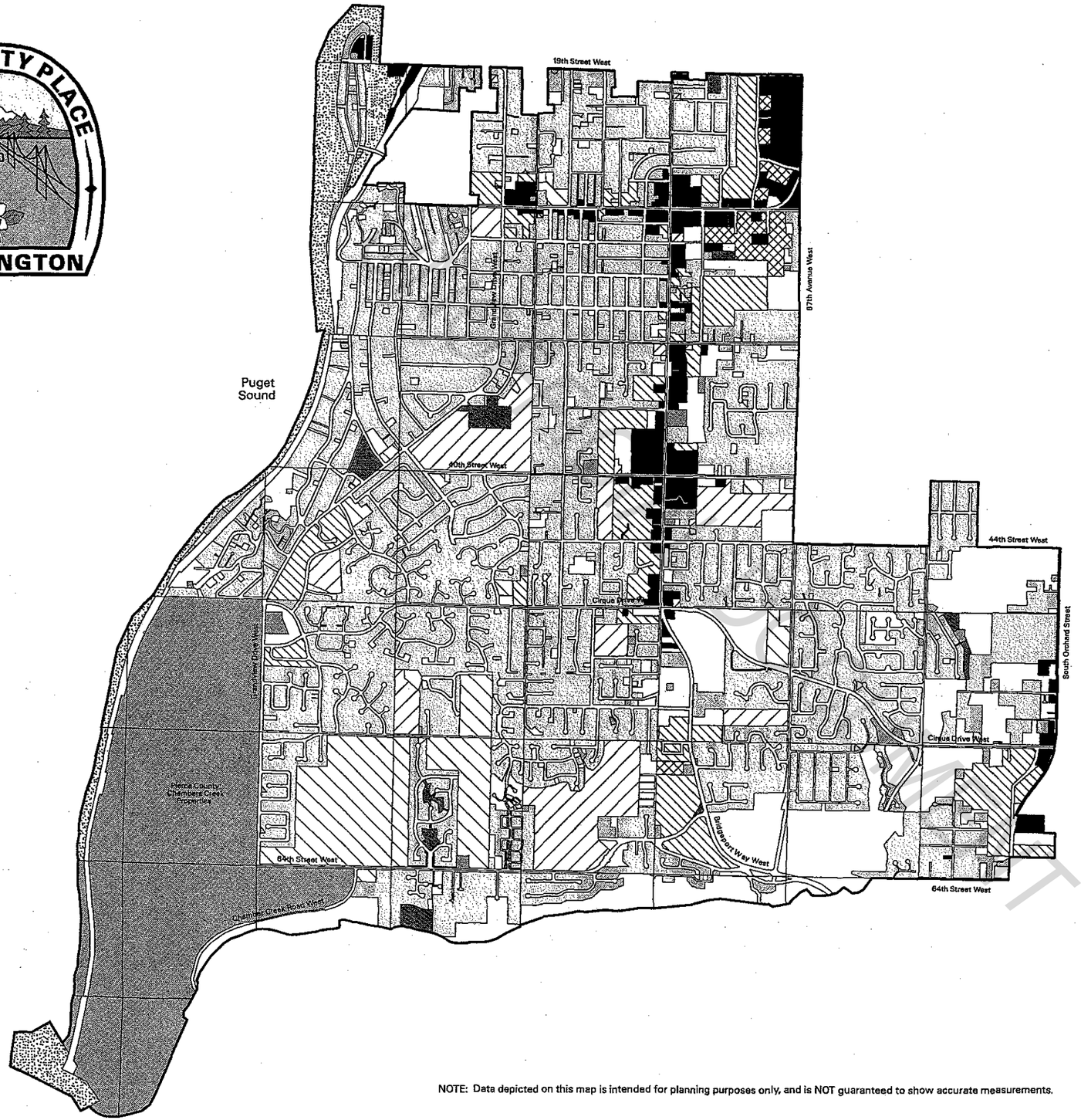


Figure 1-2

1996 Land Use Inventory

LEGEND

- Single Family-Duplex
- Multi-Family
- Churches & Clubs
- Vacant
- Schools
- Utilities
- Commercial
- Manufacturing/Industrial
- Public Facilities
- Parks
- Water

Source: University Place Inventory, 1996

SCALE 1 : 28,000

0 0.5

Miles

N W E S

map_landuse_bw.aml, 20 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

and the University Place Professional Center at 27th Street and Bridgeport Way. In addition to these centers, numerous small retail outlets, professional offices, services, gas stations, and restaurants are located in this central business district.

Other commercial areas are located at the intersection of Cirque Drive and Bridgeport Way and at Cirque Drive and Orchard Street. These are relatively small business areas, each with a gas station, convenience stores, and a few small businesses.

Industrial/Manufacturing

The only manufacturing area in University Place is located south of 27th Street between Morrison Road and 67th Avenue West. Uses in this area include UP Refuse, Haps Auto Wrecking, Spare Space, Liberty Towing, Bosniks Roofing and several contractor yards, vehicle repair shops, small manufacturing enterprises and other businesses.

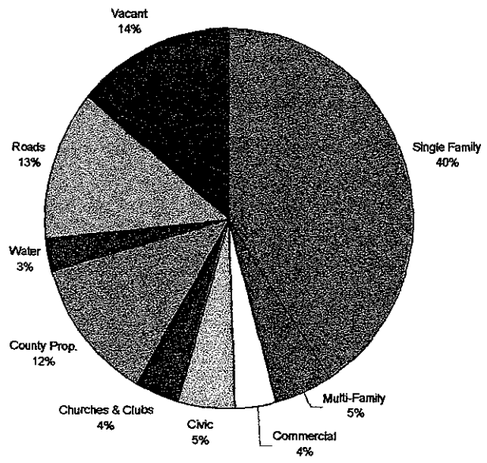
Public Facilities

Public facilities in the city include a high school, a junior high school, two intermediate schools, four primary schools, public parks, police and fire services and city government offices. The Pierce County Chambers Creek Properties are a collection of properties owned by Pierce County in the southwest corner of the city. The Chambers Creek Properties are comprised of approximately 928 acres, of which 700 acres are located within the City of University Place. The properties are owned and managed by the Pierce County Department of Public Works and Utilities and the Department of Parks and Recreation Services. The property includes Chambers Creek Canyon (an undeveloped park also located within the City of Lakewood and unincorporated Pierce County), maintenance facilities, administrative offices, gravel mining, a wastewater treatment plant and related facilities. Pierce County adopted the Chambers Creek Properties Master Site Plan in August 1997 to guide reclamation of the gravel mine and continued development of these properties for public uses compatible with the wastewater facility.

Table 1-1 1996 Land Use Inventory

1996 Land Use Inventory	Number of Units, Lots or Businesses	Acres	Percent
Single Family	6,546	1,931.79	35.40
Duplexes	919	295.36	5.41
Multifamily	4,530	276.44	5.06
Manufacturing	12	35.46	.65
Retail & Service	444	169.44	3.11
Churches & Clubs	22	225.87	4.14
Parks & Open Space	34	38.25	.70
Utilities	35	3.88	.07
Civic/Public Facility	53	888.73	16.30
Vacant - Residential	1,050	613.98	11.25
Vacant - Commercial	38	37.36	.68
Constrained Lots	160	22.79	.42
Roads & Railroad	1,455	757.11	13.88
Water		160.13	2.93
TOTAL		**5,456.59**	**100.00**

Figure 1-3 Area of Land Use

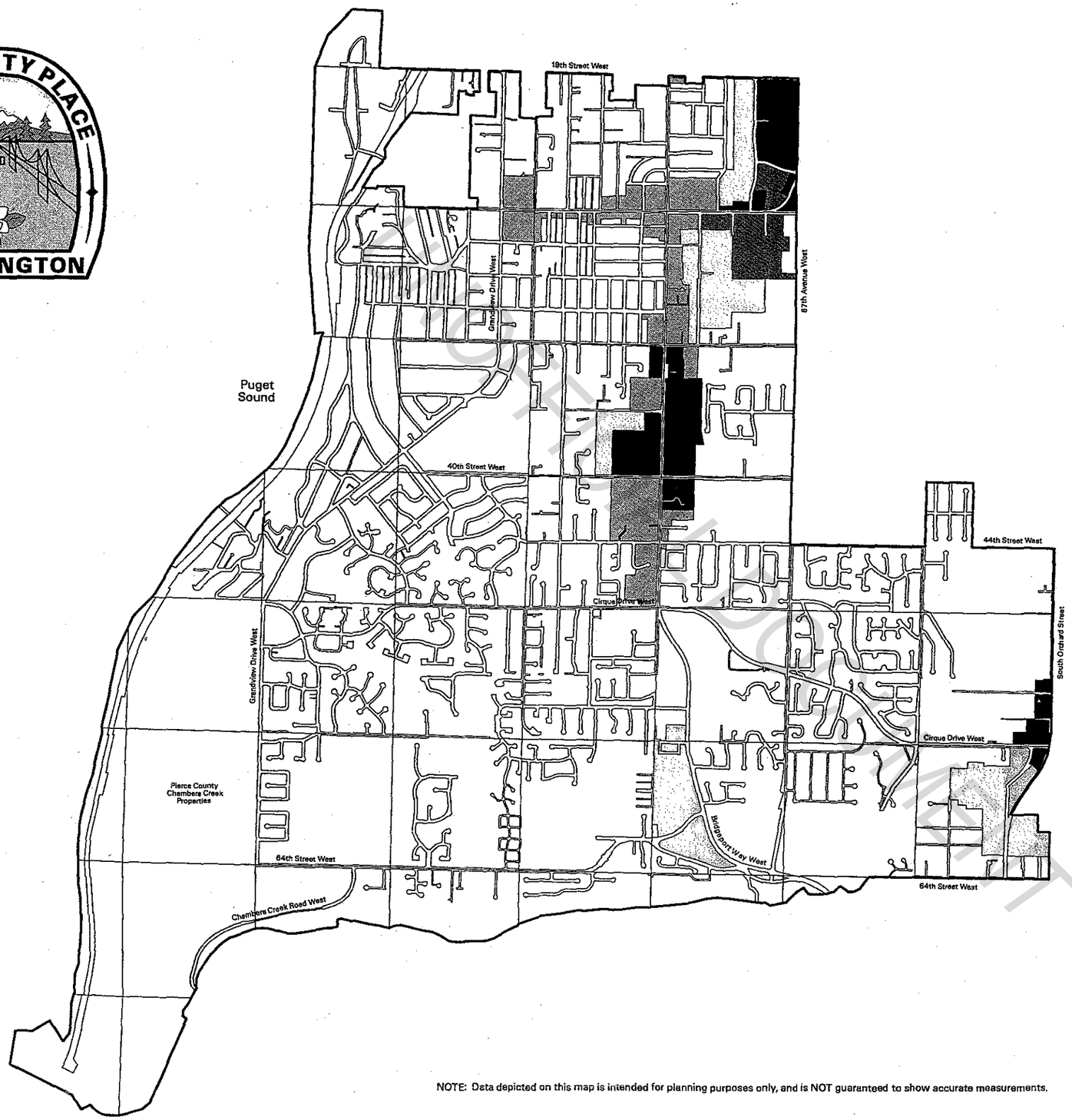


The land uses shown in **Figure 1-2**, and summarized in **Table 1-1** are located in five designated zoning districts. The number of parcels and acres of these zones is shown in **Table 1-2**. Manufacturing uses are primarily located in the Moderate Intensity Employment Center, commercial uses in the Community Center and Mixed Use, multi-family housing in the High Density Residential Zone and Mixed Use and single family and duplexes in the Moderate Density Single Family zone. There are a number of uses that are not located in appropriate zones and generally are considered "nonconforming", for example, an industrial use in a residential zone.

The zoning in place before this comprehensive plan was adopted (the Interim Plan adopted at incorporation) is shown in **Figure 1-4**. Acreage and the number of parcels for these zoning designations are shown on **Table 1-2**. Approximately 77% of the city's land area is in single family residential zones, 2.6% in mixed use, 3.5% in multi-family and 3% in commercial and industrial zones. Another 25% of land area is devoted to street and railroad right-of-way. Wetlands, floodplains, slopes and fish and wildlife areas constrain 22.8% of the land as shown in **Table 1-3**.

City of University Place Comprehensive Plan

Figure 1-4
Interim Plan Zoning Designations *



LEGEND

- Single Family
- Multi-Family
- City Center
- Mixed Use District
- Employment Center

Source: University Place Planning, 1997

* NOTE: Interim Zoning Map superceded by adoption of this plan and new zoning map.

SCALE 1 : 28,000

0 0.5

Miles

map_curzone_bw.aml, 26 Aug 98

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

Table 1-2 Interim Plan Zoning Designations

Zone Designations	Parcels	Acres
Community Center (CC)	140	124.51
Moderate Intensity Employment Center (MEC)	45	44.18
Mixed Use (MU)	411	140.24
High Density Residential District (HRD)	169	193.46
Moderate Density Single Family (MSF)	11,531	4,183.09

In addition to identifying land uses, lands with development constraints were identified and mapped. Lands with development constraints include steep slopes, floodplains and wetlands. These natural features are shown in **Figures 3-1, 3-3, and 3-4** in the Environmental Management Element. **Table 1-3** shows the amount of land where development would be constrained by these natural features.

Table 1-3 Constrained Lands

Natural Feature	Acres
Wetlands	531
Floodplains	271
Fish & Wildlife Areas	121
Steep Slopes	325
TOTAL	**1,248**

Although most of the land that is constrained by natural features is undeveloped land in residential zones, approximately 160 existing platted lots lie within a floodplain, on excessively steep slopes, or in many cases are small odd shaped lots unsuitable for development. Approximately one-half of the constrained lots are tidelands.

POPULATION AND EMPLOYMENT

Forecasts of future population and employment are the starting point for growth management planning. The Growth Management Act requires that counties and cities plan for population growth based on State forecasts. The Washington State Office of Financial Management (OFM) provides counties with projections of population growth

based on the 1990 census, birth and mortality rates, migration and economic indicators. The OFM has estimated that the population of Pierce County in 2017 will be between 826,498 and 952,981. The County has chosen a mid-range figure to allocate growth among cities, towns and the unincorporated area, based on recommendation by the Pierce County Regional Council (PCRC).

The PCRC is a regional planning organization, made up of elected representatives from Pierce County and the cities and towns within Pierce County. The PCRC was initially established to create the County-Wide Planning Policies. The group advises the Pierce County Council on growth management issues. The PCRC is also charged with allocating future population to the jurisdictions in a collaborative process.

Based on population growth trends, the availability of land for development, existing housing types, and required densities, University Place is projected to grow to 33,500 in 2017, or increase by 4,340 people from its 1997 estimated population of 29,160. The County-Wide Planning Policies require that the City provide a choice of housing types and moderate increases in density to achieve at least an average net density of four (4) units per acre.

Although not required by the Growth Management Act or the County - Wide Planning Policies, estimates of employment growth help determine the amount of commercial and industrial land needed to accommodate economic development envisioned by the community. **Table 1-4** shows employment trends in University Place and provides an employment forecast based on information from the Puget Sound Regional Council (which coordinates land use and transportation planning for King, Pierce, Snohomish and Kitsap counties).

Table 1-4 Employment Forecast

Type	1994	2017
Manufacturing	324	435
Retail	1,732	2,073
Service	2,706	3,347
Govt. & Education	921	1,047
Other	271	459
TOTAL	**5,955**	**7,361**

According to the employment forecast, there are approximately five (5) persons for every job in University Place. Based on the population growth estimate and the employment forecast this ratio is not expected to change. It also reflects a predominately residential city. (The city of Kent, for example, is an employment center with more jobs than

population.) The city is projected to add over 1,000 new jobs in the next 20 years. Consistent with national and regional trends, there is a decrease in manufacturing employment and an increase in retail and service employment.

CAPACITY FOR RESIDENTIAL GROWTH

To accommodate population and economic development, the City must determine the amount of land available for growth. The first step is to determine how many people occupy different types of housing.

Table 1-5 shows the number and percentage of housing units by housing type. Nearly two-thirds of the housing stock is in single family structures and the remainder primarily in multi-family with a total of 12,246 units. About 5% of the housing at any given time is assumed to be vacant. The City's current estimated population of 29,160 is then housed in 11,634 units at an approximate household size of 2.5 persons per unit.

Table 1-5 Housing by Type—1996 Inventory

Housing Types	Number of Units	Percent
Single Family	6,546	61%
Duplex	919	6%
Multi-Family	4,530	31%
Mobile Homes	88	1%
Assisted Living	163	1%
TOTAL	**12,246**	**100%**

The amount of land available for residential development can be divided *into building sites, proposed lots, underdeveloped lots and undeveloped residential land* **(see Table 1-6)**. At four (4) homes per acre, a new residential lot for a detached single family home would need to be at least 10,890 square feet and a duplex lot 21,780 square feet. Both single family detached homes and duplexes can be built in the Moderate Density Single Family zone. Building sites are lots within a residential subdivision with final approval and lots under 21,780 square feet created before the effective date of the state subdivision regulations. Proposed lots are lots in a subdivision that has received preliminary but not final approval. Underdeveloped lots are lots greater than 21,780 square feet with an existing single family home. Undeveloped residential land is vacant parcels greater than 21,780 square feet within a residential zone.

Natural features that constrain land development, including wetlands, floodplains, fish and wildlife areas and very steep slopes, limit the number of lots that can be created on undeveloped land. The area of constrained land must be subtracted from the amount of undeveloped land available for residential and commercial development. (The amount of constrained land subtracted from undeveloped lands is less than the total of constrained lands shown in **Table 1-3** because in many areas floodplains, are also wetlands and fish and wildlife habitat areas.)

In addition to natural development constraints, the City must consider the market when estimating that number of residential lots and commercial land needed to accommodate expected growth. The City assumes that all but 20% of building sites and proposed lots in approved subdivisions will be built on but that only 50% of underdeveloped lots and undeveloped land will be subdivided to accommodate additional growth.

The amount of single family and duplex land constrained by natural features and market assumptions is taken into account in **Table 1-6**. Underdeveloped lots and vacant land can be subdivided at a gross density of four (4) dwelling units per acre to create new building sites.

Table 1-6 Single Family & Duplex Lots

Type	Gross Lots	Natural/ Features	Market Assumption	Net Lots
Single Family Building Sites	646	-160 (lots)	-20%	389
Duplex Building Sites	38		-20%	30
Proposed Single Family Lots	442		-20%	353
Underdeveloped Lots	86		-50%	43
Undeveloped Land	3,421	-789	-50%	1,316
TOTAL				**2,131**

Table 1-7 below shows the total residential development capacity. In addition to single family and duplex area, there are seven (7) parcels available for multi-family development, with a total area of approximately twelve (12) acres. At a maximum density of twelve (12) units per acre, there is a capacity for 144 additional units of multi-family housing. There is also a proposed 350 unit assisted living development.

Existing and potential developable sites have a capacity for 2,625 units as shown in **Table 1-7**. Using household sizes based on the 1990 Census, these units could support a population increase of 6,707. The projected city population increase over 20 years is 4,340. Even with a smaller household size (persons per unit), the city can accommodate the projected increase. The average household size in University Place at the time of the 1990 Census was 2.49 persons per unit. Assuming a trend to smaller households with an average size of only 2.2 persons in the next 20 years, the 2,625 unit capacity could support a population of 5,775. The additional projected population, based on the Pierce County allocation of 33,500, is 4,340. Therefore, the amount of land available is sufficient to accommodate the expected population.

Table 1-7 Residential Capacity*

Housing/Factor	Units	Persons/Unit	Total
Single Family Building Sites	389	2.85	1,108
Duplex Building Sites	30	2.12	63
Proposed Single Family Lots	353	2.85	1,006
Underdeveloped Lots	43	2.85	122
Undeveloped Land	1,316	2.85	3,750
Multi-Family	144	2.14	308
Assisted Living	350	1.0	350
TOTAL	**2,625**		**6,707**

* The capacity analysis does not include potential redevelopment opportunities in mixed use zones.

Commercial and Industrial Growth

The need for commercial and industrial land is difficult to estimate because communities are different in size and focus. Some are more residential in nature, others are employment and shopping centers. A 1992 survey of 66 cities (American Planning Association August, 1992 PAS Memo) examined the percentage of developed land in different uses. Cities under 100,000 had an average of 7% in commercial use and 10% in industrial use (by acreage). About 3% of University Place's land is in commercial and industrial zoning with another 2.6 % in mixed use. The city has developed as a suburban residential area. The community vision, goals, and policies in the Comprehensive Plan support University Place remaining a primarily residential area with goods and services to serve local residents.

The city's industrial area is constrained by a large wetland, Morrison Pond, and few vacant parcels. There is no significant opportunity to expand industrial zones without affecting adjoining residential areas.

Commercial and mixed used areas have scattered vacant parcels, many underused sites and vacant commercial spaces in existing buildings. Zoning additional areas for commercial use continues a strip pattern along major arterials and affects the economic vitality of core business areas. It also conflicts with regional and county land use and transportation policies which favor directing growth into non-concentrated urban and town centers to help reduce automobile trips and miles traveled. Therefore, this GMA plan does not add significant new acreage for commercial use. Smaller parcels adjacent to commercial and mixed use zones in the Bridgeport Way and 27th Street corridors, where there already is a pattern of encroachment on single family use, have been added. The emphasis is on intensification of use in existing commercial zones. The Interim Plan had

309 acres in commercial and industrial zones. This adopted GMA comprehensive plan has 313 acres.

CONSIDERATION OF OTHER ELEMENTS & WATER

The land use element includes a number of goals and policies aimed at ensuring consistency with other elements in the plan. Specific policies in the land use element, address housing, environmental protection, parks and open space, community character, efficient transportation, utilities and providing capital facilities. The Plan Map and use descriptions serve to implement these goals and policies.

Likewise, groundwater quality and quantity and surface water runoff issues were considered when drafting the element. The Land Use Element complements the goals and policies in the environmental, utility and capital facility elements. All of these elements protect water quality and ensure controlled storm water runoff that will not pollute surface waters, including Puget Sound.

A PLAN FOR THE FUTURE

University Place citizens have expressed a desire to protect existing single family neighborhoods and not to expand areas of multi-family zoning. Citizens want a safe and attractive city where residential areas and commercial corridors retain a green, partially wooded or landscaped character, a city where the public enjoys trail access to protected creek corridors wetlands and greenbelts. Buffering and landscaping should separate incompatible uses, support the integrity of residential neighborhoods and create attractive business and industrial developments.

The County-Wide Planning Policies (CWPP) and Growth Management Act require that the City provide a choice of housing types and make adequate provisions for existing and projected needs of all economic segments of the community. The CWPP also require an average net density of four (4) units per acre. The City's base density for single family zones is four (4) units to the acre with up to six (6) allowed through a Planned Development District. In proposed duplex zones the range would be six (6) to eight (8) units to the acre and in multi-family and mixed use areas, densities would be from ten (10) to twelve (12) units to the acre.

In 1997, the city has a density of about 2.75 dwelling units per acre in residentially zoned areas (including MSF, HRD and 50% of MU). If one subtracts the 700 acres in the Pierce County Chambers Creek Properties site—currently zoned MSF but actually in gravel mining and sewage treatment plant uses—the density increases to almost 3.3 units per acre. The proposed new designation for this site is Public Facilities. Schools and parks currently in single family zoning also are given a public facilities designation under the new plan. With a projected increase of close to 2,000 housing units over the next 20 years (33,500 - 29,160 = 4,340 ÷ 2.2/HH = 1,973), the density in residentially zoned areas then increases to 4.06 units per acre in the 20-year period.

The Land Use Map is based primarily on existing land use patterns because University Place is an almost fully developed city. Some changes to previous County designations were made at the time of incorporation in 1995, and this new map makes additional adjustments. It reflects the following growth management principles and community concerns expressed in the public involvement process:

- Maintain a mix of housing types and residential densities to allow choice in the marketplace and meet the needs of a variety of households as required by Growth Management regulations.

- Protect the character of single family residential areas with a designation of Single Family Residential and a density of four (4) to six (6) units to the acre.

- Designate additional areas for Two Family Residential and allow a density of six (6) to eight (8) units to the acre. This is intended to create more opportunity for attached housing types at a higher density than single family zones.

- Designate multifamily zones consistent with the current distribution of exclusively multifamily developments. This makes existing developments "conforming" as to land use designations to encourage renovation in the future and permits multifamily development on scattered vacant parcels within these zones at a density up to twelve (12) units to the acre. (Between 1990 and 1996 University Place experienced one of the highest increases in multi-family units in Pierce County and the Central Puget Sound Region. According to the 1996 land use inventory, multi-family units made up more than 30% of the total number of dwelling units in the city.) As the city's existing single family and two-family residential zones are built out over the next 20 years, the percentage of multi-family units will decrease as a portion of the total housing stock, although the actual numbers of units may not decrease.

- Designate mixed use zones in areas where there currently is a mix of residential and commercial use. Allow higher density housing in conjunction with commercial uses. The intent of these zones, located along portions of Bridgeport Way and along the 27th Street corridor, is to encourage innovative housing options with office and retail uses. Locating housing close to services helps reduce reliance on the automobile for all shopping and recreation trips. Some limited additional area has been added to currently designated mixed use zones on 27th Street west of Bridgeport Way and on the west side of Bridgeport Way between 35th and 29th Streets West where there are only scattered single family residences which likely will not be viable over time. A Mixed Use-Office (MU-O) zone has been designated along Bridgeport Way in the latter area which is consistent with the majority of current use in the area and community desire not to extend a retail strip pattern along Bridgeport Way.

- Emphasize infill and redevelopment of existing commercial and mixed use zones rather than designating additional areas. Establish a range of commercial designations including commercial, neighborhood commercial and town center. These designations are based on existing use and the desire to create a cohesive central

business, civic and recreation area along Bridgeport Way between 35th and approximately 43rd Streets.

- Add a new designation for public facilities such as schools, parks, fire station, and other public uses.

- Create a "potential zone" overlay for selected sites that could be developed more intensively than current use designations provided that a plan for development is reviewed and approved by the City. Potential zones shall not be implemented until site specific design standards and regulations have been adopted by the City Council.

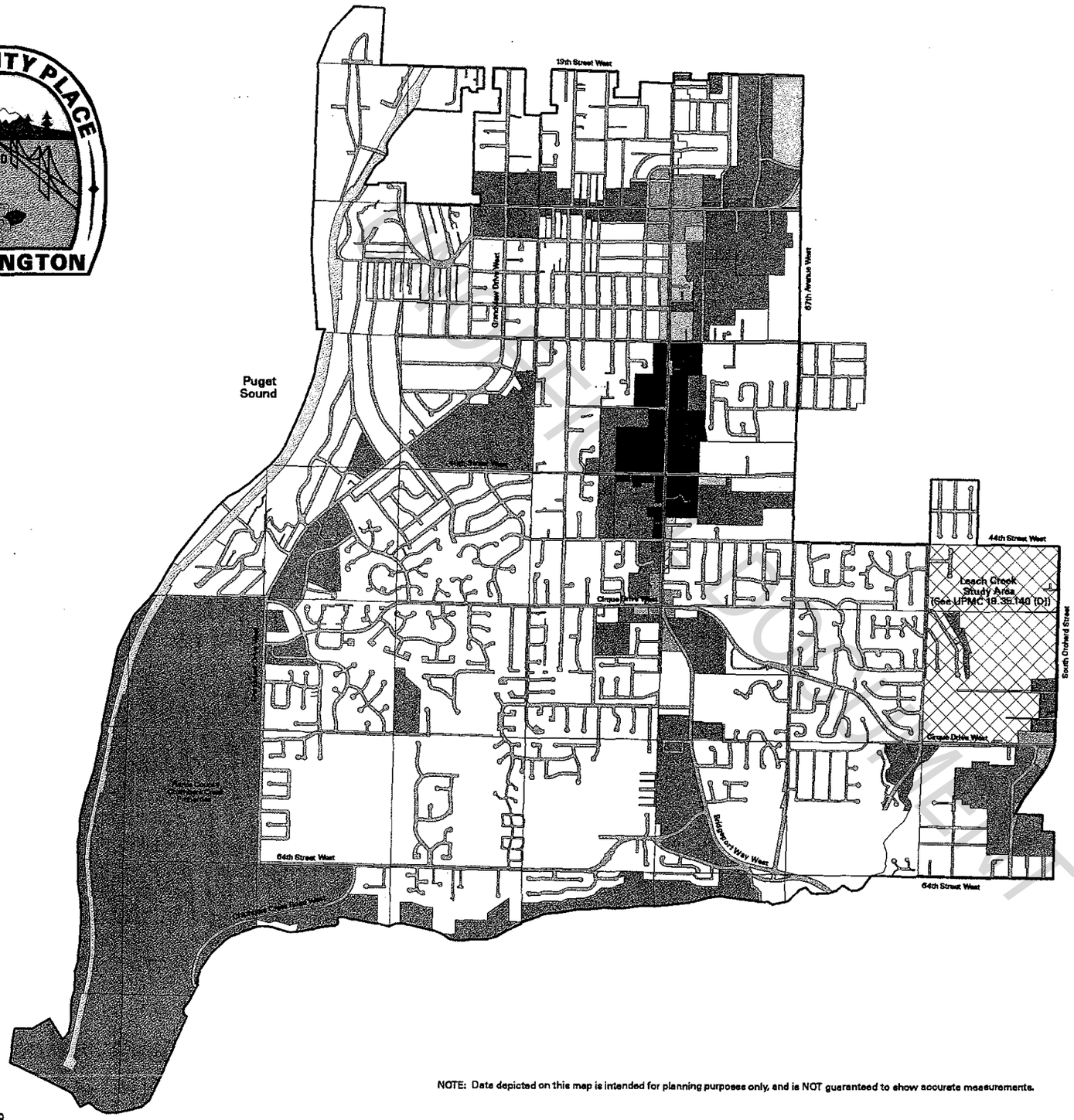
SPECIAL PLANNING AREAS

Four special planning areas have been identified for further study including the Bridgeport Way Corridor, Day Island, Leach Creek Area and the Pierce County Chambers Creek Properties. Planning for each of these areas involves a unique set of considerations and challenges. A section of goals and policies and the end of the land use element address these special planning areas and provides a guide for future study.

THE PLAN MAP

Figure 1-5, the Land Use Plan Map serves to implement the goals and policies of the plan. The Plan Map shows the proposed distribution of various land uses in the city: single family, duplex, multi-family, office, retail, commercial, industrial, and public facilities including schools, parks and government offices. The Plan Map divides the city into ten (10) designations and an overlay potential zone. The following are descriptions of the designations on the plan map. These designations will guide development in a direction to achieve the community vision and comply with state and local requirements.

Single Family Residential (R1):
Single family neighborhoods comprise a large percentage of the city's land area and the community wants to retain a primary single family character in its housing mix. Protection of single family residential neighborhoods is a priority in the Comprehensive Plan. To protect the character of single family neighborhoods, those areas of the city that are primarily single family in nature are designated Single Family Residential (R1). A base density of four (4) dwelling units per acre is allowed, with up to six (6) units per acre permitted through the Planned Development District process when significant additional amenities are provided, such as open space, trees and landscaping, greenbelt or active recreation facilities. Duplexes may be developed at a base density of 4.6 dwelling units per acre. Uses allowed are restricted to detached single family housing, duplexes, small attached accessory housing units, schools, public parks, community and cultural services, home operated day care, religious assembly, appropriate home occupations and minor utility distribution facilities. The character of single family neighborhoods shall be protected and enhanced by eliminating and disallowing inappropriate uses, limiting traffic impacts, requiring buffering and design standards for adjacent high density residential, commercial and industrial development, preserving and protecting the physical



NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

ADOPTED July 6, 1998

City of University Place Comprehensive Plan

Figure 1-5
Plan Map

ZONING DESIGNATION	RES. DENSITY
R1	4 du/acre
R2	6 du/acre
Multi-Family	10 du/acre
Town Center	10 du/acre*
Neighborhood Commercial	4 du acre
Mixed Use	10 du/acre*
Mixed Use Office	10 du/acre*
Commercial	
Light Industrial-Business Park	
Public Facilities	
Streets	
Railroad	
Potential Zone	
Leach Creek Study Area (See UPMC 19.35.140 (D))	

* Multi-family only allowed in conjunction with a permitted commercial use.

Source: University Place Planning, 1998

SCALE 1 : 28,000

0 0.5

Miles

map_prozone_co.aml, 27 Aug 98

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

environment and providing interconnecting pedestrian and bicycle facilities, including sidewalks and trails to schools, shopping, services, and recreational facilities.

Two Family Residential (R2):
To achieve a mix of housing types and densities while maintaining healthy residential neighborhoods the Two Family Residential (R2) designation includes recent duplex condominium developments and areas of the city that have had a historic mix of single family attached and detached housing. A base density of six (6) dwelling units per acre is allowed, with up to eight (8) units per acre permitted through the Planned Development District process when additional amenities are provided. Uses allowed are restricted to duplexes, attached and detached single family homes, small attached accessory housing units, schools, home operated day care, religious assembly, public parks, community and cultural services, appropriate home occupations and minor utility distribution facilities. The character of the two family residential neighborhoods shall be protected and enhanced by eliminating and disallowing inappropriate uses; limiting traffic impacts; requiring buffering and design standards for adjacent high density residential, commercial and industrial development; preserving and protecting the physical environment; and providing interconnecting pedestrian and bicycle facilities, including sidewalks and trails to schools, shopping, services, and recreational facilities.

Multi-Family (MF):
Higher density residential development shall be located in the Multi-Family (MF) designation along major arterials and transit routes, close to shopping, public facilities and services, and in areas of existing higher density residential development. A base density of ten (10) dwelling units per acre is allowed, with up to twelve (12) units per acre permitted through the Planned Development District process when significant additional amenities are provided, such as open space, trees and landscaping, greenbelt or active recreation facilities. Uses allowed in the Multi-Family designation include multi-family housing, attached and detached single family housing, nursing homes and assisted living facilities, schools, public and private parks, community and cultural services, home operated day care, religious assembly, appropriate home occupations and minor utility distribution facilities. Buffers, open space, landscaping, and design standards shall be incorporated into all development to provide a smooth transition between different densities and land uses. Pedestrian sidewalks and trails and bicycle facilities shall be provided for access to schools, shopping, services, and recreational facilities.

Public Facility (PF):
The Public Facility (PF) designation includes properties currently owned or operated by a public entity. Uses in the Public Facility designation include the fire station, public schools, public parks and the Pierce County Chambers Creek Properties. The purpose of the Public Facilities designation is to recognize that public facilities provide necessary services to the community and have their own unique set of circumstances. Factors including size, technological processes, requirements for municipal comprehensive facility planning and budgeting, capital improvement programs and compatibility with surrounding land uses must be considered when developing public facilities. New public facilities should include

buffers, landscaping, and design standards to insure compatibility with adjacent land uses and zones. Sidewalks, open public spaces and public art shall be provided to encourage a pedestrian friendly atmosphere and connections with transit stops, schools, shopping, services, recreational facilities. Various public facilities are permitted in all land use designations depending on the nature of the facility and impact to surrounding land uses.

Mixed Use-Office (MU-O):
It is the City's intent to create a well balanced, well organized combination of land uses which recognizes historic development patterns, protects residential neighborhoods, and discourages a continuous retail strip along Bridgeport Way. The Mixed Use-Office (MU-O) designation serves as a transition zone providing separation between more intense commercial activities and residential areas, and between the Neighborhood Commercial area at 27th Street West and Bridgeport Way and the Town Center beginning at 35th Street West and Bridgeport Way. A base density of ten (10) dwelling units per acre is allowed, with up to twelve (12) units per acre permitted through the Planned Development District (PDD) process when additional amenities are provided. Uses allowed include: redevelopment of multi-family housing, attached and detached single family housing, nursing homes and assisted living facilities, day care, religious assembly, professional offices, limited retail uses, public parks, community and cultural services, administrative government services, and minor utility distribution facilities. New multi-family will be allowed only when specific design standards are met and in conjunction with other permitted commercial uses. Buffers, landscaping, and design standards shall be incorporated into all development to provide a smooth transition between different densities and land uses. Sidewalks and small open public spaces shall be provided to encourage a pedestrian friendly atmosphere and connections with transit stops, schools, shopping, services and recreational facilities.

Mixed Use (MU):
The Mixed Use (MU) designation is an area of compatible residential and commercial uses along major arterial streets and a transition between the more intense Town Center (TC) zone and the Single Family Residential (R1) zone. The historic commercial center of University Place along 27th Street West, west of Bridgeport Way, is the primary Mixed Use area. A base density of ten (10) dwelling units per acre is allowed, with up to twelve (12) units per acre permitted through the Planned Development District process when additional amenities are provided. Uses allowed include; redevelopment of multi-family housing, attached and detached single family housing, nursing homes and assisted living facilities, day care, religious assembly, professional offices, general retail, personal services, restaurants, small food stores, lodging, family entertainment businesses, public and private parks, community and cultural services, administrative government and safety services, and minor utility distribution facilities. Developments that include a mix of retail, personal services, offices, and residential uses are encouraged. New multi-family will be allowed only when specific design standards are met and in conjunction with other permitted commercial uses. Buffers, landscaping, and design standards shall be incorporated into all developments to provide a smooth transition between different densities and land uses. Sidewalks, bicycle facilities and open public spaces shall be

provided to encourage a pedestrian friendly atmosphere and connections with transit stops, schools, shopping, services, and recreational facilities.

Neighborhood Commercial (NC):
To help achieve a mix of commercial uses that primarily serves the needs of local residents and businesses, Neighborhood Commercial (NC) designations are located at the intersections of 27th Street West and Bridgeport Way, at Cirque Drive and Bridgeport Way and at Cirque Drive and Orchard Street. The Neighborhood Commercial areas are small compact centers that provide a mix of neighborhood scale retail shopping, personal services, banks, professional offices, public parks, community and cultural services, administrative government and safety services, and gas stations that serve the daily needs of the portion of the city where they are located. Single family dwellings are also permitted. Buffers and landscaping shall be incorporated into all development to provide a smooth transition between the Neighborhood Commercial zones and adjoining residential and Mixed Use zones. Landscaping, sidewalks and small open public spaces shall be provided to encourage a pedestrian friendly atmosphere.

Town Center (TC):
The Town Center serves as a focal point for the city and provides a sense of community and civic pride. The Town Center (TC) is located between 35th Street West and 44th Street West along Bridgeport Way. The Town Center is a pedestrian oriented area, with new drive-through establishments discouraged. Wide sidewalks, pedestrian connections to adjacent residential areas, landscaping, public open spaces and public art will be an integral part of the Town Center. Public facilities in the Town Center include City Hall, a public park, a library, and a post office. Public facilities and services, retail stores, personal services, professional offices, restaurants, some entertainment uses and mixed uses are encouraged to locate in the Town Center. A base density of ten (10) dwelling units per acre is allowed, with up to twelve (12) units per acre permitted through the Planned Development District (PDD) process. New multi-family development will be allowed only when specific design standards are met when additional amenities are provided and in conjunction with a permitted commercial use. Design standards for new development and public/private development partnerships help promote a dynamic and healthy economic environment.

* This designation may be modified, in accordance with the Town Center Plan under development.

Commercial (C):
Meeting the goal of concentrating commercial development in locations which best serve the community and protecting existing residential areas, the historical commercial development area in the northeast corner of the city is designated as Commercial (C). Uses in this area include general retail, family entertainment, recreation, restaurants, personal services, professional offices public and private parks, community and cultural services, administrative government services, and safety services. The Commercial zone is primarily auto oriented with customers drawn from more than just the adjacent neighborhoods. Although the commercial zone is auto oriented, sidewalks, bicycle

facilities and landscaping provide a safe and friendly pedestrian environment, with easy pedestrian access between uses in the zone and adjacent neighborhoods. Design standards for new development and public/private development partnerships help promote a dynamic and healthy economic environment. Residential uses are only permitted as an accessory use in the Commercial zone.

Light Industrial-Business Park (IB):
Clean light industrial and business park uses are encouraged in the city in appropriate locations. Although the city is primarily a residential community and not a major employment center, the community wants to attract a variety of businesses to provide local employment opportunities. The area, which has historically been used for light manufacturing and light industrial uses, is located south of 27th Street West between Morrison Road on the west, 67th Avenue on the east and Morrison Pond on the south. Additional light industrial and business park uses are located along the east side of 70th Avenue West. The Light Industrial-Business Park (IB) designation recognizes many of the existing uses in these areas as appropriate while maintaining a separation from residential uses. Uses allowed in the Light Industrial-Business Park designation include light and clean industries, storage and warehousing, automotive repair, contractor yards, and limited retail, restaurants, offices, and entertainment uses, public and private parks, community and cultural services, administrative government and safety services, utility and public maintenance facilities, and public transportation services. Inappropriate uses will be disallowed or eliminated over time. Residential uses are only permitted in the Light Industrial-Business Park zone as an accessory use. Development and redevelopment in the Light Industrial-Business Park zone shall include features such as sidewalks, bicycle facilities, open space, landscaping, attractive signs, traffic control and overall management and maintenance. Buffers and design standards shall be incorporated into all developments to provide a compatible transition to adjacent zones and land uses.

Potential Zone Overlay
A Potential Zone Overlay would allow development more intensive than the underlying zone provided a proposed project meets specific design standards. Specific design standards will be site-specific and may include but are not limited to architectural design, landscaping, significant tree preservation, buffering, density, pedestrian facilities, open space, and access. Implementation of Potential Zones shall not occur until site specific design standard regulations have been adopted by the City Council.

Table 1-8 below lists zone designations and the amount of land in each zone.

Table 1-8 Plan Zone Designations and Acreage (1)

Zone Designation	Acres
R1 (Single Family Residential)	2,775.16 **(2), (3)**
R2 (Two Family Residential)	391.48
Multi-Family	260.50
Mixed Use-Office	26.88
Mixed Use	67.70
Neighborhood Commercial	42.18
Commercial	26.03
Town Center	89.50
Light Industrial-Business Park	61.50
Public Facility	981.18

(1) Includes Urban Growth Area. All calculations exclude roads and railroad right-of-way.

(2) Includes 29.08 acres in the urban growth area.

(3) Approximately 1.3 acres of this total has a Mixed Use-Office "Potential Zone" designation.

Housing Element

CHAPTER 2

HOUSING ELEMENT

This element addresses the major housing issues facing the City of University Place over the next 20 years. These issues include protecting and maintaining the quality of existing residential neighborhoods, encouraging the availability of affordable housing for all economic segments and encouraging creative solutions to housing issues through quality design which is functional as well as livable.

STATE GOAL

Housing
Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock. (RCW 36.70A.020(4))

COMMUNITY VISION

University Place is a city of low and moderate density housing developments that maintains a "friendly neighborhood and community atmosphere". The proportion of residents owning their homes has increased. A mix of housing styles and types is affordable to households at various income levels.

MAJOR HOUSING ISSUES

Because little buildable land remains, the city will likely be at or near build-out within the 20-year period. Residents are concerned about the preservation of the existing single family housing and neighborhoods.

Increased traffic volumes create noise, air pollution and safety problems.

Residents are concerned about the incursion of commercial development into the residential areas.

University Place offers primarily single family housing on detached lots and two or three story apartment complexes. There is limited availability of attached townhouse styles, cluster housing, and small lot (5,000 square feet and under) single family housing.

GOALS AND POLICIES

This element contains the housing goals and policies for the City of University Place. The following goals reflect the general direction of the city, while the policies provide more detail about the steps needed to meet the intent of each goal. Discussions provide background information, may offer typical examples and clarify intent.

NEIGHBORHOOD PRESERVATION

GOAL HS1

Preserve existing residential neighborhoods.

Policy HS1A
Use zoning regulations to help support the stability of established residential neighborhoods.

Discussion: Zoning classifications protect areas from encroachment by dissimilar residential uses which create noise, traffic and other problems. By creating intermediate zones of activity, they enable a gradual transition between uses. Zoning regulations can require such amenities as buffers, landscaping and height to protect neighborhoods.

Policy HS1B
Encourage repair and maintenance of existing housing.

Discussion: Existing housing can continue to be a great asset to the community if it is maintained. The city has a substantial stock of smaller rambler style housing that is 30-50 years old. As housing units age, the need for repair and maintenance becomes more common. Neglected housing can negatively affect a neighborhood's property values. The City should provide information to citizens about existing programs that offer assistance and encourage residents to volunteer for efforts like "Paint Tacoma" which helps with minor maintenance and improvements. The City should enforce regulations which require maintaining housing in safe and sanitary conditions.

HOUSING CHOICE AND AFFORDABILITY

GOAL HS2

Achieve a mix of housing types to meet the needs of diverse households at various income levels.

Policy HS2A
Maintain and enhance the affordable housing which already exists.

Discussion: Existing housing serves as a valuable source of affordable housing. Its preservation is an appropriate solution to affordable housing, and is important to the preservation of stable residential neighborhoods.

Policy HS2B
Ensure that codes and development regulations do not create barriers to affordable housing opportunities.

Discussion: City land use, zoning, and subdivision policies can be used to encourage the development of housing affordable to all but the very lowest income households. (Meeting the needs of these households requires government subsidy either directly or through tax incentives). To create affordable housing that is compatible with surrounding residential uses, city codes should be reviewed and adapted to encourage innovative design, siting, and building techniques. Requirement for large lots and regulations which lengthen the development review process contribute to increased housing costs.

Policy HS2C
Promote home ownership opportunities for people at various income levels.

Discussion: The City's vision statement encourages home ownership in the community. Home ownership helps foster stable neighborhoods and supports investments in the community as a whole. Moderate density housing types such as small lot attached and detached housing, townhouses and cluster housing can provide more opportunities for affordable home ownership and should be encouraged. The existing older housing stock also provides this opportunity.

Policy HS2D
Encourage residential development in areas which are already adequately served by utilities and transportation.

Discussion: Opportunities exist for infill development on vacant lots in single family neighborhoods. Such development is generally desirable since the utilities, services and street improvements are already in place and available. The cost of this housing generally is lower than in completely new subdivisions

Policy HS2E
Encourage residential uses in commercial land use districts subject to appropriate development and design standards.

Discussion: Residential development in mixed use zones provides a lifestyle which many people find desirable. Transportation costs and commuting time can be minimized by residing in areas near employment and services. Businesses also benefit from consumers who live in the immediate vicinity and who may frequent the business establishment during the traditionally "off" evening hours. These same residences can absorb some of the city's anticipated future population growth. The result will be less pressure for multi-family development in single family zones.

Policy HS2F
Encourage preservation of the existing stock of mobile home parks as a viable source of affordable housing.

Discussion: The city currently has only two mobile home parks containing about 75 units--Sunrise Terrace on Chambers Creek Road and Korey's Court on Hanna Pierce Road.

Policy HS2G
Permit accessory dwelling units in single family owner-occupied structures.

Discussion: Accessory dwelling units (ADU's) are intended to increase the affordable housing options. They may provide supplementary income, offer semi independent living for elderly or handicapped people, and provide for increased personal and home security. ADU's should be designed to maintain the appearance of the single family home.

Policy HS2H
Prevent discrimination and encourage fair and equal access to housing for all persons in accordance with state and federal law.

Discussion: The city has a diverse population and supports equal access to housing for everyone.

Policy HS2I
Encourage the availability and equitable distribution of housing throughout the city to meet the requirements of those with special housing needs.

Discussion: Special needs housing can be facilitated at the local level by accommodating such uses with the Zoning Code. The Washington State Housing Policy Act states that "special needs housing must be treated as any single family use." While it is desirable to encourage distribution of such housing throughout the community, special needs housing uses cannot legally be prohibited from locating in a certain area.

Policy HS2J
Support and plan for assisted housing opportunities using available private, federal, state and county resources.

Discussion: Because of the need for deep subsidies, assisted housing must be addressed in conjunction with private, regional, state and federal resources. Other levels of government play a significant part in assisted housing and the city should support such efforts.

Policy HS2K
Pursue a regional approach to housing affordability through which the efforts and resources of the City can be leveraged by regional cooperation.

Discussion: The issue of affordable housing is not just a local one. The needs of the community, and of the region, can best be addressed through cooperation and the regional pooling of resources. The Pierce County-Wide Planning Policies require each jurisdiction to maximize available resources to develop affordable housing.

HOUSING ELEMENT BACKGROUND INFORMATION

Housing is a fundamental basic need of all individuals. In addition, housing concerns the immediate environment where people reside and raise their families. The Housing Element's primary objective is to outline strategies to meet current and future needs for households in University Place, but with particular emphasis on households in financial need. The ability to obtain affordable housing contributes to a stable and healthy community.

Most housing is not built by cities, but by the private sector. Cities and other entities, such as lending institutions, can affect the housing supply and affordability. This element focuses on the housing supply and affordability factors that the City can either control or influence.

Washington State Growth Management Act (GMA)

In addition to fostering a desirable community, the Housing Element was developed to meet the requirements of the Washington State Growth Management Act of 1990 (GMA), as amended, and the GMA-mandated County-Wide Planning Policies.

The GMA requires that the Housing Element include:

An inventory and analysis of the city's existing and projected housing needs;

An identification of sufficient land for a diverse range of needed housing;

Goals, policies and objectives for the preservation, improvement, and development of housing.

County-Wide Planning Policies

Housing affordability is also discussed in the Pierce County County-Wide Planning Policies (CWPP's). The CWPP's provide guidance on preparing the housing element. For example, the CWPP's seek the use of a variety of programs and methods to meet housing demand. Compatibility and fit of infill parcels of land should be considered by using techniques such as performance standards, buffers and open space provisions. The CWPP's also state that comprehensive plans shall seek to maximize available local, state and federal funding opportunities and private resources in the development of affordable housing.

As a monitoring policy, the CWPP's specify:

"The County, and each municipality in the County, shall assess their success in meeting the housing demands and shall monitor the achievement of the housing policies not less than once every five years."

Monitoring implementation of the Housing Element's policies will occur during the comprehensive plan amendment process on a schedule consistent with the CWPP.

POPULATION/INCOME/TENURE

Three key components to housing demand are population, income, and tenure (occupancy type). Population characteristics, particularly age and household formation,

identify the type of housing that might be in demand within a community. Income determines the quality and type of housing that residents can afford as well as to what extent households may need housing assistance. Tenure helps identify which type of housing (renter or owner) is prevalent in the community.

Population

Age is an important indicator of housing need. Different housing types are typically needed at various stages of people's lives. 1990 U.S. Census data indicates that University Place citizens are relatively young. Fifty-two percent of the population was under 35 years of age and half of this group was under 18 years old. This statistic would tend to reflect a population with young families, individuals, and couples. Those people between 25 and 34 years of age are potential first-time homeowners. Entry-level homes for this existing and future population group are needed to retain this segment of the population within the community.

Slightly less than ten percent of the University Place population was 65 years of age or over in 1990. This compares to over 13 percent in Tacoma and 18.5 percent in Fircrest. This reinforces University Place's character of catering to households that may be first time homebuyers or those households desiring to "move up" in the housing market rather than to, for example, an elderly population.

Household Income

Household income distribution in University Place is another factor in planning for housing demand. Household income dictates housing opportunities and choices, or lack thereof. **Table 2-1** shows 1990 U.S. Census household income for University Place.

Table 2-1 1989 Household Income

Household Income in 1989	# of Households	% of Households
< $5,000	302	2.7
$5,000 to 9,999	639	5.7
$10,000 to 14,999	809	7.2
$15,000 to 24,999	2,092	18.7
$25,000 to 34,999	1,830	16.3
$35,000 to 49,000	2,232	19.9
$50,000 to 74,999	2,207	19.7
$75,000 to 99,999	628	5.6
$100,000 or more	472	4.2

Median Household (HH) Income	$34,576
Median Family Income	$41,242 (based on 7,811 families)
Married Couple Family Mean Income	$50,611
Female Householder, No Husband Present, Mean Income	$25,809

According to the 1990 Census, the median 1989 household income in University Place was close to $35,000. A household is considered "in need" if it spends more than 30 percent of its gross monthly income on housing. A household earning the 1989 median income in University Place could spend up to $875 per month on housing without being "in need". Another general rule of home ownership affordability is that a household can afford a house that is 2 ½ to 3 times its gross income. This means that a household earning the median income in 1989 could afford a house between $87,500 to $105,000.

Single parent female headed households fare even worse with a mean income of $25,809. Income levels for single family female households are lower than that for households in general. This population segment is particularly vulnerable to housing need.

Using the Consumer Price Index (CPI) as a guide to household income increases since 1989, the median University Place household income in 1997 is approximately $42,000. Using the same rules as above, a household earning the 1997 median income could spend up to $1,050 a month on housing without being in need. Using the 2 1/2 to 3 times income rule, a household at the median income of $42,000 could afford a house between $105,000 and $126,000.

Tenure
Tenure is another component of evaluating housing demand. It helps assess the demand for rental and owner occupied housing in the area's housing market. 1990 U.S. Census data indicates that 6,057 housing units or 54.6 percent in University Place were owner occupied while 5,037, or 45.4 percent, were renter occupied. This is generally a high proportion of renter occupied housing for a community.

HOUSING COSTS AND UNIT TYPE

In addition to evaluating components of housing demand, there are also measures of housing supply. Housing value helps determine how accessible housing is to different income groups. Housing type information is also provided to illustrate the types of housing typically available to those in the housing market.

Housing Value
Table 2-2 and Table 2-3 provide 1990 U.S. Census data for the value of owner occupied housing units and the gross rent for renter occupied housing units respectively. The median value of owner occupied housing units was $100,400. The median rent paid was $468 per month.

Table 2-2 Owner Occupied Housing Unit Value -1990

Value	Number	Percent
Less than $20,000	3	0.1
$20,000 to 39,000	23	0.4
$40,000 to 59,999	189	3.5
$60,000 to 79,999	977	18.3
$80,000 to 99,999	1,456	7.3
$100,000 to 149,000	1,704	32.0
$150,000 to 199,999	616	11.6
$200,000 to 249,999	179	3.4
$250,000 to 299,999	81	1.5
$300,000 or more	97	1.8
TOTAL	**5,325**	**99.9**

Median $100,400

Table 2-3 Renter Occupied Housing Unit Gross Rent – 1990

Gross Rent	Number	Percent
Less than $100	0	0.0
$100 to 199	69	1.3
$200 to 299	81	1.6
$300 to 399	1,137	22.8
$400 to 499	1,710	34.2
$500 to 599	1,046	21.0
$600 to 749	638	12.8
$750 to 999	235	4.4
$1,000 or more	73	1.5
TOTAL	**4,989**	**99.6**

Median Gross Rent $468

In 1996-97, the median price for over 400 homes sold in University Place was about $155,000; the median price for newly constructed houses was approximately $234,000. (New houses represented less than 1% of the houses sold.) Typical rents for multi-family units were in the $450-$600 per month range.

While the cost of rental housing has increased, the level of increase has not been as significant as that for owner-occupied housing units. University Place households earning an estimated 1997 median income of $42,000 a year can afford renting a dwelling unit but cannot likely afford a median valued house of $155,000 using the 21/2-3 times income rule for home purchasing. This situation means that many households desiring to purchase a home are renting. These are often moderate income households that can comfortably afford rental housing. In doing so, these households place additional demand on the rental housing market, drive up rental rates, and can put an increasingly greater burden on lower income rental households, many of whom are already spending more than 30 percent of their income on housing.

Housing Unit Type

Another measure of housing supply is housing unit type. Type of housing units is a measure of housing supply and identifies the types of housing available to those in search of housing.

Table 2-4 shows the number of housing by types of units in structure in University Place in 1990.

Table 2-4 Units in Structure – 1990

Unit Type	Number	Percent
1, detached	6,188	53.4%
1, attached	450	3.9
2	459	4.0
3 or 4	943	8.2
5 to 9	956	8.3
10-19	1,287	11.1
20-49	776	6.7
50 or more	330	2.9
Mobile Home or Trailer	92	0.8
Other	65	0.6
TOTAL	**11,546**	**99.9**

HOUSING NEED--EXISTING AND PROJECTED

Estimates of housing need can be evaluated based on the background information on housing demand and housing supply

Existing Need

While **Table 2-4** shows that there is a range of housing units, at least by type, the income data presented earlier helps determine to what extent this housing is affordable to households. What is affordable changes from household to household. In the case of housing, "affordable" is typically defined as housing costs that total no more than 30 percent of a household's gross income. The dollar amount associated with that 30 percent figure changes depending upon the income level of each household.

Table 2-5 shows the number of households devoting more than 30 percent of household income to housing in 1990 for both owner occupied and renter occupied housing.

Table 2-5 Percentage of Households Paying More Than 30% of Income by Tenure

Owner Occupied Housing: 1989 Income	Percentage of Households (HH) Exceeding 30% of Income on Housing
Under $20,000	49.8% (295 HH out of 592)
20,000–34,999	30.7% (304 HH out of 990)
35,000–49,999	21.8% (226 HH out of 1,225)
50,000+	3.6% (91 HH out of 2,528)
Mean Income Owner Occupied Housing Units: $50,553	

Renter Occupied Housing: 1989 Income	Percentage of Households Exceeding 30% of Income on Housing
Less than $10,000	94.8% (643 HH out of 678)
10,000–19,999	65.9% (805 HH out of 1,222)
20,000–34,999	16.1% (292 HH out of 1,813)
35,000+	0.0% (1,226 HH out of 1,226)
Mean Income Renter Occupied Housing Units: $27,516	

As **Table 2-5** indicates housing affordability is closely tied to household income. A higher proportion of lower income households in University Place meet the housing need criteria (paying more than 30% of income toward housing costs) than those with higher incomes. Lower income rental households, in particular, meet the needs test. Almost 95 percent of the 678 renter households earning less than $10,000 in 1989 devoted more than 30 percent of their income towards housing costs.

Projected Need

U.S. Census data estimates that there were 2,150 households in need in 1990. Again, need is defined as paying more than 30 percent of income towards housing.

The Growth Management Coordinating Committee (GMCC), a group of planning staff from Pierce County and its municipalities, meets periodically to discuss regional growth management issues. The GMCC also provides staff support to the Pierce County Regional Council (PCRC), elected officials from each jurisdiction. The GMCC recommended an approach to defining households in need. Households in need are: those that earn less than 95 percent of the County median income and pay more than 30 percent of their income on gross rent and homeowner costs.

The1989 Pierce County median income was $30,412. Based on this income level, the following affordability breakdown, shown on **Table 2-6**, for those earning less that 95 percent of the 1990 County median income is applicable.

Table 2-6 Households in Need -1990

Annual Income	Percent of Co. Median	Affordable Monthly Housing Cost	#Households in Income Range	>30%(1)
Up to $9,124	30	Up to $228	941	720
$9,124–15,206	31-50	$229 –380	809	480
$15,207–24,329	51-80	$381- 608	2,092	750
$24,330–28,891	81-95	$609- 722	900	200
TOTAL			**4,742**	**2,150**

Assumption: 1) 1990 US Census data is not collected in the annual income increments identified in column 1. Estimates were made of households within each income group.

Determining households in need for 1990 is a first step in projecting housing need. In 1990, there were 11,211 households in University Place. As 2,150 households met the housing need criteria, then approximately 19.2 percent of the University Place 1990 households were in need.

The Land Use Element estimates that there were 12,246 housing units in University Place in 1996, an increase of 2,351 households from 1990. Assuming that the proportion of households in need in 1996 is the same as in 1990 (19.2%), then 2,351 University Place households were in need as of 1996.

The Land Use Element also projects 1,973 additional housing units (at 2.2 persons per household) by the year 2017 for a total of approximately 14,219 units. Using the same proportion formula, 19.2 percent of this total is 2,730 households, an increase of 379 from the 1996 estimate of 2,351 households in need.

SPECIAL NEEDS HOUSING

Special needs populations include homeless, single parents, physically or mentally disabled or other individuals or groups designated by the Department of Housing and Urban Development (HUD) and identified in the 1996-2000 Pierce County Housing and Community Development Consolidated Plan. The Consolidated Plan provides for a comprehensive assessment of special needs housing in the County. The City will coordinate will Pierce County and other agencies to assess special population needs and develop strategies to address these needs.

STRATEGIES TO MEET HOUSING NEED

As indicated earlier, housing is not typically built by cities. Rather, the private sector is the primary provider of housing. Furthermore, the housing market is just not limited to the city boundaries, but extends to a much broader area that may cover several cities and towns.

While cities may not have the direct ability to affect demand factors such as demographic trends and household income, cities and other entities do have some impact on the supply and affordability of housing. To help meet the needs of housing in the City of University Place, the following strategies will be used.

Provide Sufficient Land for Various Housing Types and Economic Segments
The proposed Land Use Map presented in the Land Use Element indicates there is sufficient quantity of land available to accommodate future population growth. The Plan estimates a year 2017 capacity for 2,625 additional housing units supporting 6,707 additional residents. The City's 2017population allocation is for 4,340 additional residents.

Plan designations will be implemented by zoning districts that allow single family detached, duplex, and multi-family development in the city. The zoning code will create distinct zoning designations for each of those residential housing types, ensuring that adequate land is available for different types of residential land uses. Multi-family development will also be allowed in mixed-use zones in conjunction with commercial uses.

Specific strategies include:

- Annually monitor housing activity and the supply of developable land for impacts related to housing supply for various housing types and economic segments and develop appropriate amendments to the Comprehensive Plan for the Planning Commission and City Council to consider.
- Allow duplexes in the R1 zone at 1.75 times the average minimum lot size for single family dwellings.
- Allow residential uses as a mixed use in certain commercial zones subject to appropriate development and design standards.
- Support continued existence of existing mobile home parks.
- Allow senior housing development in certain commercial zones without the requirement to be constructed in conjunction with a permitted commercial use.

Maintain Existing Housing
Maintaining University Place's existing stock of affordable housing is fundamental to providing the housing required by the community. The city is already relatively built out and is for this reason restricted from addressing housing supply through the provision of significant quantities of new housing. With the lack of developable land in both the city limits and urban growth area, retention of the existing housing stock is therefore the City's key affordable housing strategy. Inevitably, some existing affordable housing will be lost through redevelopment, deteriorating housing conditions, and other factors. The exact

amount of this loss is impossible to predict. The housing stock of University Place is in generally good condition, so loss through deterioration probably will be low.

Specific strategies include:

- Continue support of active neighborhood advisory committees.
- Support and maintenance of Block Watch activities to reduce crime.
- Support code enforcement programs to abate nuisances and promote property maintenance.
- Support opportunities for lower utility rates for senior citizens so that more household income can be devoted towards housing maintenance if necessary.
- Support opportunities for neighborhood improvement efforts such as paint-a-house programs.

Maintain Development Regulations to allow Various Housing Types

Development regulations can provide for affordable housing by reasonably allowing housing types to address the housing supply. One example is accessory housing units. Allowing reasonable opportunities for accessory dwelling units to locate in the city is one way the existing affordable housing stock can be increased, while still maximizing use of existing land and public facilities.

Specific strategies include:

- Monitor accessory housing unit construction.
- Develop attached single family housing development regulations.
- Allow duplexes in the R1 zone subject to reasonable lot size requirements.
- Support continued existence of existing mobile home parks.
- Consider exempting low income housing from all or part of impact fees.
- Allow senior housing in certain residential areas that is compatible with the scale and character of the surrounding neighborhood.

Participate in Partnerships and Regional Initiatives

Because of the factors involved in the supply and demand of housing, partnerships are often created to address housing need. Partnerships can be forged among developers, bankers, non-profit agencies, governmental bodies, employers, and business people. These partnerships help address the need to develop affordable housing, lobby for new and expanded funding sources, and develop innovative solutions. The City will participate in such partnerships deemed beneficial to meeting housing needs for city residents.

Specific strategies include:

- Coordinate with Pierce County in its effort to implement the Pierce County Consolidated Plan.

- Continue to participate in the Pierce County Regional Council (PCRC) to develop a consistent regional approach to identifying housing needs and strategies and, if deemed practical, establishing affordable housing allocations.

- Coordinate with the Pierce County Housing Authority in identifying opportunities to expand housing choice for low and moderate income households.

- Coordinate with human services providers to promote the availability of human services programs for low-and-moderate income households so that overall household expenses are reduced. Examples include but are not limited to job programs, medical assistance, child care programs, weatherization programs, and food assistance programs.

Timely and Predictable Permit Processing

One of the 14 GMA Planning Goals states that applications for permits should be processed in a timely and fair manner to ensure predictability. The City can assist in addressing housing provision by developing codes with clear and objective development standards and by processing permits in a timely and predictable manner. Housing can then proceed through the development review process and be provided on the market within a reasonable time frame. Expanding the supply of housing is one way of addressing housing needs. Shortening the length of permitting processes and providing more predictability can contribute to reduced housing costs.

Specific strategies include:

- When preparing implementing development regulations affecting the development review process, solicit input from housing interests.

- Strongly encourage housing related projects benefiting special needs and/or low and moderate income households to participate in the city's pre-application process.

Environmental Management Element

CHAPTER 3

ENVIRONMENTAL MANAGEMENT ELEMENT

This Element addresses the major environmental issues facing the City of University Place over the next 20 years. The Growth Management Act requires that critical areas, natural resource lands and the environment be protected. The goals and policies included in this section of the Comprehensive Plan cover the following environmental features and issues.

- Steep slopes, landslide, erosion, and seismic hazards.
- Drainage systems.
- Streams and water bodies.
- Wetlands.
- Shorelands.
- Aquifers.
- Flood prone areas.
- Plant and wildlife habitat.
- Air quality.
- Water quality.
- Noise pollution.

STATE GOALS

Environment
Protect the environment and enhance the State's high quality of life, including air and water quality, and the availability of water.

Open Space and Recreation
Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Natural Resource Industries
Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

Shorelines of the State
The goals and policies of the shoreline management act as set forth in RCW 98.58.020

COMMUNITY VISION

Land Use and Environment. Residential areas and commercial corridors retain a green, partially wooded or landscaped character, although the City is almost fully developed. The public enjoys trail access to protected creek corridors, wetlands and greenbelts. As the gravel pit site on the Chambers Creek properties gradually is reclaimed for public use, people enjoy expansive views, access to Puget Sound, and parks and recreation opportunities.

Community character has been enhanced by fair and consistent enforcement of land use regulations. Buffering and landscaping of separate incompatible uses support the integrity of residential neighborhoods, and create more attractive business/industrial developments.

MAJOR ENVIRONMENTAL ISSUES

Some of the environmental management issues in University Place include:

The City needs to preserve the few remaining wetlands and other fish/wildlife habitat areas.

The Morrison Pond area, Chambers, Leach and Peach creeks deserve special protection.

Drainage and proper management of stormwater control and conveyance are a significant concern.

University Place has a unique resource in its shorelands, where development should be carefully regulated to preserve vistas and optimize public enjoyment of the area.

Landslide and erosion hazards are common in hillside areas with steep or unstable slopes.

University Place has highly permeable soils which permit surface waters to infiltrate into the water table below.

It will be important to maintain or improve air quality as growth in the region continues.

GOALS AND POLICIES

This section of the Element contains the environmental management goals and policies for the City of University Place. The following goals represent the general direction for the City related to the environment, while the policies provide more detail about the steps needed to meet the intent of each individual goal. Discussions provide background information, may offer typical examples and help clarify intent.

SENSITIVE (CRITICAL) AREAS

GOAL EN1

Protect, preserve and enhance natural areas that are sensitive to human activities.

STEEP SLOPES, LANDSLIDE, EROSION AND SEISMIC HAZARDS

Policy EN1A
Require that any land use development be designed to minimize environmental damage and property degradation, as well as to enhance greenbelts and wildlife habitat. Graded slopes must be left in curvilinear rather than angular form consistent with the natural topography of the area.

Discussion: Improperly designed land development jeopardizes areas which are sensitive to landslide, erosion or seismic hazard areas. Improper or inadequate storm runoff drainage systems can lead to erosion or landslides in steep slope areas. Development that disregards the topography and natural features of a piece of property and surrounding properties can cause increased erosion, landslides, and destruction of valuable habitat areas. Sedimentation due to erosion can destroy fisheries habitat. Responsible development that protects the natural features can preserve valuable habitat areas while minimizing impacts on sensitive areas. Leaving finished slopes in natural curvilinear forms reduces erosion and landslide potential and allows water to be directed to gullies and controlled. Natural curvilinear forms and contours are more aesthetically pleasing than angular slopes without curvilinear features.

Policy EN1B
Retain slopes of 40 percent or more in a natural state, free of structures and roads. Decrease development density as

slopes increase. Ensure that developments which create slopes of 40 percent or more provide appropriate drainage, erosion, siltation, and landslide mitigation measures.

Discussion: As slopes increase, problems of erosion, siltation, and landslides increase. On slopes of 40% or greater, these problems may occur even without development. Generally, the greater the intensity of development in a steep slope area, the greater the impacts there will be. To minimize these impacts, development in steep slope areas should be limited or prohibited where necessary.

Policy EN1C
Protect severe landslide hazard areas from road development.

Discussion: Road construction should be restricted in landslide and erosion hazard areas. If allowed, it should require a geotechnical report approved by the City which includes mitigation measures adequate to protect the slope and area properties. Roads on steep slopes may subside or slump, creating higher maintenance costs than roads in other areas.

Policy EN1D
Require appropriate erosion and sedimentation control measures during site development. When erosion or sedimentation becomes a problem during site development, all site development activity shall cease until adequate erosion control is re-established and maintained.

Discussion: Defoliated slopes can be easily eroded and are less stable without vegetation. Where development is allowed to occur in steep slope, landslide, or erosion-prone areas, revegetation of the site shall begin as soon as practicable, possibly even before construction has ended. Methods to lessen impacts include, for example, tight-lining storm drainage from the slopes, immediate revegetation of the slopes preferably with native groundcover, and limiting construction in these areas to the dry period of the year.

Policy EN1E
Enforce building codes to minimize the risk of structural damage, fire and injury to occupants, and to prevent post-seismic collapse in areas subject to severe seismic hazard.

Discussion: Steep slopes and wetlands are particularly subject to seismic ground movement. The best available methods should be used to identify and evaluate seismically hazardous areas. Requiring the use of appropriate soils analysis and construction methods can minimize the hazard and avoid seismic related structural damage and injuries.

DRAINAGE SYSTEMS

Policy EN1F
Consider entire watersheds in surface water management plans, with responsibility shared between University Place, other cities, and the county.

Discussion: Watersheds often exceed jurisdictional boundaries. Therefore, surrounding jurisdictions need to coordinate surface water management plans for consistency. University Place is in the Chambers-Clover Creek Watershed boundary. Pierce County has completed a report on the condition of the watershed and a Watershed Action Plan. The City should cooperate in implementation of the plan.

Policy EN1G
Maintain, enhance and protect natural drainage systems to protect water quality, reduce public costs and prevent environmental degradation. Do not alter natural drainage systems without acceptable measures which eliminate the risk of flooding or negative impacts to water quality.

Discussion: Alteration of a natural drainage system can result in stream scouring (removal of existing sedimentation in the system) or excessive sedimentation of the system. The first condition increases flow rate of the stream and increases the scouring potential. The second impedes flow rate, increases the chance for flooding, and can affect upstream developments as water backs up. Other effects include destruction of wildlife habitat, and degradation of vegetative cover over and around the stream.

Policy EN1H

Protect water quality and natural drainage systems by controlling stormwater runoff.

Discussion: Uncontrolled stormwater runoff can seriously affect or eradicate fish habitat. Peak storm flows scour stream beds, undercut stream walls, fill spawning areas with silt, thereby destroying them.

In developed areas, runoff can carry oil, fertilizers or a number of other pollutants into streams. Fertilizers foster heavy algae growth that can sap the drainage system of oxygen and asphyxiate fish. Oil and other hydrocarbons are toxic to fish. Hydrocarbons come from streets and inadequately maintained or inadequate storm drainage systems. Controlling water quality within a drainage basin is vital to preserving fish and shellfish resources.

Water quality should be protected by requiring use of best management practices for stormwater drainage.

Policy EN1I

Require new developments to minimize areas of impervious surface and restrict runoff from new developments to pre-development rates.

Discussion: Increasing the stormwater runoff discharge may result in the following problems:

1. Downcutting and scouring of stream channels damages spawning areas and destroys organisms which live in the stream channel on and under rocks. These organisms are a prime food source for fisheries habitat. High stream flows wash them downstream.

2. Sedimentation of the stream.

3. Slumping of stream walls by undercutting their support.

Policy EN1J

Require site plan designs and construction practices that minimize erosion and sedimentation during and after construction.

Discussion: Using careful and effective construction practices can minimize erosion of soils and prevent sedimentation of stream channels. Piping water to the bottom of a stream ravine rather than directing it over the side of the ravine will avoid erosion. Temporary erosion control measures include filter fabric fences, hay bales, or hydroseeding.

Policy EN1K

Require natural resource industries to use best available management to prevent pollutants from entering ground or surface waters.

Discussion: Resource industries such as mining and logging often leave large areas exposed. Adequate erosion control is needed to prevent impacts on water resources.

STREAMS AND WATER BODIES

Policy EN1L

Preserve, protect and improve natural stream channels for their hydraulic, ecological and aesthetic functions.

Discussion: Impacts caused by development near streams can result in changing the size and

direction of stream flow, reducing stream capacity, degrading fish and wildlife habitat and damaging other downstream properties. The natural functions of stream channels can be preserved through several methods, including but not limited to:

1. Acquiring existing stream channels as public property.
2. Creating buffer areas around streams.
3. Clustering development away from stream channels.
4. Reducing peak storm flows into streams.
5. Re-establishing trees and vegetation on disturbed sites.

Policy EN1M

Discourage putting streams and creeks through culverts unless absolutely necessary for property access.

Discussion: Culverting of stream channels can destroy fish habitat and food sources. Culverts degrade the natural character and aesthetics of a stream channel. Bridges are preferred for stream and creek crossings. To reduce disruption to the watercourse and its banks, crossings should serve several properties. When culverts are necessary, oversized culverts with gravel bottoms that maintain the channel's width and grade should be used.

WETLANDS

Policy EN1N

Regulate development to protect the functions and values associated with wetland areas. Wetland impacts must be avoided or mitigated consistent with federal and state laws

Discussion: Wetlands function as a natural system with the ability to improve the quality of surface water runoff, hold and gradually release stormwater, function as primary producers of plant matter, provide habitat for fish and wildlife, provide recreational opportunities and have historical and cultural value. Off-site mitigation for wetlands impact, such as creating a new wetland or enhancing an off-site wetland, should be considered only as a last resort and should be consistent with the most current findings on the value of this approach.

Policy EN1O

Provide for long term protection and "no net loss" of wetlands by function and values.

Discussion: Wetlands should be identified and mapped. The City should encourage innovative and equitable wetland management methods, including improving communication among City, County, State, and Federal agencies and the public. The ability of wetlands to function naturally and to provide landscape diversity should be protected, possibly through incentive programs. The City should encourage educational opportunities that increase public understanding and appreciation for the values of wetlands. It should advise citizens of measures they can take to maintain wetlands on their properties. The City should pursue public acquisition of important wetland areas.

Policy EN1P

Require adequate buffering around wetlands to protect their natural functions.

Discussion: Wetlands provide valuable habitat for wildlife. They provide a source of water, food, and nesting. As encroachment on these areas increase, their values decrease. The Morrison Pond, Peach Creek, Chambers Creek, and Leach Creek areas deserve special protection.

It is conceivable that there will be situations where there is no feasible alternative to wetlands loss. In those circumstances, enhancements are required to replace the lost value and function of the wetland. The City should allow wetland enhancement to eliminate invasive non-native plant species.

SHORELANDS

Policy EN1Q
Preserve the natural character, resources, and ecology of the water and shorelines while balancing public access and recreational opportunities.

Discussion: The Puget Sound Shoreline and Chambers Creek are protected by the State Shoreline Management Act. The Act emphasizes the importance of shorelines to the entire state and serves to protect the public interest in our shorelines. Day Island and Sunset Beach are urbanized areas along our Puget Sound shoreline, while the upper reaches of Chambers Creek remain natural. The City must designate shoreline environments and regulate uses to best serve the public interest.

AQUIFERS

Policy EN1R
Protect aquifers to ensure that water quality and quantity are maintained or improved.

Discussion: The entire city of University Place is underlain by an aquifer that is part of the Chambers Creek-Clover Creek Watershed. The area has highly permeable soils. The interconnection between surface and ground water prompted the Environmental Protection Agency (EPA) to designate all of the area within the watershed as part of a Sole Source Aquifer System to provide protection to drinking water supplies. Water resources should be managed on the basis of watersheds, which do not stop at city borders.

Development activities should be subject to performance standards and regulation, including installation of sewers. New developments must meet performance standards to maintain aquifer recharge and protection. Existing facilities should be retrofitted, where feasible, to meet the standards.

Certain measures can be taken to ensure adequate recharge of aquifers. These can include both natural and engineered solutions. Natural solutions (such as maintaining undisturbed vegetation) are preferred. All new developments in aquifer recharge areas should be required to retain a percentage of vegetation to provide for aquifer recharge. Stormwater management technologies can provide for aquifer recharge by means of stormwater "retention". Other strategies can include the use of "gray water," reclaimed water, and other water reuse opportunities. In the future, there will be more uses and activities competing for water resources. Conservation of existing resources should be a primary strategy.

FLOOD PRONE AREAS

Policy EN1S
Preserve the natural flood storage function of floodplains. Emphasize non-structural methods in planning for flood prevention and damage reduction.

Discussion: A 100-year floodplain is land that has a one percent or greater chance of flooding in any given year. Dams, dikes, and levies are often used to control flooding but can adversely alter the natural flow and other functions and values of our streams and creeks. The City should use the best management practices to promote natural stream and creek flows. The stream channel is the actual floodway. No structures should be allowed.

Policy EN1T
Protect 100-year floodplains by restricting residential development, locating roads and structures above the 100-year flood level, and requiring new development to replace existing flood storage capacity lost to filling.

Discussion: Any new structure within the floodplain decreases the flood storage capacity. Likewise, increasing building density in a floodplain decreases the storage capacity of the floodplain which results in a larger area threatened by flood waters. The City should

require a "no net loss" approach to maintaining flood water storage capacity in floodplains.

Policy EN1U
Make floodplains and floodways information available to the public.

Discussion: The availability of floodplains and floodway maps will allow our citizens to identify potential hazard areas and avoid building in these areas. Areas prone to flooding according to FEMA maps are with the saltwater shoreline, particularly the northern end of Day Island, Leach and Chambers Creek and the Morrison Pond wetland system.

PLANT AND WILDLIFE HABITAT

GOAL EN2

Preserve and conserve environmental resources to enhance natural elements of the community for plant and wildlife habitat.

Policy EN2A
Provide for maintenance and protection of habitat areas for fish and wildlife. Identify endangered or threatened species, and preserve their habitat through techniques such as acquisition or incentives.

Discussion: Critical fish and wildlife areas exist in University Place. They should be identified, mapped, and prioritized, with regulatory emphasis placed on the most critical habitat areas. Maintain fish and wildlife movement corridors to protect species. Retain buffers of undisturbed vegetation along streams/creeks, ponds/lakes, and Puget Sound. Each water body (such as Morrison Pond, Chambers Creek, and Leach Creek) should be evaluated to determine whether a buffer is appropriate, and the appropriate width of such buffers.

The City should review its existing regulations and policies to determine whether they adequately protect critical fish and wildlife habitat areas. New development on or near critical habitat areas should be assessed to determine impacts on fish and wildlife and mitigated by habitat management plans. Open space in new subdivisions should be encouraged and incompatible uses near critical habitat areas discouraged.

Policy EN2B
Require additional buffer areas adjacent to steep slopes, wetlands, stream ravines, or stream corridors to protect wildlife and fish habitat.

Discussion: In areas adjacent to wetlands, stream ravines, or streams, clustering of development should be encouraged to allow greater buffers between the development and sensitive areas. This increases the usefulness and natural value of the sensitive area, provides a greater wildlife habitat area, and provides an amenity (a natural undisturbed area) for the residents or users of the development.

Policy EN2C
Permit access to wetlands for scientific and recreational use but provide for the protection of sensitive habitats.

Discussion: Careful planning of access trails, for example, can allow public enjoyment of wetlands such as Morrison Pond while assuring safety and preventing environmental problems. Wetlands can be used by the schools for learning purposes, such as the study of wetland biology and ecosystems. Destroying wetlands deprives the community of a valuable learning and recreational resource.

Policy EN2D
Prevent further degradation of stream and creek areas and where feasible restore or enhance habitat. Initiate studies to ascertain baseline conditions of water quality and habitat.

Discussion: Chambers Creek presents unique opportunities to preserve undeveloped stream and water body areas, and to improve those areas for recreational and other amenities. The City should work in conjunction with adjacent cities and the County to bring this area to its fullest potential. Leach Creek feeds into Chambers Creek. A large part of the Leach Creek area remains free from development. Future development in the Leach Creek watershed should be carefully designed to protect the drainage area and to keep it in its natural state.

Policy EN2E

Ensure that private and public development of areas near streams does not degrade stream flows necessary for fisheries and other recreational activities.

Discussion: Under natural conditions, stream flows are regulated by groundwater flows into the streams through seeps and streams. Rainwater percolates into the soil and then into the stream through these resources. This regulates peak storm flows, summer low flows and stream temperatures. When an area is developed, the rainwater no longer percolates into the soil but runs directly into the stream over impervious surfaces (for example, parking lots, sidewalks, streets, buildings). This causes a number of problems, such as:

1. High peak storm flows that scour a stream bed.
2. In some cases, the summer low flow is depleted or the stream dries up so that the stream cannot support aquatic life.
3. On hot summer days, parking lots build up heat. Stormwater runoff from these surfaces raises stream temperatures. Stream temperatures greater than 68 degrees Fahrenheit can lower a salmon's resistance to disease or kill the organisms fish feed upon.

In public and private development, detention of stormwater to pre-development flows by means of ponds and filtration swales will lessen runoff rates and enable a degree of cleaning before the water enters streams and the Sound. Pervious (water absorbing) surfaces can help protect summer low flows. Shaded parking lots can lower parking lot temperatures and stream temperatures. Impacts on fish habitat can be minimized while still allowing development.

Policy EN2F

Work with adjacent jurisdictions to maintain continuous corridors for wildlife.

Discussion: Stream corridors, steep slopes, shoreline bluffs and Puget Sound are part of our contiguous boundaries with Tacoma, Fircrest, Lakewood and Pierce County. These areas are all important to wildlife, which are not bound by political divisions of land. Maintenance of wildlife corridors provides feeding areas and escape routes for animals.

GOAL EN3

Protect and improve the essential livability of the urban environment.

WATER QUALITY

Policy EN3A

Enhance and protect water quality. Preserve the amenity and ecological functions of water features through planning and innovative land development.

Discussion: Whether it is located in streams, lakes, wetlands or comes from the tap, clean water is always a positive aspect of a city. It reduces the fear of infections from water borne organisms. Clean water also enhances the image of a city, both for its livability and for its concern about the natural environment. Clean water can be achieved through some of the following methods:

1. Requiring sewers for development.

2. Requiring adequate stormwater control for new development.

3. Emphasizing public education on how to maintain water quality within the natural drainage basins.

4. Reducing or controlling pollutants in runoff from paved surfaces.

Policy EN3B
Manage water resources for the multiple uses of recreation, fish and wildlife habitat, flood protection, erosion control, water supply, and open space.

Discussion: Clean water provides benefits for many activities. In streams or water bodies it enables water activities such as swimming and fishing, and if properly managed, can preserve fish and wildlife habitat. Residents would not have to travel as far to view wildlife or enjoy water activities The City's overall livability would be increased. Because Leach Creek feeds into Chambers Creek, a salmon-bearing stream, and into Puget Sound, it is important to maintain clean water for fisheries and wildlife habitat.

Policy EN3C
Work with neighboring jurisdictions and other agencies and organizations to enhance and protect water quality in the region.

Discussion: Enhancing and protecting clean water throughout a stream watershed often requires that many jurisdictions work together. Preserving water quality in University Place will have an impact on the water quality of Chambers Creek, Leach Creek, other smaller creeks, and downstream in Steilacoom and Lakewood. Upstream, Flett and Clover Creeks (and Steilacoom Lake) affect water quality in Chambers Creek. Therefore, there must be coordination among many interests. University Place has shoreline along Puget Sound, the City has a major stakehold in preserving water quality of the Sound. The City should work with government agencies and other organizations to reach these goals.

AIR QUALITY

Work with the Puget Sound Air Pollution Control Agency to attain a high level of air quality in University Place to reduce adverse health impacts and to provide clear visibility for the scenic views.

Discussion: The City should continue to rely on various State, federal, and local programs to protect and enhance air quality. The City should provide information to the public on air quality problems and on measures which each person can take to improve air quality.

Policy EN3D
Develop land use practices which improve air quality.

Discussion: Retention of trees and other vegetation is vital to maintaining good air quality. Vegetation filters out suspended particulates and purifies the air. Land uses which create local air quality problems should be avoided. Promote land use patterns which result in reduced commuting times. Require dust control measures during site preparation in new development.

Policy EN3E
Support air pollution reduction measures, particularly involving vehicle emissions, to attain or maintain federal and state air quality requirements. Work with state, regional, and local agencies to develop transportation control measures and emission reduction programs. Educate citizens on methods to reduce air pollution in the community.

Discussion: Vehicle emissions are a major local air pollution source. Reducing the number of vehicles on the road reduces emissions. The Washington Administrative Code (WAC) states that local plans shall include policies and provisions that promote the reduction of criteria pollutants exceeding national ambient air quality standards. Consistent with this, the City will

pursue strategies to reduce the number of vehicles on the road. This includes encouraging alternate modes of transportation such as transit and non-motorized transportation, building bike lanes on major city streets, implementing work schedule changes (City already does this), and working with agencies such as the Puget Sound Regional Council, Washington State Department of Transportation, and Pierce Transit to develop transportation control measures and other air quality programs. For example, the City can make bus schedules available at city facilities for public distribution. Other measures (non-vehicular) to reduce local air emissions include restrictions on wood stove use, restrictions on gas powered lawnmowers, and restrictions on industries that emit pollutants. These regulations are generally administered by State and regional agencies.

NOISE POLLUTION

Policy EN3F
Reduce and where possible eliminate problems associated with major noise-generating uses, especially when located near residences. Establish standards for noise-generating land uses.

Discussion: Natural or manmade barriers should be placed between noise sources and residential land uses. Trees and natural vegetation should be retained along the perimeter of new subdivisions and along arterial streets to filter noise. Noise control ordinances should be enforced. Noise impacts from construction sites can be minimized by limiting hours of construction activity.

TREES AND LANDSCAPING

Policy EN3G
Protect and enhance the natural green and wooded character of University Place.

Discussion: The abundance of mature trees in University Place helps create community identity and contributes to a healthy environment. In addition to adding beauty to urban areas, trees help clean the air, produce oxygen, reduce surface water run-off, provide wildlife habitat, help absorb sound and mask noise, and reduce energy costs through shading and windbreak functions.

Policy EN3H
Encourage preservation and planting of significant trees in locations that allow normal growth patterns, support energy conservation and complement view access, light, privacy and safety needs.

Discussion: Large trees should be planted in areas that give them room to grow, where their height and/or width does not create a danger or nuisance to nearby residences by blocking out the sun or interfering with views. Deciduous trees provide shade in the hot summer, but loose their leaves to allow solar access in the winter months. Evergreen trees offer year-around beauty, visual screening and noise buffering. Trees along arterial and residential streets should be required in both public and private development and improvement projects.

Policy EN3I
Encourage landscaping with a mix of plants and trees that attract wildlife, are drought-resistant, and can achieve healthy growth in the Puget Sound environment.

Discussion: To get the most benefit from trees and other urban landscaping, it is important to choose varieties that are native or can readily adapt to our climate. These will be less subject to disease and blight and need minimal maintenance once established. They also can offer food and habitat for birds and other wildlife.

Policy EN3J
Promote the use and expansion of litter prevention programs within all sectors of the community.

Discussion: Keeping our public spaces free of litter requires innovative programs and incentives. One example would be to build upon the "Adopt A Street" campaign. Successful litter control helps defray city maintenance costs, creates a cleaner, safer urban and natural environment, and boosts civic pride.

Policy EN3K

Trees and vegetation shall not be completely removed on development sites. Vegetation can only be removed when construction begins on the portion of the project where structures have permits. Require developers to re-vegetate sites as soon as practical following development and replant trees if projects do not proceed in a timely manner.

Discussion: When developing a site, developers should be allowed only to clear areas for roads and utilities and leave lots or building pad areas vegetated until the building permit is issued. This will prevent the unnecessary removal of trees and vegetation, maintain site stability and reduce aesthetic impacts in the short term. In the long term buildings can be designed around the vegetation to preserve as many significant trees and as much native vegetation as possible. When a site is cleared but left undeveloped for long periods, non-native and invasive species take over creating a nuisance and an eyesore.

ENVIRONMENTAL MANAGEMENT ELEMENT BACKGROUND INFORMATION

The citizens of University Place have expressed a strong desire to protect their natural environment from the impacts associated with growth and development. Tall evergreen trees, clean air and water, magnificent views of the Cascade and Olympic Mountains, the Puget Sound shoreline, and our indigenous plants and wildlife are just of few of the natural features that attract our citizens and contribute to the high quality of life.

Past development in University Place has resulted in loss of valuable wetland areas, significant reductions in wildlife areas and corridors, and encroachments on steep slopes, streams, and shorelines. Inadequate storm drainage systems threaten downstream properties, and the water quality of our aquifers, streams, and the Puget Sound.

Understanding the components of our environment and how they are related helps us formulate policy and ultimately the regulation we should impose to adequately protect the environment. Protecting the environment serves to protect health, safety, and welfare including quality of life.

RELATIONSHIPS

The components of our environment are intricately related in a complex system. The geology helps to explain the city's topography which together with the climate and vegetation determine the types of soils that have developed here. Topography, soil and hydrology determine where slopes are likely to fail or erode causing damage to downslope properties and sedimentation in our creeks. Sedimentation in creeks impacts the Chum, Coho, and Chinook Salmon, and Cutthroat and Rainbow trout that spawn there.

The climate, geology, topography, soils and vegetation determine drainage patterns. Within our drainages, surface water infiltrates into the aquifer, or flows into creeks and wetlands that act as natural flood control areas. The pervious surface geology and soils in this area cause between 50 and 60% of rainwater to infiltrate and become groundwater that recharges our aquifer. We rely on water from the aquifer to provide safe clean drinking water.

Because of the pervious nature of the geology and soils we must be careful not to pollute the aquifer. The depth to groundwater varies under the city. In some areas groundwater is first encountered at more than 100 feet; in other areas it comes to the surface as natural springs. Even at 100 or more feet polluting groundwater is a concern since groundwater in the area has been known to travel as fast as 93 feet per day.

Wetlands serve to store and purify storm water, recharge the aquifer and provide habitat for fish and wildlife. The flood plains in drainages and adjacent to creeks serve as areas where floodwater is conveyed during periods of heavy rain. Protecting wetlands and flood plains to store and convey stormwater, in turn protects our lives and property from damage, injury and loss.

A substantial component of our quality of life is derived from the plants and animals that inhabit the city. Climate, soils, and drainages contribute to the rich communities of plant

and animal life. The citizens of University Place have expressed a strong desire to protect native plant and animals species which include evergreen and deciduous trees and undergrowth, and birds, mammals and reptiles. In Chambers Creek Canyon alone, there are some 122 species of birds.

Much of the area in the city that had the greatest value as wildlife habitat has been fragmented into small areas which has lead to extinction of large predators, and the over population of small predators. Preventing further destruction, fragmentation, and providing corridors between habitat areas can help preserve remaining wildlife.

In the creeks there is habitat to support a number of plant and fish communities. Chambers Creek supports approximately 20 species of fish including five northwest salmonid species. The Washington State Department of Fish and Wildlife has rated Chambers Creek as "good" overall for salmonids. This is based on water temperature, dissolved oxygen, the biotic index and the quality of spawning beds. Leach Creek has not been so fortunate. Development along the creek has resulted in channelizing, reduction of pool and riffle structures and sediment loading. The upper undeveloped reaches of Leach Creek still provide good salmon rearing habitat.

Along the Puget Sound shoreline, the conditions are not conducive to supporting a wide range of wildlife or plant life. Strong tidal currents, lack of sediment accumulation, and large rock boulders and fill placed along the entire shoreline to support the railroad make for a harsh environment. Despite relatively harsh conditions, there are eelgrass and kelp beds and several species of fish that support a major commercial and sports fishery in the area. Also found in these waters is an abundance of shellfish. Hundreds of species of plankton, tiny plants and animals that drift with the tides inhabit our marine waters. Phytonplankton or algae form the first link in the food chain and their respiration provides us with most of the air we breathe.

The following section provides a brief description and some concerns regarding climate, geology and soils, surface and ground water quality, floodplains, wetlands and shorelines and plant and animal communities.

PHYSICAL ENVIRONMENT

Climate

The climate of University Place is fairly mild with average winter temperatures above freezing and summer temperatures generally below 80 degrees. The frost-free period is approximately 250 days a year. The city typically receives about 39 inches of precipitation a year which falls almost exclusively as rain. About two thirds of the rain falls between October and March of each year. There is an occasional snow fall, but usually with little or no buildup.

Geology and Soils

The City of University Place is located on the eastern shore of south Puget Sound on top of a rolling plateau ranging from 0 to about 430 feet above sea level. Steep slopes descend on the west along Puget Sound and on the south along Chambers Creek Canyon. Although, the geologic events that formed the Puget Sound occurred over the last few hundred million years, the Pleistocene Glacial Intrusion approximately 15,000

years ago carved the Puget Sound, the lowland areas and other valleys alongside the Cascade foothills.

The surficial geology of University Place is primarily the result of glacial materials deposited 15,000 years ago. The glacial material deposited in the area includes from top to bottom, recessional outwash, glacial till, and advance outwash. Recessional outwash is deposited by meltwater from the retreating glacial ice and typically consists of layers of unconsolidated sand and gravel with variable silt, cobbles, and boulders. Glacial till is deposited at the base advancing glacial ice and typically consists of very dense clay to boulder size material. Till is very dense and is commonly referred to as "hard pan". Advance outwash is deposited in front of the glacier by meltwater. Advance outwash usually consists of very dense medium to course grained sand, gravel, with cobbles and boulders. Because advance outwash is overridden by the advancing glacier it also is very dense.

In addition to the glacial deposits, lake bed sediments collected in river valleys and along stream channels following de-glaciation. These sediments are composed primarily of clay and silt with occasional layers of fine sand. These sediments are very stiff to hard and have low permeability. The sediments or interglacial soils occur in the slopes of Chambers Creek Canyon.

The Alderwood - Everett association is a nearly level to rolling moderately well drained and somewhat excessively drained soil type that formed in glacial till and glacial outwash in the upland portions of the city. These soils constitute the majority of the soils in University Place on slopes that range from 0 to 30 percent.

Everett sandy gravelly loam is the second most common soil type in University Place followed by Spanaway gravelly sandy loam, Nisqually loamy sand and Xerochrepts. Everett sandy gravelly loam is a somewhat excessively drained soil that occurs in the Sunset Beach, Beckonridge, Westhampton and Brookridge neighborhoods. Everett sandy gravelly loam is also the primary soil at the Curran Apple Orchard. Spanaway gravelly sandy loam formed in glacial outwash mixed with volcanic ash is somewhat excessively drained, occurs in an area from Peach Acres, west to Grandview, and south to the rim of Chambers Creek Canyon. Nisqually loamy sand, formed in glacial outwash under grass and Bracken fern, is a somewhat excessively drained soil that occurs in the Bristonwood neighborhood. Xerochrepts on slopes ranging from 45 to 70 percent are very steep well-drained soils that boarder Puget Sound north of Sunset Beach and form Chambers Creek Canyon from the mouth of Chambers Bay to Bridgeport Way, and extend up Peach Creek Canyon.

Other soil types in the city include small pockets of poorly drained, Bellingham silty clay loam in the vicinity of Crystal Springs and coastal beach soils, which extend along the southwest side of Day Island, south to Sunset Beach and along portions of the Pierce County Chambers Creek Properties. Dupont Muck, an organic very poorly drained soil formed in decomposing shrubs, sedges and grasses, and silica lies below the waters of Morrison Pond. Also, Xerothents fill area which consists of smoothed over areas artificially filled with earth, solid waste, or both forms on the eastern side of the Day Island inlet.

The varying locations and thickness of glacial deposits and soil types in the city cause concern for a range of issues. Areas of the city where slopes exceed 15%, where glacial till is overlain by well-drained soils, and when water is present may experience slope failure. Certain types of soils are more susceptible to erosion than others and the risk increases as slope increases. In areas where recessional glacial outwash is overlain by Everett or Spanaway soils there is an increased risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction. **Figure 3-1** shows areas of the city that fit the above criteria and are labeled landslide and erosion hazard areas and seismic hazard areas.

Ground and Surface Water

The porous nature of glacial outwash in most of our soils increases the likelihood that pollutants can get into the groundwater and ultimately pollute the aquifer and drinking water. The groundwater system that lies below University Place is part of the Central Pierce County Aquifer System, a system that the United States Environmental Protection Agency has defined as a Sole Source Aquifer System. A Sole Source Aquifer is a designation that provides limited federal protection to drinking water supplies which serve large populations and where alternative drinking water sources are scarce. There are approximately 267,000 people who use water from the Pierce County Aquifer system. During peak use, groundwater supplies over 80% of the water consumed.

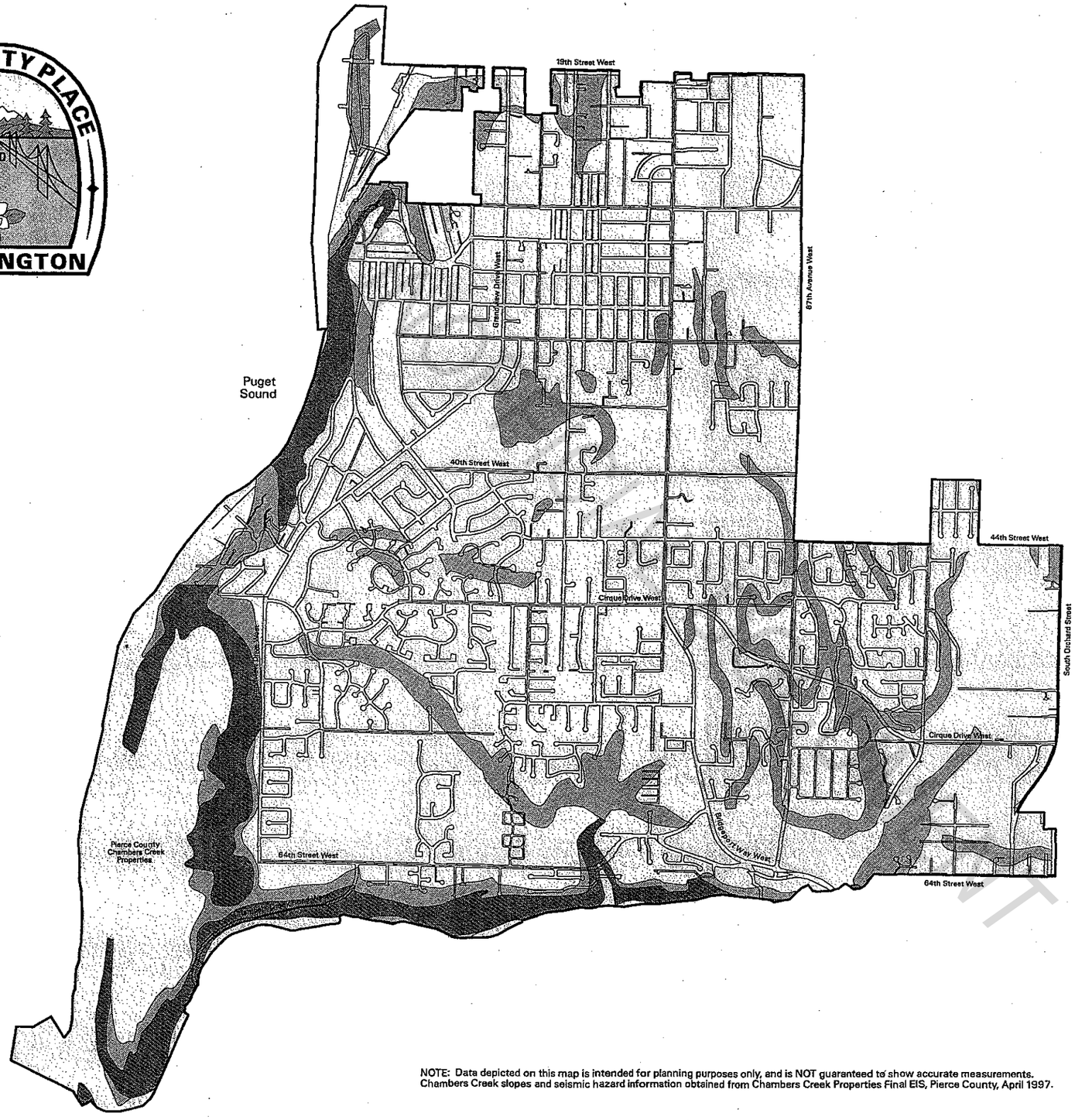
University Place can be divided into the Tacoma West Subwatershed and the Chambers Bay Subwatershed both part of the larger Chambers-Clover Creek Watershed. The Chambers Bay Subwatershed includes drainages in the eastern and southern portions of the city. As shown in **Figure 3-2** the dividing line between the two subwatersheds generally extends along a diagonal line from the intersection of 27th and Mildred to the southern tip of the Pierce County Chambers Creek Properties at the mouth of Chambers Bay. The Chambers Bay Subwatershed includes Leach Creek and Peach Creek which drain into Chambers Creek. The Tacoma West Subwatershed includes Day Creek, Crystal Creek, Brookside Creek and Corbit Creek that drain directly to the Puget Sound.

Too little or too much water can cause problems. Too much surface water can lead to flooding while too little water can cause wetlands, ponds and creeks to dry and kill aquatic creatures that depend on them. Depletion of groundwater resources can threaten water supply resulting in water rationing and other conservation programs. Low groundwater levels can lead to surface water problems if the springs that supply a stream or wetland dry up.

Creeks are classified by the beneficial uses that they should be able to support and the level of support they provide. Beneficial uses include, supporting aquatic life, contact activities like swimming, and other common uses. The Department of Ecology classifies all of the creeks in University Place as A (excellent), meaning not that they are excellent, but that they should be. The measures of water quality include fecal coliform organisms, dissolved oxygen, total dissolved gas, temperature, pH, turbidity, and toxic material concentrations. Only Chambers Creek and Leach Creek have been sampled for water quality, and even then, not all measures have been taken. Chambers Creek consistently

City of University Place Comprehensive Plan

Figure 3-1
Landslide and Erosion Hazard Areas



LEGEND

- Less than 15% Slope
- 15% to 30% Slope
- Greater than 30% Slope
- Slope Information Not Available

Source: Pierce County GIS, 1997

SCALE 1 : 28,000

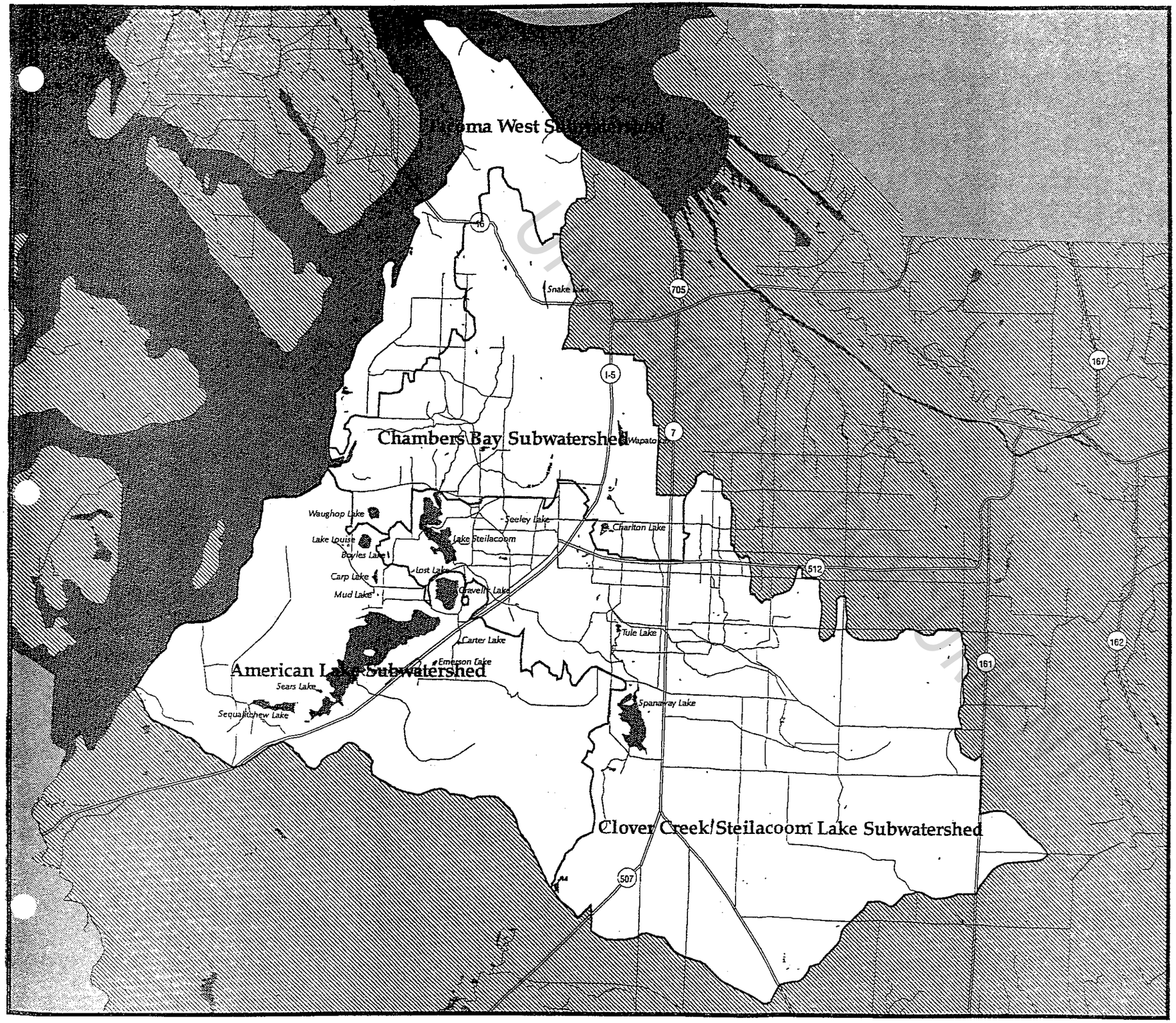
0 0.5

Miles

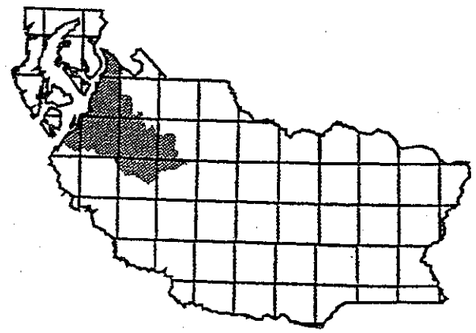
map_slope_bw.aml, 14 Sep 98

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements. Chambers Creek slopes and seismic hazard information obtained from Chambers Creek Properties Final EIS, Pierce County, April 1997.



PIERCE COUNTY, WASHINGTON



SUBWATERSHEDS

Subwatershed Boundary

Chambers-Clover Creek Watershed

Figure 3-2

MILES
0 3 6

Pierce County
Geographic Information System

Pierce County Dept. of Planning & Land Services
Pierce County Department of Public Works

April, 1995

CHAMBERS-CLOVER CREEK WATERSHED ACTION PLAN

violates State standards for fecal coliform bacteria, and has been known to violate standards for acidity on two occasions and turbidity on one occasion.

Because any pollutant capable of contaminating surface water has the potential to contaminate groundwater, sources of water pollution must be considered a threat to groundwater quality as well as surface water quality. In a recent study under the direction of the Tacoma-Pierce County Health Department, nitrate concentrations in the shallow aquifer were shown to have increased about 40% and chlorine levels between 400-500% over the last 20 years. Nitrate and chloride were measured because they are indicators of contamination by sewage. New development on sewers will decrease nitrogen loading from septic systems. Unless properly managed, however, new development will result in increases in storm water discharge that may increase nitrogen loading from that source. Storm water recharging into the aquifer will also mean increased levels of fecal coliform, organic compounds, and metals.

Floodplains, Wetlands and Shorelines

Floodplains exist along our creeks and marine shorelines, and in a few low spots such as in the Morrison Pond area and just west of the intersection of 40th Street and 67th Avenue. **Figure 3-3** shows flood plains in the city, identified by the Federal Emergency Management Agency (FEMA). Although flooding has not been a severe problem for most of University Place, channel erosion has exacerbated flooding along Leach Creek as has artificial filling in areas around Morrison Pond. Controlling the amount of water runoff is important to ensure a balance that prevents flooding but maintains flows to our creeks and wetlands, and infiltration to groundwater.

Wetlands are areas that are inundated or saturated by surface or ground water long enough or often enough to support vegetation that typically grows in saturated soils. Wetlands store storm water runoff, filter out impurities, provide fish and wildlife habitat and, when preserved as open space, provide area that our citizens can enjoy. In 1996 the City conducted an inventory of the wetlands. Wetlands identified in this inventory and wetland buffers are shown in **Figure 3-4**. The largest wetlands in University Place are along the Puget Sound Shoreline, Leach Creek, Chambers Creek and at Morrison Pond. A number of smaller wetlands are associated with other creeks and pockets of poorly drained soils like Dupont muck and Bellingham silty clay. Although not as apparent in University Place as our freshwater wetlands, marine wetlands also serve important biological functions.

In addition to marine wetlands, the shorelines along Puget Sound and Chambers Creek provide habitat to a number of different freshwater, estuarine and marine fish, shellfish and plant species. Protecting the shorelines of Puget Sound and Chambers Creek is mandated by the State Shoreline Management Act. Protection maintains habitat, reduces erosion, preserves views and provides recreation opportunities.

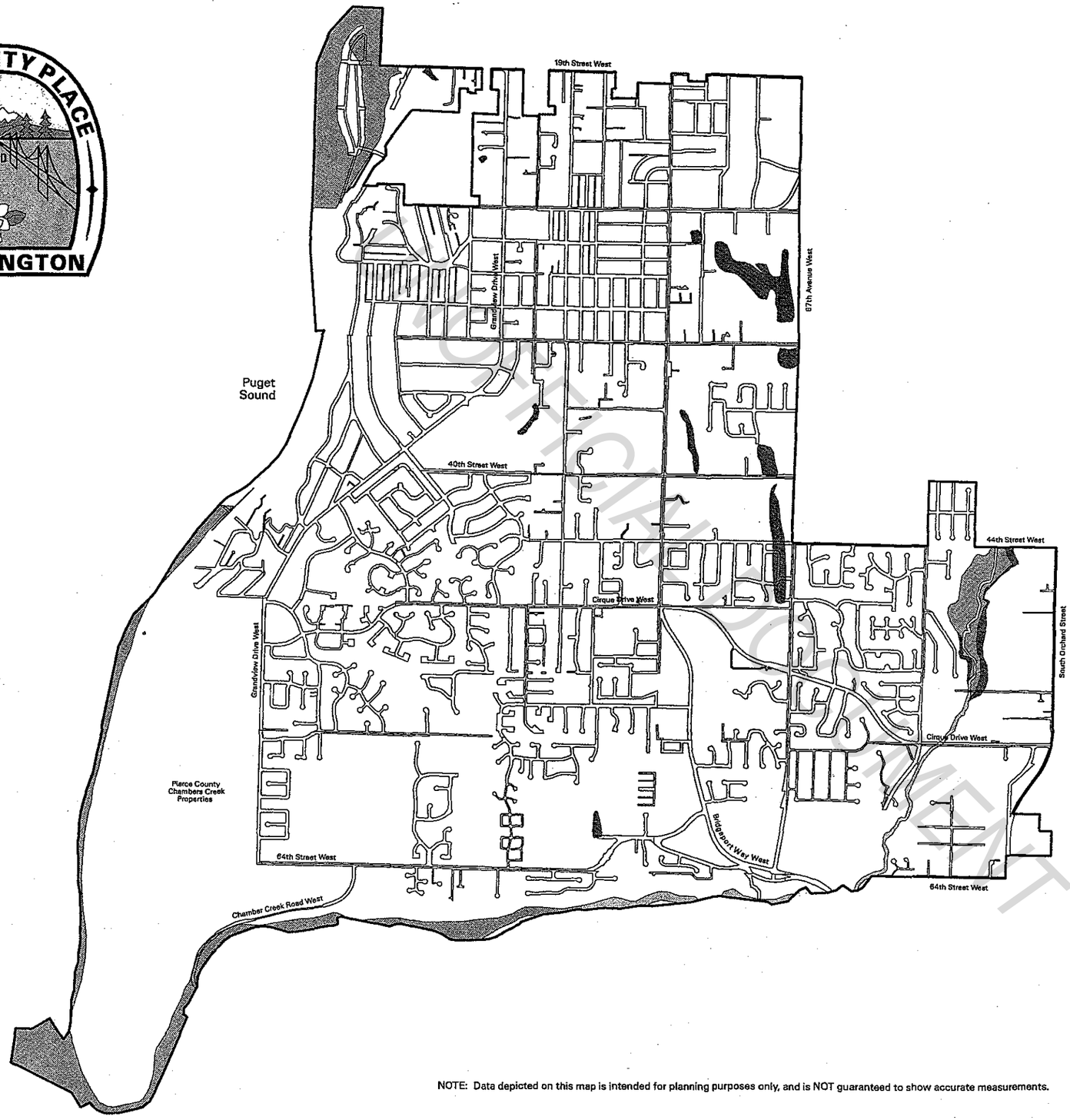
Plants and Wildlife

The dominant native tree species in University Place are Douglas fir followed by Western red cedar, red alder, and Western hemlock. Other common native tree species include Oregon white oak, Big leaf maple Cottonwood and Pacific Madrona. There are too many native shrubs and herbs to list but a few of the most common species. Common native

UNIVERSITY PLACE
INCORPORATED
1995
WASHINGTON

City of University Place Comprehensive Plan

Figure 3-3
100-Year and 500-Year Flood Zones



LEGEND

- Floodway
- 100-Year Flood Zone
- 500-Year Flood Zone

Source: Federal Emergency Management Agency, 1987

SCALE 1 : 28,000

0 0.5

Miles

N
W E
S

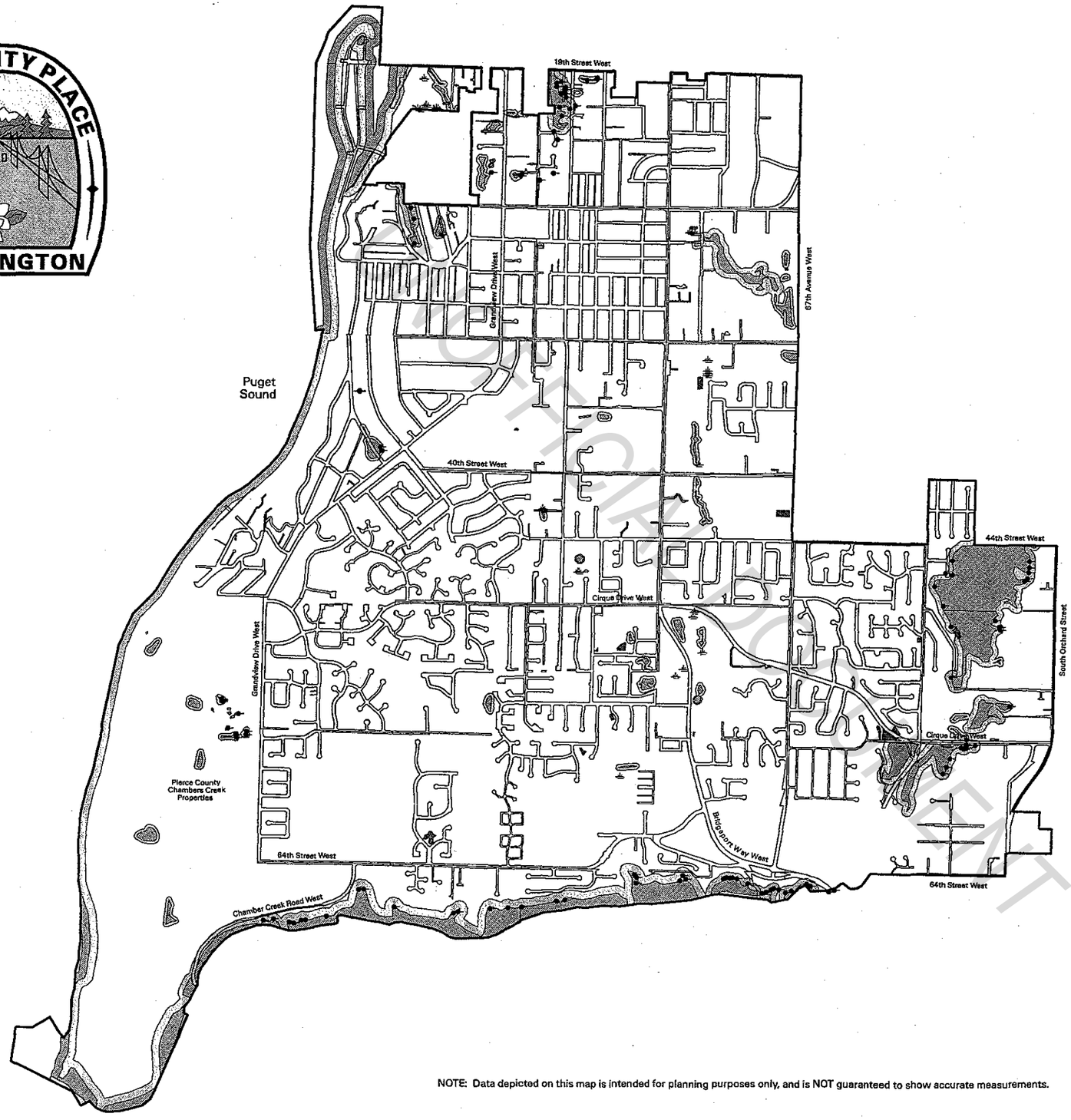
map_flood_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

City of University Place Comprehensive Plan

Figure 3-4
Wetlands



LEGEND

- Wetlands
- Detention Pond
- Wetland Buffer
- Spring
- Wet Spot

Source: Rozewood Environmental, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_wetlands_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

shrubs include Salal, Red elderberry, Salmonberry, Evergreen and Himalaya blackberry, Indian plum and Vine maple. Herbs including Bracken fern, Creeping buttercup, Horsetail, Lady fern and Sword fern are also very common. Native vegetation provides a great number of benefits including: minimizing surface and ground water runoff, reducing siltation and water pollution in creeks and in Puget Sound, providing pure oxygen from carbon dioxide, noise abatement, protection from wind, habitat shelter and food for fish and wildlife, and enhancing the city's physical and aesthetic character.

Several species of fish and numerous birds, mammals, amphibians and reptiles live within or move through University Place. In our creeks are Chum, Coho, and Chinook Salmon, Cutthroat and Rainbow trout. Along our shoreline, the Puget Sound supports several species of salmon, steelhead trout, cod, herring, flounder and rockfish, sea perch, various sharks, octopus, squid, and numerous species of crustaceans, shrimp, krill and mollusks.

On the uplands, some of the many species of birds include red tailed hawks, Canada Geese, Steller jays, downy woodpeckers, and the common crow. There are also several species of finches, thrushes, chickadees, sparrows and swallows. Mammals found in the city include: black tailed deer, coyote, red fox, raccoon, opossum, porcupine, spotted and striped skunk, Douglas, eastern and western gray squirrels, Townsend chipmunk, and a number of mouse, shrews, the shrew mole and Townsend's vole. Some of the reptiles and amphibians found in the city include the Common garter snake, salamanders, frogs, and toads. In order to protect fish and wildlife habitat, the City has designated areas along creeks and streams as fish and wildlife habitat areas and required preservation of natural buffers. **Figure 3-5** shows these buffers along streams and creeks. These buffers provide habitat and migration corridors for upland species, shade for fish spawning areas and serve as sediment traps for storm water that flows into streams and creeks.

UNIVERSITY PLACE
INCORPORATED
1995
WASHINGTON

City of University Place
Comprehensive Plan

Figure 3-5
Fish and Wildlife Habitat Areas

LEGEND

Fish and Wildlife Habitat Area

Source: Pierce County Drainage, 1967

SCALE 1 : 28,000

0 0.5

Miles

map_fishwild_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

Transportation Element

CHAPTER 4

TRANSPORTATION ELEMENT

This element addresses the expected demand on the transportation system which will result from future population increases. It is essential that the transportation system be able to meet the demands of the future to keep our economy and environment healthy.

Although this Transportation Element strongly supports an increase in the use of transit and other alternatives to the automobile, it recognizes that automobiles are an integral part of our society.

The goals and policies included in this Transportation Element cover the following categories.

(a) Traffic and traffic safety

(b) Pedestrian sidewalks and bicycle lanes

(c) Reduction of through traffic in neighborhoods

(d) Vehicular and pedestrian circulation

(e) Street maintenance

(f) Public transportation

(g) Concurrency and Funding

(h) Accessibility to disabled people

STATE GOALS

Transportation
Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. [RCW 36.70A.020(3)]

COMMUNITY VISION

Street lighting, sidewalks, curbs/gutters and bicycle lanes on all arterial streets have improved safety and created better connections between residential and business areas.

MAJOR TRANSPORTATION ISSUES

Excessive traffic speeds and inadequate traffic safety.

Lack of sidewalks and bicycle lanes.

Traffic which diverts from arterial routes to neighborhood residential streets with speed, noise, and safety impacts.

Inadequate vehicular and pedestrian circulation routes in some areas of the city.

GOALS AND POLICIES

This section of the Element contains the transportation goals and policies for University Place. The goals establish broad direction for transportation planning. The policies outline steps to meet the intent of each goal. The discussions provide background information, may offer typical examples and help clarify intent.

TRAFFIC AND TRAFFIC SAFETY

GOAL TR1

Develop standards to improve the function, safety and appearance of the city street system.

Policy TR1A
Develop and adopt street design standards which will reduce street maintenance requirements, increase safety and improve street aesthetics.

Discussion: Different roadway uses require different design standards. Major arterials are designed to handle large volumes of traffic while neighborhood streets are designed for lower levels of localized traffic. In addition to meeting the federal, state and local design requirements, standards must also enhance the ease of overall maintenance and increase roadway safety. Standards should include sidewalks, street trees, and landscaping. Careful selection of roadway design criteria will enhance efficiency of maintenance and control overall costs.

Policy TR1B
Classify streets and arterials to reflect their desired use. Classification should be based on present and future traffic volumes and the type of land uses along the streets.

Discussion: Streets within and adjacent to the City of University Place serve many functions ranging from regional traffic routes to local access. Classifications which define these different uses should be maintained. The functional classification system should be consistent with state and regional classifications.

Policy TR1C
Establish speed limits which reflect street function, adjacent land uses, and physical condition of the roadway.

Discussion: Major and Secondary Arterials are primarily intended to provide for through traffic; therefore, higher speed limits should be established to reflect that function while collector arterials and residential streets should have lower limits. Employ traffic calming devices where appropriate.

Policy TR1D
Reduce traffic speeds within the city.

Discussion: On many city arterials and residential streets, vehicles regularly travel above posted speed limits. One some streets, present speed limits are higher than safety dictates. Through a variety of means--reducing speed limits, police enforcement, traffic calming, streetscaping and design elements--the City should promote travel at a lower rate of speed to improve safety and create a more comfortable environment for pedestrians.

Policy TR1E
Consolidate access to properties along Major, Secondary, and Collector Arterials.

Discussion: Many safety and capacity problems relate to driveways which enter on to public roadways. When street improvements are implemented, the designs should include provisions to consolidate existing accesses wherever possible.

PEDESTRIAN SIDEWALKS AND BICYCLE LANES

GOAL TR2

Develop facilities for pedestrians and bicyclists as alternative travel modes to the automobile.

Policy TR2A
Require sidewalk facilities on both sides of the street along Major and Secondary Arterials and some designated Collector

Arterials, where appropriate, and on one side of non-arterial streets.

Discussion: Sidewalks are vital to pedestrian safety, particularly along roadways with faster moving traffic. Near schools they offer protection for children who walk to and from school Pedestrian facilities on non-arterials are needed to supplement the major system of pedestrian facilities. Crosswalks, signing, and pedestrian-activated signals should conform to the *Manual on Uniform Traffic Control Devices (MUTCD).*

Policy TR2B

Develop a system of bicycle routes, both east/west and north/south, that provides for travel within the city and connections to local parks and regional facilities.

Discussion: Bicycle routes should be provided to enable bicyclists to use the most convenient, yet safe, streets and bicycle ways within the city. These routes should connect with designated bike routes of adjacent jurisdictions to accommodate longer, more regional bicycle trips as an alternative transportation mode. Planning, design, and construction of these facilities should be coordinated with adjacent jurisdictions and should be consistent with regional plans. The design and type of bicycle facilities should be based on the design standards for the functional classification of the roadway.

Policy TR2C

Encourage installation of pedestrian pathways in new and existing developments.

Discussion: Currently many residential subdivisions and commercial developments have barriers to easy walking between destinations. People must walk out to busy arterials and use circuitous routes to get from one development to another. New pathways might also tie into a network of walking trails, help interconnect the whole system and make the city more pedestrian friendly.

PROTECTING NEIGHBORHOODS FROM THROUGH TRAFFIC

GOAL TR3

Protect the quality of life in residential neighborhoods by limiting vehicular traffic and monitoring traffic volumes on collector streets.

Policy TR3A

Develop traffic and pedestrian safety improvements in residential areas.

Discussion: A comprehensive evaluation of transportation issues in each neighborhood will provide for an integrated, cost-effective solution. Improvements may include sidewalks and pathways to connect to schools, parks, and transit stops, traffic calming techniques, signs and roadway improvement.

Policy TR3B

Establish and sign truck routes to the city's major destinations along Major Arterials to avoid impacts on neighborhood streets.

Discussion: Through trucks should be restricted from using Secondary or Collector streets due to the impact on residential neighborhoods. Secondary and Collector streets are not designed to accommodate significant amounts of truck traffic. Use by trucks increases maintenance and may decrease safety of the local street network.

Policy TR3C

Encourage routing of higher volume and through traffic onto Major Arterials thereby protecting neighborhoods.

Discussion: Additional capacity on Major and Secondary Arterials and improved traffic flow can minimize traffic cutting through residential

neighborhoods. Traffic calming measures on residential streets discourage or slow neighborhood through traffic.

VEHICULAR AND PEDESTRIAN CIRCULATION THROUGHOUT THE CITY

GOAL TR4

Encourage improvements in vehicular and pedestrian traffic circulation within the city.

Policy TR4A
Require through connections in new developments.

Discussion: Dead end streets and walkways do not allow through access to typical destinations within the city. Streets and sidewalks should provide more direct access to areas that are typical destinations: shopping centers, schools, and parks.

Policy TR4B
Work with property owners to create pedestrian paths in established areas with poor connections.

Discussion: Seek opportunities to gain easements that will allow links between residential areas or from residential to commercial areas. Pedestrians now must take long circuitous routes in many areas.

Policy TR4C
Design and improve residential collector arterials to result in reduced speeds and to accommodate neighborhood concerns about safety, aesthetics and noise.

Discussion: Residential collector arterials collect traffic from various residential cul-de-sacs and local access streets and distribute it to the secondary or major arterials. Examples of these collectors are Sunset Drive and 44th Street West. Several new connections, Alameda Avenue and 57th Avenue West, are included in the 20-year plan to improve traffic circulation. Sections of Alameda are now constructed and missing links would be completed to create a connection from 40th Street to Cirque Drive and then south to 67th Avenue. 57th Avenue would be connected to Cirque Drive. These street connections should be designed with two travel lanes only, pedestrian and bicycle facilities, landscaping, street lights, and other elements that result in reduced speeds and compatibility with adjacent residences.

GOAL TR5

Maintain a consistent level of service on the arterial system that mitigates impacts of new growth and is adequate to serve adjoining land uses.

Policy TR5A
Establish a level of service (LOS) standard for intersections and roadways with LOS D as being acceptable on Major (Principal) or Secondary (Minor) Arterials. LOS C or better should be considered acceptable on Collector Arterials and lower classification streets.

The City's Director of Public Works, using established criteria, shall be allowed to provide for exceptions to the LOS D standard along major and secondary arterials if future improvements are included in the City's adopted transportation plan. Exceptions should also be provided where the City determines that improvements beyond those identified in the transportation plan are not desirable, feasible, nor cost-effective.

Discussion: The Growth Management Act requires that a level of service standard be established for arterial routes. "LOS" is defined as the capacity of a roadway or intersection. It measures delay or congestion.

LOS A is the highest level of service and LOS F the lowest. LOS D and lower is typical of many arterial streets and intersections in urban areas. LOS A B and C are characteristic of residential streets and rural areas.

STREET MAINTENANCE

GOAL TR6

Maintain the public street system to promote safety, comfort of travel, and cost-effective use of public funds.

Policy TR6A
Establish a Pavement Management System (PMS) and comprehensive signage and markings program.

Discussion: The PMS system should address improvements for motorized and non-motorized travel and the impacts of present and projected land uses. The safety and efficiency of the existing transportation system depends upon its condition, and signs and markings. Implementing a systematic program can delay higher cost capital improvements, or at least provide the best transportation service to the city. The maintenance program should include provisions for vegetation removal to improve sight distances, adequate crosswalk markings and signing, and repair of sidewalks as needed.

Policy TR6B
Encourage use of products from recycled materials where possible.

Discussion: Street paving and other maintenance projects should support efforts to use recycled materials which meet cost and durability objectives. The obvious advantages are less cost and a reduction in use of landfill.

PUBLIC TRANSPORTATION

GOAL TR7

Encourage use of public transportation to accommodate a larger proportion of the traveling public.

Policy TR7A
Work with Pierce Transit to focus local transit service on Major, Secondary and Collector Arterials, provide feeder service to residential areas and connect to adjacent jurisdictions.

Discussion: Area residents and elected officials have identified the need for improved transit service and programs to increase the use of public transportation. Without an expansion of the current transit system, citizens will have minimal access to public transit service. Existing transit service to the City of University Place primarily targets the Pierce Transit Center at Tacoma Community College. Local transit service should be expanded to serve the entire community.

Policy TR7B
Encourage coordinated development of bus stops and shelters.

Discussion: Convenient shelters from rain and wind which offer seating make the wait for a bus more comfortable. The City should work with Pierce Transit to find appropriate locations for stops and shelters along the transit routes.

CONCURRENCY AND FUNDING

GOAL TR8

Develop an adequate and equitable funding program to make transportation improvements in a timely manner, as mandated by the Growth Management Act (GMA).

Policy TR8A
Use regional, state, and federal funding sources for major improvements serving the City of University Place.

Discussion: Without adequate funding the transportation plan cannot be implemented in an efficient, timely manner, concurrent with development. Furthermore, uncertainties in funding of transportation projects could result in denial of development permits due to unacceptable levels of congestion. The funding program must recognize and accommodate not only existing and future development in the city, but also regional traffic. To supplement the City's limited funds, regional, state, and federal funding sources should be pursued for arterial street improvements.

Policy TR8B
Supplement public funding sources with new revenue sources including, where appropriate, Local Improvement Districts (LID's), development impact fees, or other identified sources.

Discussion: Existing gas tax and motor vehicle registration fees will not be sufficient to meet the financial needs of the transportation plan. Other funding sources should be developed that are equitable and consistent with the benefits derived from improvements. The funding programs must allow implementation of transportation improvements concurrently with development. New development must pay a fair share of the cost to serve it.

ACCESSIBILITY TO DISABLED PEOPLE

GOAL TR9

Transportation improvements within the city shall comply with requirements of the Americans with Disabilities Act (ADA).

Policy TR9A
Develop programs and procedures to ensure compliance with the ADA requirements.

Discussion: The federal regulations promote access to the transportation system by removing barriers, creating access ramps at intersections and other key locations, facilitating use of transit and providing appropriate pavement markings and signalization.

TRANSPORTATION ELEMENT BACKGROUND INFORMATION

Perhaps the greatest concern of central Puget Sound region residents is traffic congestion. The costs of congestion are varied. Traffic congestion often results in lost time from work for employees and creates delays in transporting goods and freight. It imposes hardship on families and their ability to meet schedules and spend more time together. Increased vehicular accidents, air pollution, and deterioration of roads are other consequences of increased traffic.

Although principally a residential community, traffic congestion is a concern in University Place. Traffic inside and outside of the city will increase over the planning period, even with increased use of public transit and implementation of transportation demand management (TDM) techniques. For these and other reasons, transportation planning is important to University Place.

The purpose of the Transportation Element is to guide improvement and expansion of the transportation system to meet the demands generated by future growth over the next 20 years (the planning period). A multi-modal approach is envisioned to improve upon the status quo by clearly focusing on walkway, bikeway, and transit systems in addition to roadways. This Transportation Element provides the framework for a multi-modal transportation and circulation system to service existing and future land use envisioned by the Land Use Element.

As groundwork to preparing the Transportation Element, the City prepared a Transportation Plan. The City of University Place Transportation Plan includes a review of existing transportation conditions, traffic forecasts, level of service standards, recommended transportation improvements, and financial analysis and concurrency. This Transportation Element relies considerably on information developed in the Transportation Plan. Copies of the City of University Place Transportation Plan may be reviewed or purchased from the City of University Place Planning and Community Development Department, University Place City Hall.

Washington State Growth Management Act (GMA)

The Washington State Growth Management Act (GMA) requires cities such as the City of University Place to develop a transportation element as part of its comprehensive plan. The specific goal of the GMA relative to transportation is to "encourage efficient, multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans".

Specifically, the following components must be included in the Transportation Element:

- Land use assumptions used in estimating travel.
- An inventory of transportation facilities and services, including transit.

- Adoption of a level of service (LOS) standard.
- A finance strategy/plan.
- A discussion of intergovernmental coordination.
- Demand management strategies.

Concurrency is also key to the Transportation Element. Concurrency describes a situation in which adequate facilities are available when the impacts of the development occur, or within a specified time thereafter. Once the City adopts a level of service (LOS) standard, it will not be able to permit new development that causes a particular transportation facility LOS to decline below the locally adopted minimum, unless improvements or strategies to accommodate the development's impacts are made "concurrent with" the development. For transportation, "concurrent with" means that the improvement must be in place at the time of development or within six years of completion and occupancy of the development that impacts the facility.

Following adoption of the comprehensive plan, an implementing concurrency management ordinance must be adopted to ensure that the LOS established in this element is maintained.

County-Wide Planning Policies (CWPP'S)

The GMA requires counties to develop County-Wide Planning Policies (CWPP's) that cover a wide range of subjects. The CWPP's purpose is to ensure a level of consistency between the comprehensive plans of all local jurisdictions within a county. Initially adopted in June 1992, the Pierce County CWPP's include a section on "Transportation Facilities and Strategies". Significant among the policies on transportation are:

- Inter-jurisdictional coordination of service levels.
- Compatibility between land use and transportation facilities.
- Concurrency between growth and transportation system improvements.
- An emphasis on reduced environmental impacts.
- Reducing demand by encouraging alternatives to automobile travel.
- An emphasis on improved efficiency of the existing roadway system, consideration of a range of financing measures for transportation system improvements.
- Controlling access to transportation facilities where appropriate.

EXISTING CONDITIONS

Demographics

The University Place city limits encompass approximately 5,456 acres, or 8.52 square miles. The City's urban growth area, as approved by the Pierce County Council in 1996,

includes an additional 40 acres along the easterly city limits (commonly known as Fircrest Acres). The City of University Place's estimated April 1, 1997 population is 29,160. Projected population for the year 2017 is 33,500, an increase of more than 4,000.

Land Use

As detailed in the Land Use Element, the City of University Place is primarily a residential community. The residential development pattern consists of older single family areas in the northern portion of the city primarily platted at 9,000 to 10,000 square foot lots, and newer subdivisions throughout the city at a density of four units to the acre. Multi-family development is concentrated in six distinct areas within the city, generally adjacent to or near the city's arterial street corridors, and ranges in density from 10-18 units per acre.

Commercial development occurs in five primary areas including: 1) Bridgeport Way West along 27th Street West; 2) the northeast corner of the city generally between Mildred Street on the east, 70th Avenue on the west, 19th Street to the north, and 27th Street on the south; 3) Bridgeport Way West between 27th Street West and 44th Street West (which includes two large shopping complexes - the Green Firs Shopping Center anchored by Safeway and the Albertsons Shopping Center across the street). 4) Cirque Drive and Bridgeport Way; and, 5) Cirque Drive and Orchard Street. The latter two are relatively small areas.

The only manufacturing area in University Place is located south of 27th Street West between Morrison Road and 67th Avenue West.

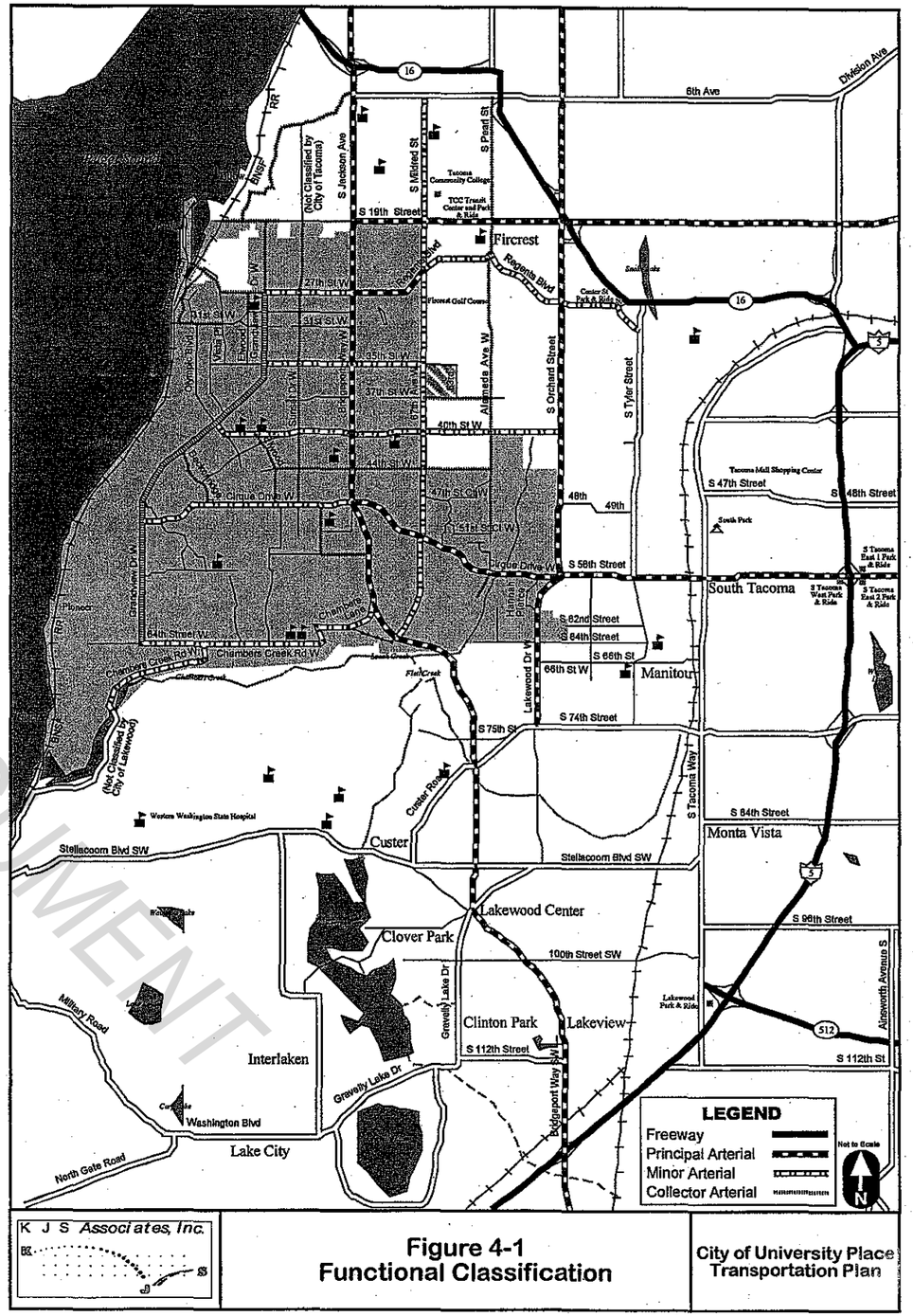
There are several public facilities in the city including schools, fire services, and city government. The Pierce County Chambers Creek Properties are a collection of properties owned by Pierce County in the southwest corner of the city. This ownership involves approximately 700 acres of land within the city.

Transportation

A roadway network is a series of streets that increasingly focus and concentrate traffic as one moves away from residential neighborhoods. A community roadway network is typically comprised of local streets, collector streets, and arterial streets.

Designation of functional classifications for roads is an integral part of managing street use and land use development. Designations should be consistent with land use policies and adopted street standards. In Washington State, as in most states, classification of streets is necessary for receipt of state and federal highway funds. State law requires that cities and counties adopt a street classification system that is consistent with state and federal guidelines.

Figure 4-1 depicts the City of University Place arterial functional classifications. Identifying street classifications is the basis for planning roadway improvements and in selecting appropriate standards (right-of way width, roadway width, design speed) that would apply to each facility. The following definitions serve as a general guide in determining street classifications for the City of University Place.



- **Major (Principal) Arterials** - These roadways carry major traffic movements within the city, providing intra-community travel between University Place and other suburban centers, larger communities and trip generators. Major arterials serve the longest trips and carry some of the highest traffic volumes in the city. Major arterials are generally intended to serve through traffic. Driveways and curb cuts are limited to facilitate travel and to reduce conflicts from turning movements.

- **Secondary (Minor Arterials)** - These roadways interconnect major arterials to collector arterials and small trip generators, geographic areas and communities. They provide service to trips of moderate length with a relatively lower level of travel mobility than other arterials. Secondary arterials allow for more land access than major arterials.

- **Collector Arterials** - These arterials distribute trips from major and secondary arterials to the ultimate destination or may collect traffic from local streets and channel it into the major and secondary arterial systems. They carry a lower proportion of traffic traveling through the entire sub-area and a higher proportion of local traffic with an origin or destination within that area. Collector arterials provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.

- **Local Streets** - The local street system consists of local and minor access streets that provide circulation and access for residential neighborhoods away from the arterial system. Local streets should be designed for relatively low uniform traffic flow that discourages excessive speeds and minimizes traffic control devices.

University Place Area Roadway Network

The major arterials, secondary arterials, and collectors in the University Place area form a grid system running east-west and north-south. The roadways either lead to residential areas with more circuitous local street connections or to principal state arterials such as State Route (SR) 16 or Interstate 5 (I-5). The following describes key roadways within the grid system.

- **State Route 16** (SR-16) is classified as an urban freeway. **Interstate 5** (I-5) is classified as an urban interstate freeway and provides regional mobility between University Place and areas such as McChord Air Force Base and Fort Lewis Army Base. Both SR-16 and I-5 are located outside of the city limits.

- **Bridgeport Way West** is a major north-south arterial that provides an attractive route to SR 16 to the north and I-5 to the south.

- **South Orchard Street** is a major north-south arterial traveling between the cities of Fircrest, Tacoma, and University Place.
- **Cirque Drive West** provides a connection between residential areas on the west side of University Place to Interstate 5 to the east. East of Bridgeport Way, Cirque

Drive is classified as a four lane major arterial. West of Bridgeport Way West, Cirque Drive is classified as a secondary arterial.

- **27th Avenue West/Regents Boulevard** is classified as a major arterial between 67th Avenue and Bridgeport Way, a secondary arterial between Bridgeport Way and Grandview Drive, and a collector west of Grandview.

- **67th Avenue West** is classified as a secondary north-south arterial between 44th Street West and the north city limits and between Cirque Drive and Bridgeport Way West. The section between these two areas is also classified as a secondary arterial as part of developing this comprehensive plan.

- **Grandview Drive West** is located on the west side of University Place and is currently classified as a minor arterial between 64th Street West and 27th Street West. It serves as the north-south **arterial** route though the residential areas on the city's west side.

- **40th Street West** is an east-west secondary arterial with two lanes between Olympic Boulevard and Sunset Drive, three lanes between Sunset and Bridgeport Way, and four lanes between Bridgeport and Orchard Street.

- **Chambers Creek Road/64th Street West** provides an east west connection to residential areas on the south side of University Place. It is classified as a secondary arterial.

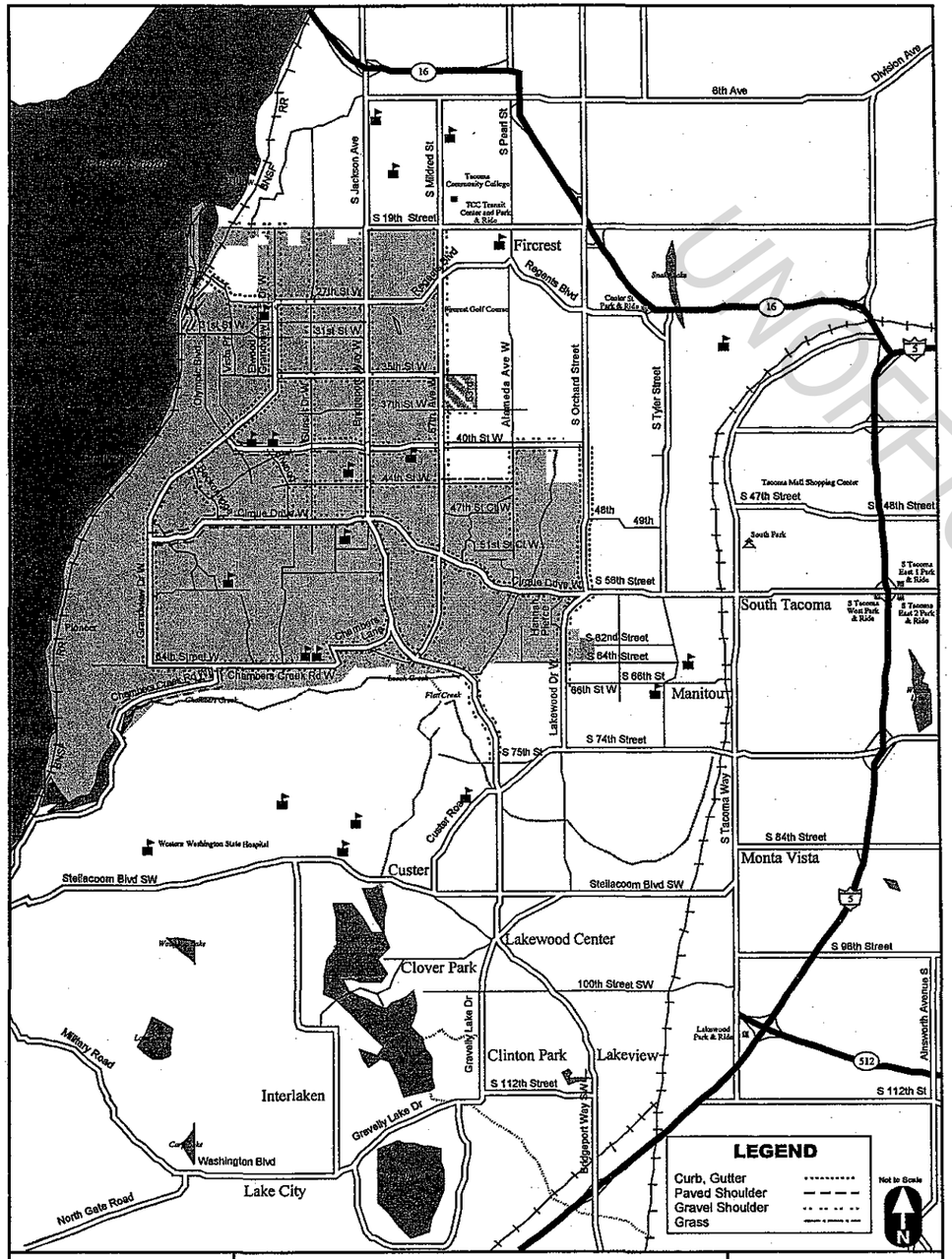
- **South 19th Street** is an east-west collector arterial located on the northern boundary of University Place. There are centerline boundaries along this road with the City of Tacoma in several locations. South 19th Street provides a connection to residential areas in the west and SR 16 to the east.

Figure 4-2 shows characteristics of arterial roadways in University Place including curbs, gutters, paved shoulders, and graveled shoulders. **Figure 4-3** shows the location and type of traffic controls along these arterials.

The City's Transportation Plan includes additional information regarding city arterial streets. This includes an inventory of the number of lanes, lane width shoulder type and width, pavement condition and speed limits for each arterial.

Traffic Volumes

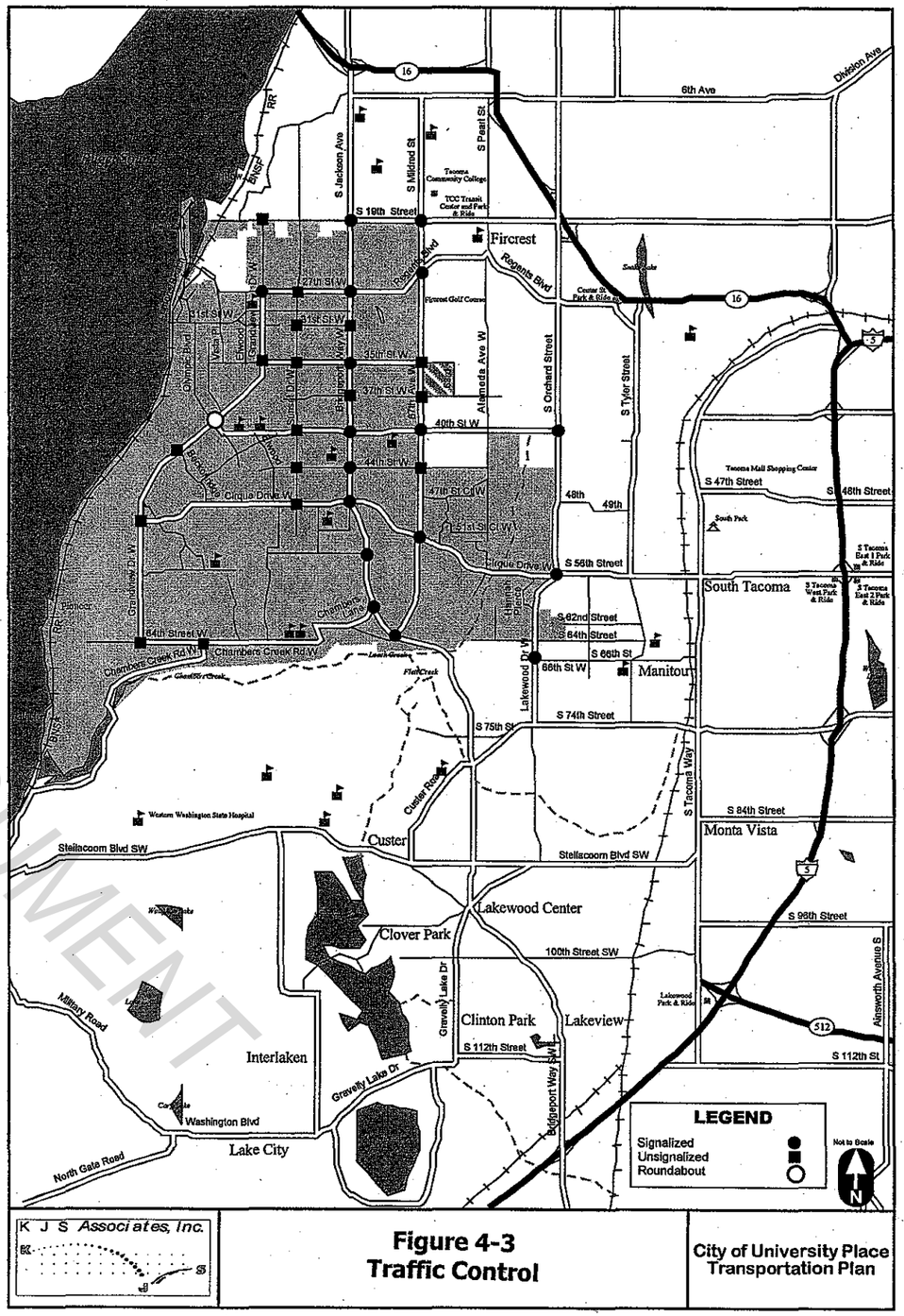
Daily traffic volumes between 1995 and 1997 were obtained at thirteen locations throughout the city. These volumes were supplemented by p.m. peak turning movement counts at 12 key intersections. P.M. peak hour traffic volumes represent the highest hourly volumes of vehicles passing through an intersection during a typical 4:00 p.m. to 6:00 p.m. period. Average daily traffic volumes, rounded to the nearest 100 vehicles, are shown in **Figure 4-4. Figure 4-4** shows that Bridgeport Way carries the largest daily traffic volumes in the city ranging from 18,800 to 24,100 vehicles per day. Volumes on other key arterials range from 1,800 to 13,100 vehicles per day.

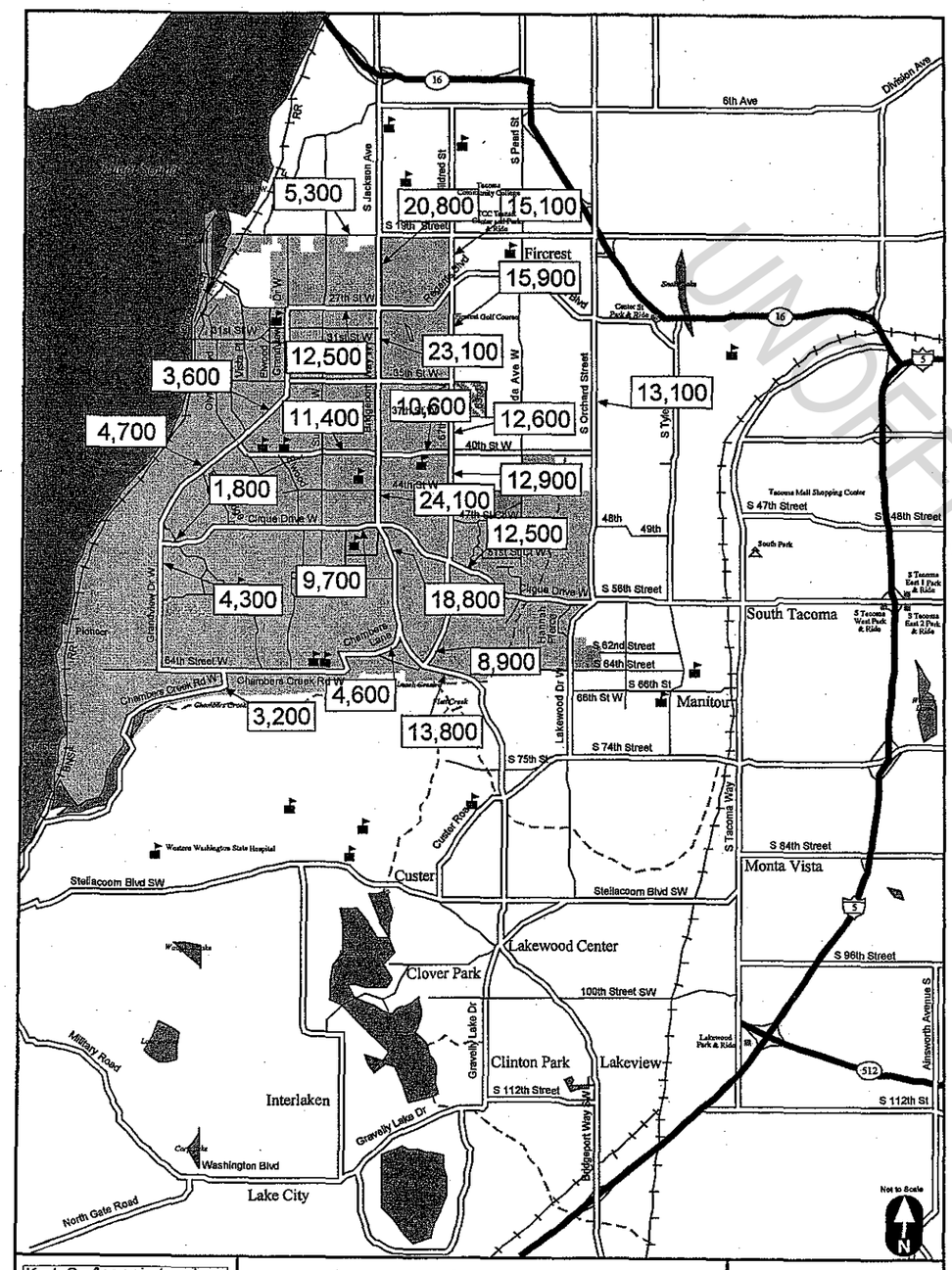


K J S Associates, Inc.

Figure 4-2
Roadway Characteristics

City of University Place
Transportation Plan





K J S Associates, Inc.

Figure 4-4
1997 Daily Traffic Volumes

City of University Place Transportation Plan

Levels of Service (LOS)

Level of service (LOS) standards are measures describing both the operational conditions within a traffic stream and the perception of these conditions by motorists and/or passengers. Each LOS describes traffic conditions in objective terms such as speed, travel time, or vehicle density (i.e. number of vehicles per mile). The conditions are also qualitatively described in terms of a driver's ability to change lanes, to safely make turns at intersections and to choose their own travel speed.

P.M. peak hour LOS analyses were conducted at 13 key intersections in the study area. The LOS grading ranges from A to F, where LOS A describes conditions when no delays are present and low volumes are experienced. LOS E on the other hand represents an "at capacity" condition under which no more vehicles could be added to the intersection or road segment without a breakdown in traffic flow. LOS F indicates long delays and/or forced traffic flow. In most jurisdictions in the Puget Sound region, LOS D or better is defined as acceptable, LOS E as tolerable in certain areas; and LOS F as unacceptable.

The following summarizes level of service (LOS) characteristics for a) signalized intersections; b) unsignalized intersections; and, c) arterial segments.

a) Signalized Intersection LOS Characteristics

LOS A Traffic is light. Most vehicles arrive when the light is green and do not stop at all. 0.0-4.9 Seconds per Vehicle Delay Range.

LOS B Conditions are similar to LOS A, but more vehicles are forced to slow or stop at the light. 5.0-14.9 Seconds per Vehicle Delay Range.

LOS C The number of vehicles stopping is significant and individual cycle failures may begin to appear. 15.0-24.9 Seconds per Vehicle Delay Range.

LOS D Longer delay may result from longer cycle lengths, poor progression, and/or more traffic. Many vehicles stop and cycle failures become noticeable. 25.0-39.9 Seconds per Vehicle Delay Range.

LOS E This is the limit of acceptable delay. Cycle failures become a frequent occurrence. 40.0-59.9 Seconds per Vehicle Delay Range.

LOS F Delays are considered unacceptable to most drivers. This often occurs when arrival rates exceed the capacity of the intersection. More than 60.0 Seconds per Vehicle Delay Range.

b) Unsignalized Intersection LOS Characteristics

LOS A Average total delay less than or equal to 5 seconds per vehicle.

LOS B Average total delay greater than 5 seconds but less than or equal to 10 seconds per vehicle.

LOS C Average total delay greater than 10 seconds but less than or equal to 20 seconds per vehicle.

LOS D Average total delay greater than 20 seconds but less than or equal to 30 seconds per vehicle.

LOS E Average total delay greater than 30 seconds but less than or equal to 45 seconds per vehicle.

LOS F Average total delay greater than 45 seconds per vehicle.

c) Arterial Level of Service Characteristics

LOS A Primarily free flow operations. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Average travel speed is greater than or equal to 30 miles per hour (MPH).

LOS B The ability to maneuver within a traffic stream is only slightly restricted and stopped delays are not bothersome. Average travel speed is greater than or equal to 24 MPH but less than 30 MPH.

LOS C Stable operations, but ability to maneuver and change lanes in mid-block location may be more restricted than at LOS B. Average travel speed is greater than or equal to 18 MPH but less than 24 MPH.

LOS D Small increases in flow may cause substantial decreases in arterial speed. Average travel speed is greater than or equal to 14 MPH but less than 18 MPH.

LOS E Characterized by significant delays. Average travel speed is greater than or equal to 10 MPH but less than 18 MPH.

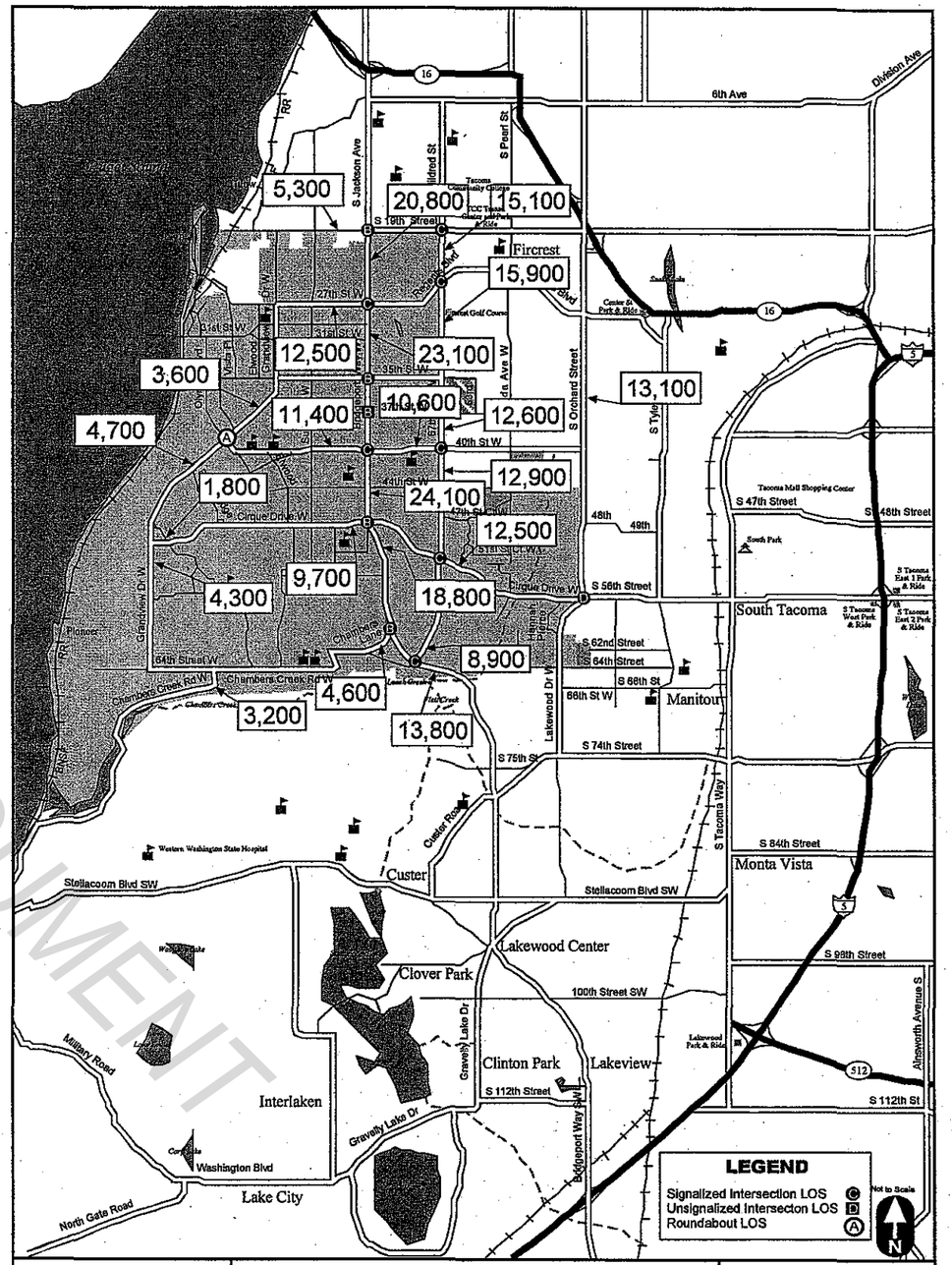
LOS F Arterial flow at extremely low speeds. High delays and extensive queuing are likely. Average travel speed is less than 10MPH.

The city performed LOS analyses for both existing intersections and arterial segments. The results are as follows.

Intersections

The 1997 intersection P.M. peak hour LOS analysis results for University Place are shown in **Figure 4-5.** (**Figure 4-5** also depicts 1997 ADT.) Under existing conditions, none of the key intersections operate at LOS E or F. Only the Cirque Drive/Orchard Street intersection operates at LOS D. All remaining intersections operate at LOS C or better.

All key intersection locations are signalized except at 37th Street West and Bridgeport Way West and the intersection of Grandview Drive and 40th Street West. A roundabout was installed at the Grandview and 40th Street in 1997.



K J S Associates, Inc.

Figure 4-5
Daily Traffic Volumes and Levels of Service

City of University Place
Transportation Plan

Arterial Segments
The City Transportation Plan also presents the results of a LOS analysis for certain arterial segments. These are shown in **Figure 4-6**. Based on this LOS analysis, there are no roadway segments currently at capacity in the p.m. peak hour. All arterial segments operate at LOS C or better, with the exception of South 19th Street, between Sunset Drive and Bridgeport Way that currently operates at LOS D.

Accident Analysis
The frequency and severity of accidents are weighed against the speed, volume, and functional classification of a roadway segment or intersection. All five variables are considered in determining if a certain location has an unusually high accident rate. **Table 4-1** summarizes accident histories at intersections with the highest number of accidents in the study area. The average shown is for a three-year period between October 1, 1993 and September 30, 1996 by measures of annual average rates and accident rates per million entering vehicles (mev).

TABLE 4-1 1993 to 1996 Intersection Accident Rates

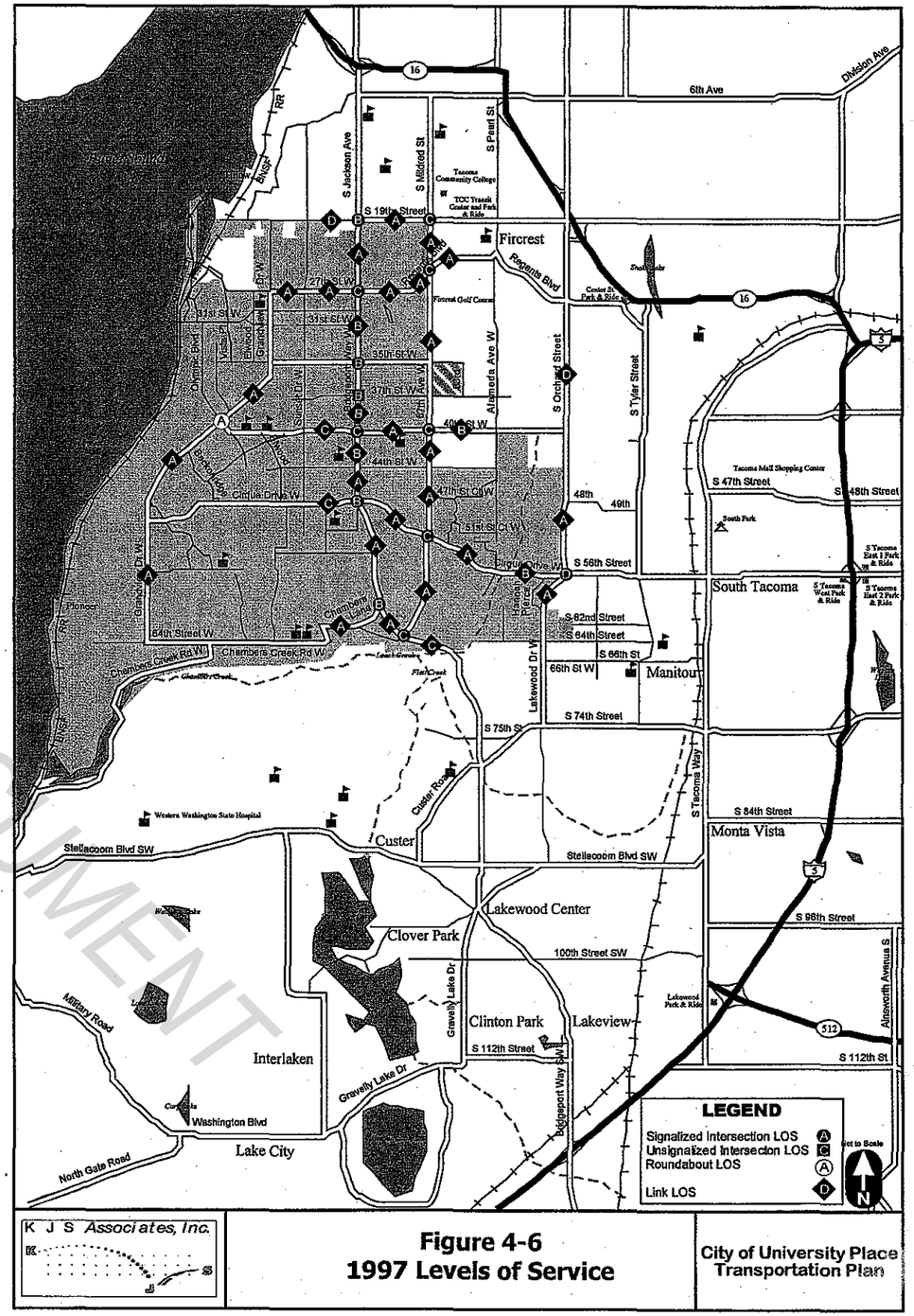
Intersection	Average Annual Accidents	Accident Rate (acc/mev) 1
67th Ave. W @ 35th St. W.	10	1.73
Cirque Dr. W. @ 67th Ave W.	5	0.58
Grandview Dr. W @ 27th St. W..	4	0.69
Bridgeport Way W. @ 27th St. W.	4	0.31
Sunset Dr. W. @ 40th St. W.	3	0.88
Bridgeport W. W. @40th St. W.	3	0.25
Bridgeport Way W. @ Chambers Lane	3	0.39
67th Ave. W. @ 44th St. W.	3	0.56

1. acc/mev = number of accidents per million entering vehicles.

Accidents per million entering vehicles (acc/mev) is a measure that reflects the number of vehicles traveling through an intersection, and provides a different indication of design related versus volume related incidences. In general, intersections with less than five accidents per year or an accident rate below 2.0 accidents per million entering vehicles are not considered high accident locations.

The highest accident rates in the planning area were experienced at the intersection of 35th Street West and 67th Avenue West. The second highest accident rate was recorded at intersection of 67th Avenue West and Cirque Drive West.

There have been two separate accidents involving fatalities during the three year study period. One accident occurred at the intersection of Bridgeport Way West and 37th Street West. It involved a vehicle hitting a pedestrian. Another fatal accident occurred at the



K J S Associates, Inc.

Figure 4-6
1997 Levels of Service

City of University Place
Transportation Plan

Bridgeport Way West and Chambers Lane intersection involving a driver hitting a traffic signal pole or equipment.

Table 4-2 provides accident rate data for roadway segments and is shown in number of accidents per million vehicle miles (acc/mvm).

TABLE 4-2 1993-1996 Roadway Segment Accident Rates

Roadway Segments	Average Annual Accidents	Accident Rate (acc/mvm) 1
Bridgeport Way from 19th Street to 67th Avenue	60	2.39
67th Avenue from 19th Street to 67th Avenue	23	1.84
Cirque Drive from Grandview Drive to Orchard Street	20	1.65
27th Street/Regents Blvd. from Grandview St. to 67th Avenue	20	3.89
44th Street from Bridgeport Way to 67th Avenue	1	2.88

1. acc/mvm = number of accidents per million vehicle miles

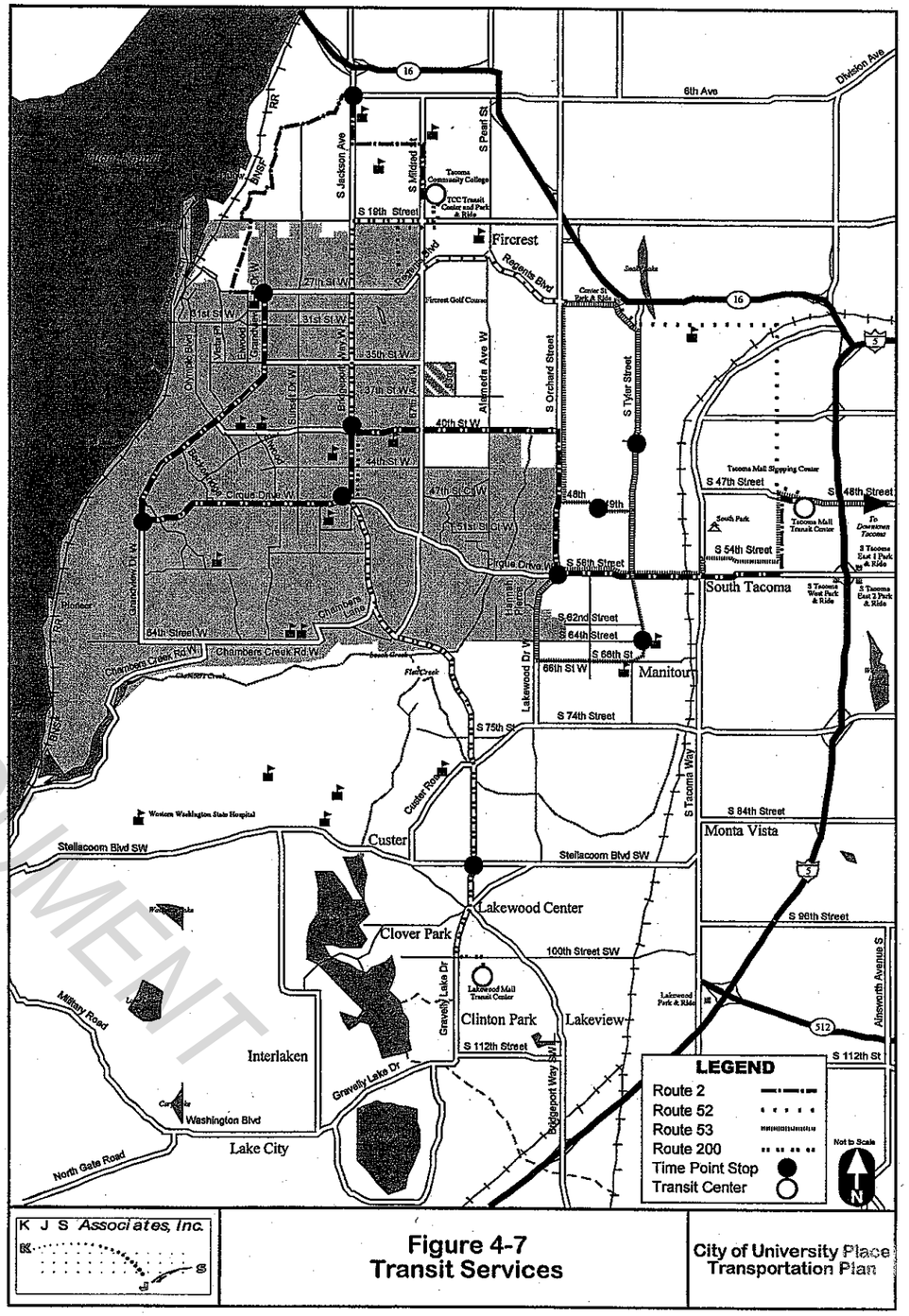
Public Transit

Public transportation service in the area is provided by the Pierce County Transportation Benefit Authority (commonly known as Pierce Transit). Pierce Transit is a municipal corporation formed under the authority of RCW Chapter 36.57 and is governed by a seven member Board of Commissioners comprised of elected officials within the benefit area.

There are currently four transit routes (Routes 20, 52, 53, and 200) that stop in the City of University Place. These routes are shown in **Figure 4-7** and are described in more detail in the following paragraphs.

Route 20 provides service Monday through Saturday along Grandview Drive, Cirque Drive, and Bridgeport Way in the planning area to the Tacoma Community College Transit Center (TCC), the College Center, James Center, Titlow Beach Park, Colgate Park, Green Firs Shopping Center and the Tacoma Mall Transit Center. Transit route stops include Grandview Drive and 27th Street West, Grandview Drive and Cirque Drive, and Cirque Drive and Bridgeport Way.

Route 53 stops at the intersection of South 56th Street and South Orchard Street. Service is provided daily to Downtown Tacoma, the Federal Courthouse, the Washington State Historical Museum, Puget Sound Hospital, Pierce County Health Department, 38th Street Shopping District, Lincoln High School, the Tacoma Mall Transit Center, South Tacoma,



K J S Associates, Inc.

Figure 4-7
Transit Services

City of University Place
Transportation Plan

Manitou Park, Mount Tahoma High School, Oakland and the Orchard Park Retirement Center.

Route 52 serves the northeast portion of University Place. Route 52 travels between Tacoma Community College Transit Center and the Tacoma Mall Transit Center. Route 52 travels on 70th Avenue West and 24th Street West within University Place's city limits.

Route 200 operates daily along Bridgeport Way and stops at 40th Street and Bridgeport Way in the planning area. Service is provided to the TCC Transit Center, James Center, College Center, Department of Licensing, University Place Library, Green Firs Shopping Center, Lakewood and the Lakewood Mall Transit Center.

Paratransit service is provided by Pierce Transit for persons with disabilities in accordance with the Americans with Disabilities Act (ADA). Paratransit (door to door) service is complementary to fixed route service. Vanpool and rideshare programs are offered. Bicycles are also allowed on buses or held on bike racks on buses.

Sound Transit is implementing the voter approved Ten-Year Regional Transit System Plan (*Sound Move*). *Sound Move* includes regional express bus service in the 1998-2000 planning period. This service is intended to complement other bus routes operated by Pierce Transit and will provide access to the commuter rail and light rail stations planned for the Tacoma Dome.

Non-Motorized Facilities

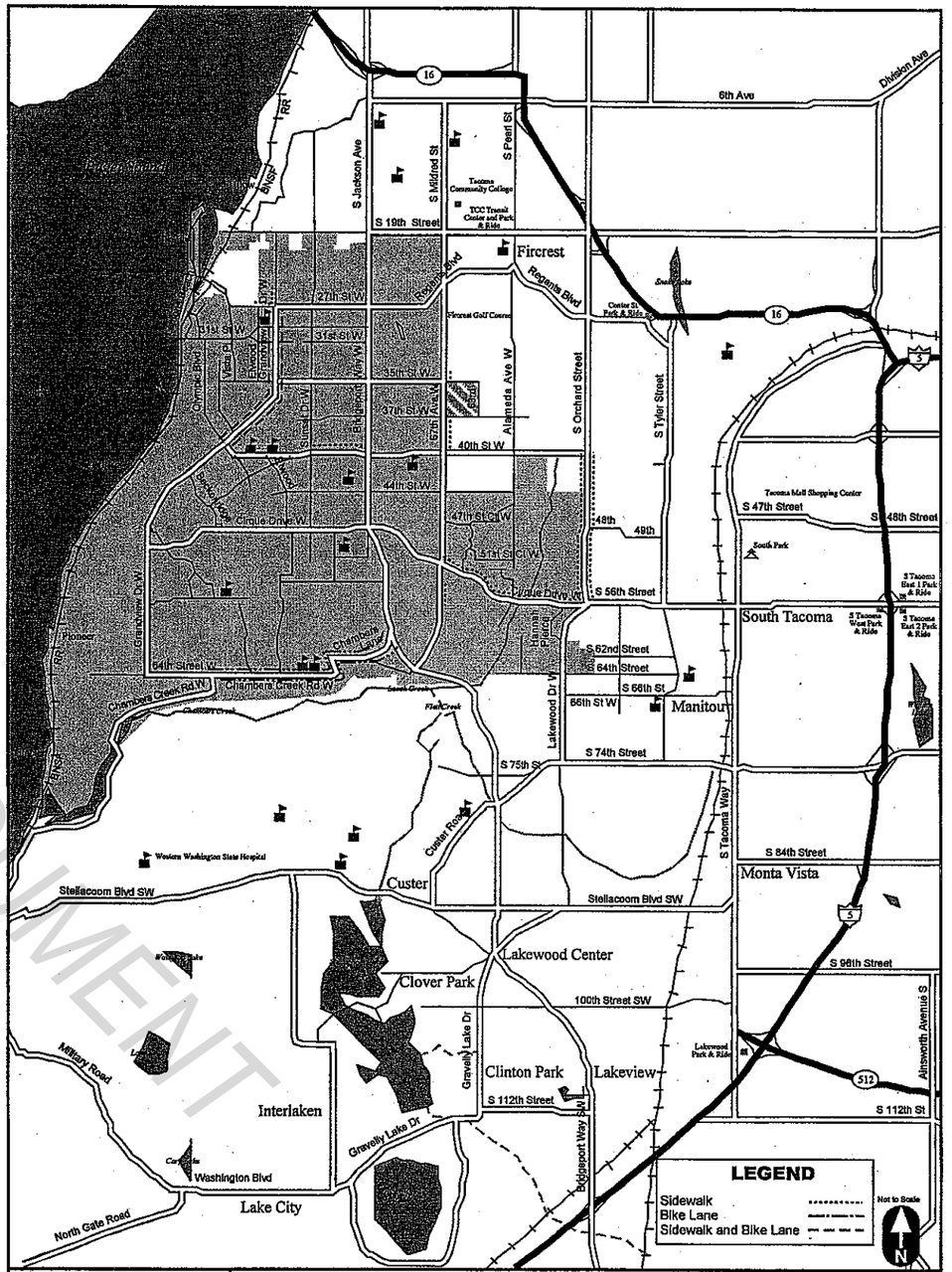
Figure 4-8 shows existing sidewalk and bike lane configurations in the city. The City of University Place does not have an abundance of sidewalks bordering its key roadways. Rather, most roadways have either paved or graveled shoulders to accommodate pedestrians and bicyclists. Only the newly constructed segment of Grandview Drive, between 40th Street West and 27th Street West, has separate accommodations for both pedestrians and cyclists. Chambers Creek Road is the only roadway with designated bicycle facilities, and 40th Street West, 67th Avenue, Cirque Drive, and Orchard Street are the only roadways with significant segments of sidewalk.

Air, Water, and Rail Transportation

University Place does not have an airport within the planning area. Sea-Tac International Airport is located approximately 25 miles north of the city and is the largest airport in Washington State. Regional, national, and international connections can be made through that airport. Shuttle services such as Shuttle Express provide door to door service between Sea-Tac and University Place residences and businesses.

Tacoma Narrows Airport is located on the west side of the Tacoma Narrows, south of the Tacoma Narrows Bridge. It provides a limited number of regional commuter flights, but does not offer national or international service.

The Washington State Ferry system operates the Point Defiance-Tahlequah route connecting the south end of Vashon Island with the Tacoma area. The Point Defiance



dock is located about five miles north of the planning area. Hours of operation from Point Defiance are 5:20 a.m. until 12.20 a.m. with a total of 22 daily round trips.

Pierce County operates the Steilacoom-Anderson Island and the Steilacoom-Ketron Island ferries. The Steilacoom ferry dock is located approximately three miles southwest of the City of University Place. Service to the Steilacoom-Anderson Island ferry begins at 6:00 a.m. and ends at 6:30 p.m. with a total of nine daily round trips. Hours are extended on Fridays through Sunday and on holidays until 10:25 p.m. with three additional daily round trips at 7:00 a.m., 11:10 a.m., and 4:15 p.m. from the Steilacoom dock. An additional trip operates at 8:00 p.m. on Fridays through Sundays and on holidays.

An Amtrak station is located in the City of Tacoma at 1101 Puyallup Avenue. There are eight daily stops in Tacoma between 8:30 a.m. and 8:30 p.m. Service is provided from Tacoma to the north-south corridor along Interstate-5 to British Columbia, Bellingham, Mount Vernon, Everett, Edmonds, Seattle, Olympia-Lacey, Centralia, Kelso-Longview, Vancouver, and Oregon. Service from Tacoma is also provided on the east-west corridor to Seattle, Wenatchee, Moses Lake, Ritzville and Spokane. There are no passenger rail stops within the University Place city limits.

The Burlington Northern-Santa Fe Railroad operates a rail line that travels along the city's shoreline with Puget Sound. An at-grade railroad crossing is located on 19th Street West.

Other Transportation Plans

Based on projections by Pierce County, the Puget Sound region will continue to grow over the next 20 years. The Pierce County Transportation Plan was created in the early 1990's to help plan for expected long term growth. Several projects in the Pierce County Transportation Plan are within the City of University Place. However, because University Place assumed control over these street facilities upon incorporation, Pierce County no longer considers them as candidates for inclusion in its future six-year Transportation Improvement Programs. The Pierce County Transportation Plan's recommendations have been synthesized into the City of University Place Transportation Plan.

TRAFFIC FORECASTS

Traffic forecasting is a way of estimating future traffic volumes based on expected population and employment growth. For University Place, traffic forecasts were prepared using current traffic counts, a travel demand forecasting computer model prepared for the Pierce County Transportation Plan and population and employment estimates developed for the City's Comprehensive Land Use Plan.

Methodology/Land Use Assumptions

The area's projected population and employment growth provides a basis for estimating the growth in travel. Population growth generally results in more trips by residents in the area and employment growth generally results in more trips to offices, retail shops, schools, and other employment or activity centers. To estimate future traffic volumes resulting from growth, computerized travel demand models are commonly used. In areas

where travel corridors are limited, growth factors applied to present traffic counts can also be an effective forecasting approach.

The City of University Place used a combined approach. The Pierce County Transportation Plan computer model, developed for Pierce County's Plan by KJS Associates, provided information on area-wide growth and was used as a tool in assigning traffic to various roads and intersections. For growth data, both the Pierce County model's assumptions and the City's 1997 land use plan were used. Traffic counts taken in 1997 provided data on existing travel patterns.

KJS Associates' Pierce County traffic demand model is based on the Puget Sound Regional Council (PSRC) model covering King, Pierce, Snohomish, and Kitsap counties. The Pierce County model uses a system of traffic analysis zones (TAZ's) based on the same boundaries used by the PSRC. This model was calibrated to 1997 conditions. Additional discussion on this methodology may be found in the University Place Transportation Plan.

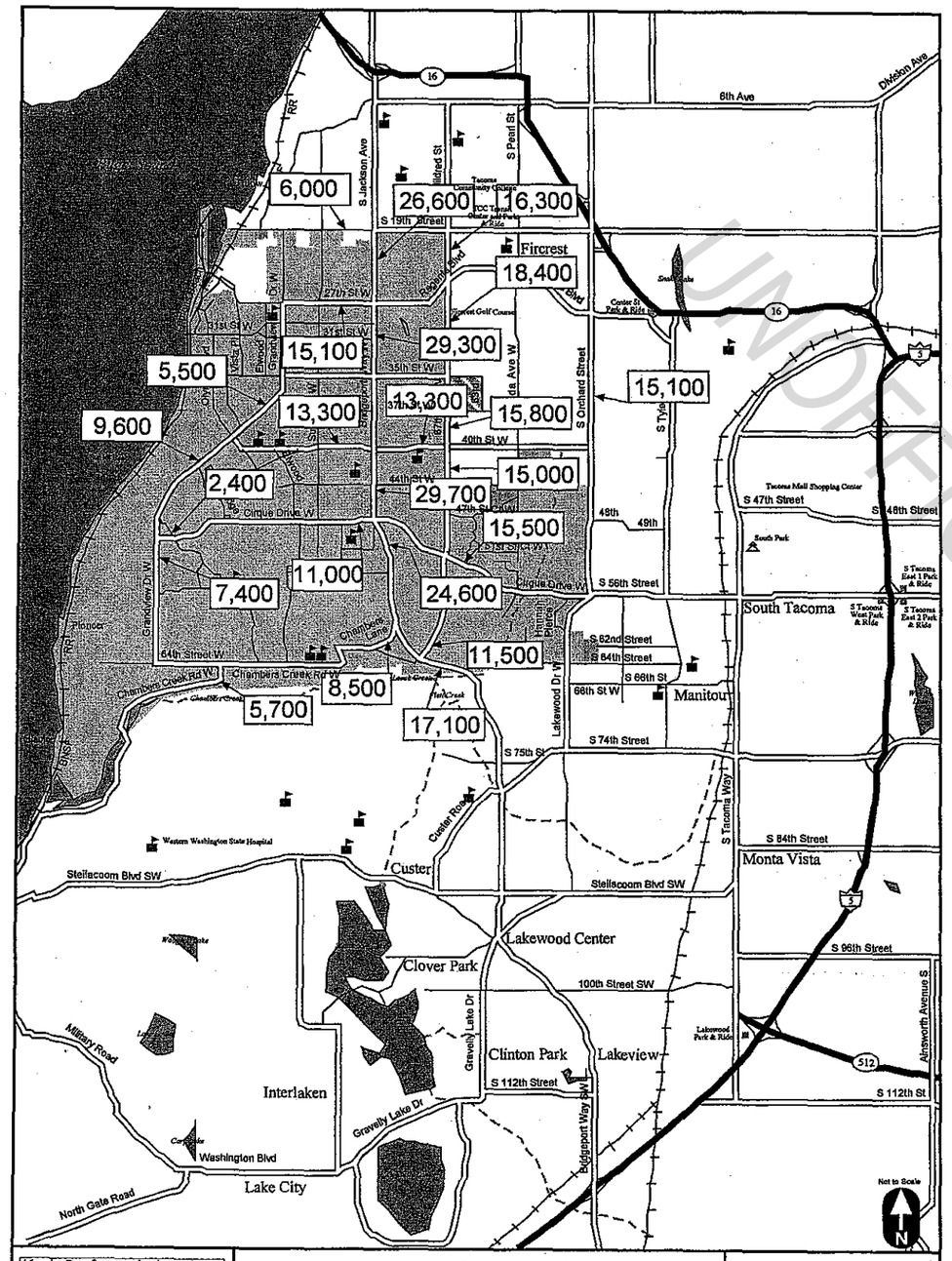
To ensure consistency with the City of University Place's long term land use vision, the Pierce County Transportation Model TAZ system was superimposed over the University Place Land Use Plan Map. The population and employment forecasts for each TAZ were then compared directly to the City's land use plan in the same area. The results of this comparison indicated that the model's projections and the land use plan are reasonably correlated for the purposes of transportation analysis.

Overall, the City of University Place's traffic forecast is based on a year 2017 forecast of 15,137 households and 7,361 employees. These forecasts rely on PSRC Traffic Analysis Zones (TAZ's) data within and immediately around the City of University Place. Since transportation planning is not necessarily isolated to the city limits, the use of data immediately outside of the city limits was deemed appropriate. Because of this approach, however, the forecast numbers do differ slightly from the estimates used in the land use element. The land use element estimates focus solely on population and employment growth within the city limits and urban growth area.

Traffic Forecast Analysis

Daily traffic volumes for key roadway segments, or links, for 2017 are shown in **Figure 4-9.** The highest year 2017 ADT is along a segment of Bridgeport Way West, between 40th Street West and Cirque Drive West. This segment is projected to carry traffic ranging from 17,100 ADT to 29,700 ADT. Estimated year 2017 volumes on other arterials throughout the city range from 2,400 ADT to 18,400 ADT.

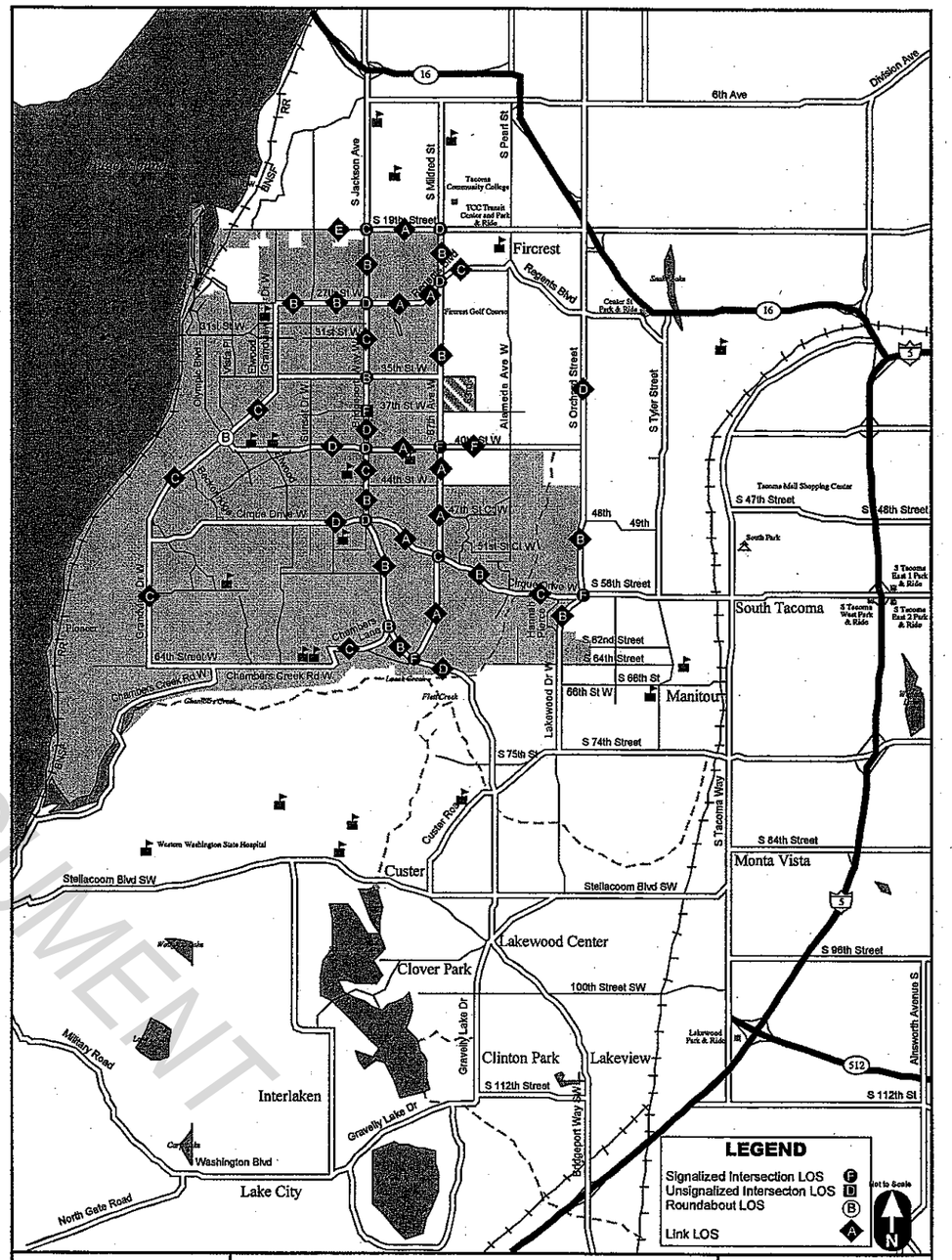
P.M. peak hour LOS for intersections and key arterial segments were performed based on projected 2017 traffic volumes. The 2017 LOS for intersections and arterial segments are depicted in **Figure 4-10** and assume no improvements will be made to correct the deficiencies. A summary of **Figure 4-10** by intersections and by arterial segments is as follows.



K J S Associates, Inc.

Figure 4-9
2017 Daily Traffic Volumes

City of University Place
Transportation Plan



K J S Associates, Inc.

Figure 4-10
2017 Levels of Service

City of University Place
Transportation Plan

Intersections

Signalized - All intersection P.M. peak hour LOS are expected to decrease from 1997 to 2017. In 1997, no signalized intersections operate at either LOS E or F. By the year 2017, three signalized intersections will operate at LOS F assuming no improvements.

Unsignalized - Neither of the two unsignalized intersections included in the P.M. peak hour LOS analysis operates at LOS E or F in 1997. By 2017 one of the two unsignalized intersections deteriorates to LOS F (assuming no improvements). This LOS F will occur at the intersection of Bridgeport Way and 37th Street West. The other unsignalized intersection, the roundabout at 40th and Grandview, will drop from LOS A in 1997 to LOS B in 2017.

Arterial Segments

A number of arterial segments will experience a LOS reduction between 1997 to 2017. In 1997, no arterial segments operated at LOS E or F. In the year 2017, two arterial inks will operate at LOS E or F assuming no improvements. These two include: 1) South 19th Street arterial from Sunset Drive to Bridgeport Way West (from LOS D in 1997 to LOS E in 2017); and, 2) 40th Street West from 67th Avenue West to Alameda Avenue West (from LOS C in 1997 to LOS F in the year 2017).

Summary

A summary of the LOS analysis is as follows.

Current 1997 Conditions. Based on the level of service analysis summarized earlier, no intersections (signalized or unsignalized) or arterial segments are currently at capacity (meaning operating at LOS E or F) in the PM peak hour.

Future 2017 Conditions. The following **intersections** will be at capacity (LOS E or F) in the PM peak hour in 2017, if no improvements are made:

- Bridgeport Way/37th Street (Unsignalized intersection. From 1997 LOS B to 2017 LOS F).
- Bridgeport Way/67th Avenue (Signalized. From LOS C to LOS F).
- 67th Avenue/40th Street. This intersection is shared with the City of Fircrest (Signalized. From LOS C to LOS F).
- Orchard Street/Cirque Drive (Signalized. From LOS D to LOS F).

The following **arterial segments** will be at capacity (LOS E or F) in the p.m. peak hour in 2017 if no improvements are made:

- South 19th Street (between Sunset Drive and Bridgeport Way). From Sunset Drive to 100 feet east of Mountain View Drive this segment is shared with the City of Tacoma;

the remainder of the segment lies within the Tacoma City limits (from 1997 LOS D to 2017 LOS E).

- 40th Street (between 67th Street and Alameda Way). This segment lies within the Fircrest City limits (from LOS B to LOS F).

ADOPTED LEVEL OF SERVICE (LOS) STANDARD

The GMA requires that the City of University Place adopt a LOS standard for both arterials and transit. A LOS standard is a determination of the maximum level of congestion allowed on a roadway before improvements should be made. For example, if the established level of service for a specific roadway is LOS D, improvements should be made to that roadway if its level of service falls below LOS D (more congestion) or if projected growth would cause the road to exceed the LOS D standard.

LOS standards will help ensure that the transportation system can adequately serve expected growth and development consistent with local standards. In addition, the service level policy can become the basis for establishing a traffic impact mitigation fee system to provide "fair share" funding of needed transportation improvements.

Motorized Level of Service (LOS)/Intergovernmental Coordination

As discussed earlier, congestion is measured in terms of delay and can be categorized into a LOS. Delay is a measure of mobility and access. It considers the additional travel time accrued by motorists due to less than ideal traffic conditions. Vehicle density and average travel speed can also measure congestion. While these measures involve different calculations, their influence on travel behavior remains the same. Delay is a convenient measure of congestion at intersections while average travel speed or vehicle density is a better indicator of congestion on long roadway sections or freeways.

To ensure consistency and coordination with adjacent governmental jurisdictions, the City reviewed LOS analyses and approaches used by other adjacent jurisdictions including Pierce County, Tacoma, Gig Harbor and Fircrest. Each jurisdiction's methodology was reviewed and advantages and disadvantages of each jurisdiction's approach were evaluated. (Refer to Transportation Plan for full discussion.)

Based on an analysis of local needs, preferences and the implications of differing levels of service--and to ensure consistency with Fircrest, Tacoma and Pierce County LOS policies--the City of University Place selects a LOS D for both intersections and roadway links. This LOS is adopted as a policy statement in this Transportation Element.

Public Transit - LOS

The GMA requires local agencies to adopt LOS standards for transit routes as well as for arterials. Given the need for close coordination with the regional transit provider over service provision, it is appropriate for the City of University Place to adopt LOS standards consistent with the Pierce Transit Six-Year Transit Development Plan. The service level and time frames for transit improvements documented in the Pierce Transit Six-Year

Transit Development Plan should be adequate for the City at this time. As development patterns change in the city, revisions to routes and schedules may be justified.

For public transit then, the city adopts the LOS set forth by Pierce Transit in its adopted Pierce Transit Development Plan.

In addition, the City can also work to adopt specific design and development standards that support improved transit service. To help support Pierce Transit achieve its level of service, City design standards should be reviewed and amended as necessary to complement transit service improvements described in the Transit Development Plan. University Place participates with Pierce Transit in a variety of projects, particularly relating to planning and capital improvement projects. Continued coordination should help Pierce Transit implement its Transit Plan goals and standards.

RECOMMENDED TRANSPORTATION IMPROVEMENTS

Over the next twenty years, increases in population and employment within University Place, its urban growth area, and surrounding communities will increase traffic volumes. To maintain or reduce levels of congestion on roadways and at intersections in University Place, certain transportation strategies will be needed.

The Transportation Plan identifies the following possible strategies:

- Improvements to existing roads and intersections.
- Construction of new roads to improve access and circulation.
- Enhancement of non-motorized travel to encourage alternate modes of transportation such as walking, bicycling and eliminating trips altogether through commute trip reduction.
- Shift in travel mode from private vehicles to transit and carpooling.
- Transportation Demand Management (TDM) strategies. TDM strategies help create or preserve existing capacity of roadways by reducing demand, thereby deferring or reducing the need for capacity improvements.
- Transportation System Management (TSM) strategies. TSM strategies focus on improving operations of the existing roadway system to reduce or delay the need for system improvements.

The above strategies will require close coordination with surrounding jurisdictions, Pierce Transit and other agencies.

Motorized Improvements

As discussed earlier, the Transportation Element adopts a peak hour LOS D for arterials and intersections. To meet this adopted LOS standard, several improvements will be necessary. This section summarizes the necessary improvements along arterials and at

intersections identified in the Transportation Plan to accommodate growth and achieve concurrency.

The Transportation Plan generally divides recommended projects into two types: 1) Capacity; and 2) Non-capacity improvements. Capacity improvements are those locations that will require infrastructure upgrades to meet GMA concurrency. Non-capacity improvements address functional classification changes, roadway maintenance and design upgrades, circulation improvements, and safety.

Table 4-3 identifies recommended improvements in the Transportation Plan. These are also depicted in **Figure 4-11**. It also includes the estimated range of years when these improvements are anticipated.

TABLE 4-3 20 YEAR ROADWAY IMPROVEMENTS

Years 1998-2004

1. Bridgeport Way @ 67th Ave. (Capacity Project). Install westbound right turn pocket.

2. Bridgeport Way @ 37th Street West (Capacity project). Signalize intersection.

3. 44th Street West., Bridgeport Way to 67th Avenue. (Safety Project). Regrade roadway and install curbs gutters, sidewalks and traffic calming devices.

4. Town Center Road. 35th Street West to 40th Street West. (Circulation Project). Purchase private road behind Town Center. Upgrade to local road standards and extend south to 40th Street.

Year 2004-2010

5. 67th Avenue West @ 40th Street West. (Capacity project.) Install westbound right turn pocket.

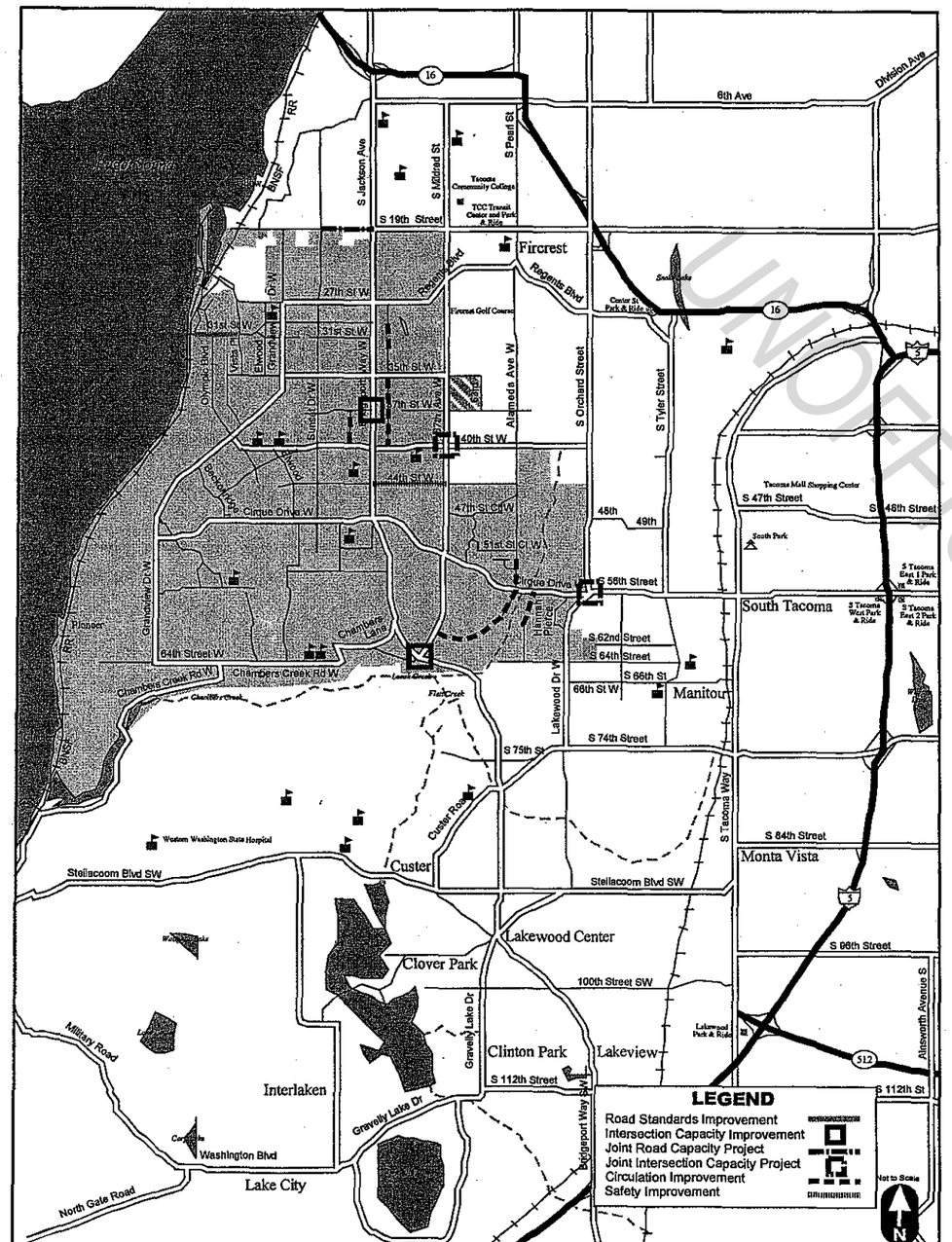
6. Orchard Street at Cirque Drive (Capacity project). Install westbound right turn pocket.

7. 40th Street West, 67th to Alameda Ave. (Capacity project) Install westbound right turn pocket at 67th Avenue

8. Green Firs Village Road, 37th Street West to 40th Street West. (Circulation Project). Purchase private property for new two lane local roadway behind Green Firs Shopping Center.

Year 2010-2017

9. South 19th Street. Bridgeport Way to Sunset Drive. (Capacity project). Widen to three lanes.



K J S Associates, Inc.

Figure 4-11
Recommended Road System Improvements

City of University Place
Transportation Plan

10. 31st Street West, Lemons Beach Road to Vista Place. (Roadway standards project). Widen to collector roadway standards.

11. Alameda Avenue West., South terminus to Cirque Drive. (Circulation project). New two lane collector roadway.

12. 57th Ave, West. North terminus to Cirque Drive. (Circulation project). New two lane local roadway.

13. Morrison Road. North terminus to south terminus. (Circulation project.) New two lane road connecting existing road termini.

The capacity projects identified above address those projected intersection and arterial P.M. peak hour LOS deficiencies below LOS D, if no improvements were made. The following describes the specific capacity improvements necessary for those intersections and arterials projected to fall below LOS D to maintain a LOS of D.

Intersections

Signalized

Based on the year 2017 forecasts, three signalized intersections will not meet the P.M. peak hour LOS D standard if no improvements were made. These intersections, and the recommended improvement, include:

1. **Bridgeport Way/67th Avenue.** This intersection presently operates at LOS C. Without an improvement, the intersection would operate at LOS F by the year 2017. Installation of a westbound right turn pocket would improve operations to LOS C.

2. **67th Avenue/40th Street West.** This intersection currently operates at LOS C. Without the improvement, the 2017 LOS would be F. Installation of a westbound right turn pocket would improve the intersection to LOS D.

3. **Orchard Drive/Cirque Drive.** Installation of a westbound right turn pocket would improve the intersection LOS to D (from a year 2017 LOS of F assuming no improvements). The west leg of this intersection is within the City of Tacoma. Improvements to this arterial segment would either be the responsibility of the City of Tacoma or a joint project between Tacoma and University Place.

Unsignalized Intersections

One unsignalized intersection is forecast to fall below the LOS D standard by the year 2017 if no improvements are made.

1. **Bridgeport Way/37th Street West.** This intersection is presently unsignalized and presently operates at LOS B. It is forecast to deteriorate to LOS F by 2017. The Transportation Plan recommends that a traffic signal would be appropriate at this location, as the location is and will continue to serve as a primary

driveway to the University Place town center. Installation of the traffic signal would raise the intersection LOS up to B in the year 2017.

Figure 4-12 shows year 2017 intersection (signalized and unsignalized) P.M. peak hour LOS with these recommended improvements.

Arterials
Two arterial capacity projects have been identified to address P.M. peak hour LOS deficiencies anticipated by 2017. These include:

1. **40th Street Between 67th Avenue and Alameda Avenue** (in the City of Fircrest). The installation of a westbound right turn pocket at this intersection will provide sufficient capacity increase on 40th Street West so that additional roadway improvements will not be necessary. Installation of this improvement will achieve a LOS of B, compared to LOS F if no improvements were made. This arterial segment is in the City of Fircrest and would have to be constructed as either a City of Fircrest project or as a joint project between Fircrest and University Place.

2. **South 19th Street, between Sunset Drive and Bridgeport Way West.** Widening 19th Street to three lanes would effectively address the projected year 2017 LOS E capacity deficiency to LOS A. Portions of this right of way, however, are owned by the City of Tacoma. University Place has shared (centerline) ownership in some areas. University Place will need to work with the City of Tacoma on a widening plan for this road segment.

Figure 4-13 depicts year 2017 arterial LOS with these recommended improvements.

Non-Capacity Project Improvements
Discussion regarding non-capacity road improvement projects identified in **Table 4-3** may be found in the Transportation Plan on file with the City Department of Planning and Community Development.

Transit Improvements
As indicated earlier, the City has adopted Pierce Transit's LOS as identified in the agency's planning documents. The Pierce Transit Six-Year Transit Development Plan identifies three near term improvement projects for the University Place area:

- Expand the Tacoma Community College Park and Ride Facility. Though not in the City of University Place, the 29 stall park and ride lot at the corner of 19th Street and Mildred is slated for expansion to 100 stalls by 1998;

- Installation of a signal priority for public transit along Bridgeport Way. University Place is a partner on this grant funded project.

- Improve fixed route service linking West Tacoma/Fircrest/University Place with Lakewood. Pierce Transit plans on improving service during peak hours and refining

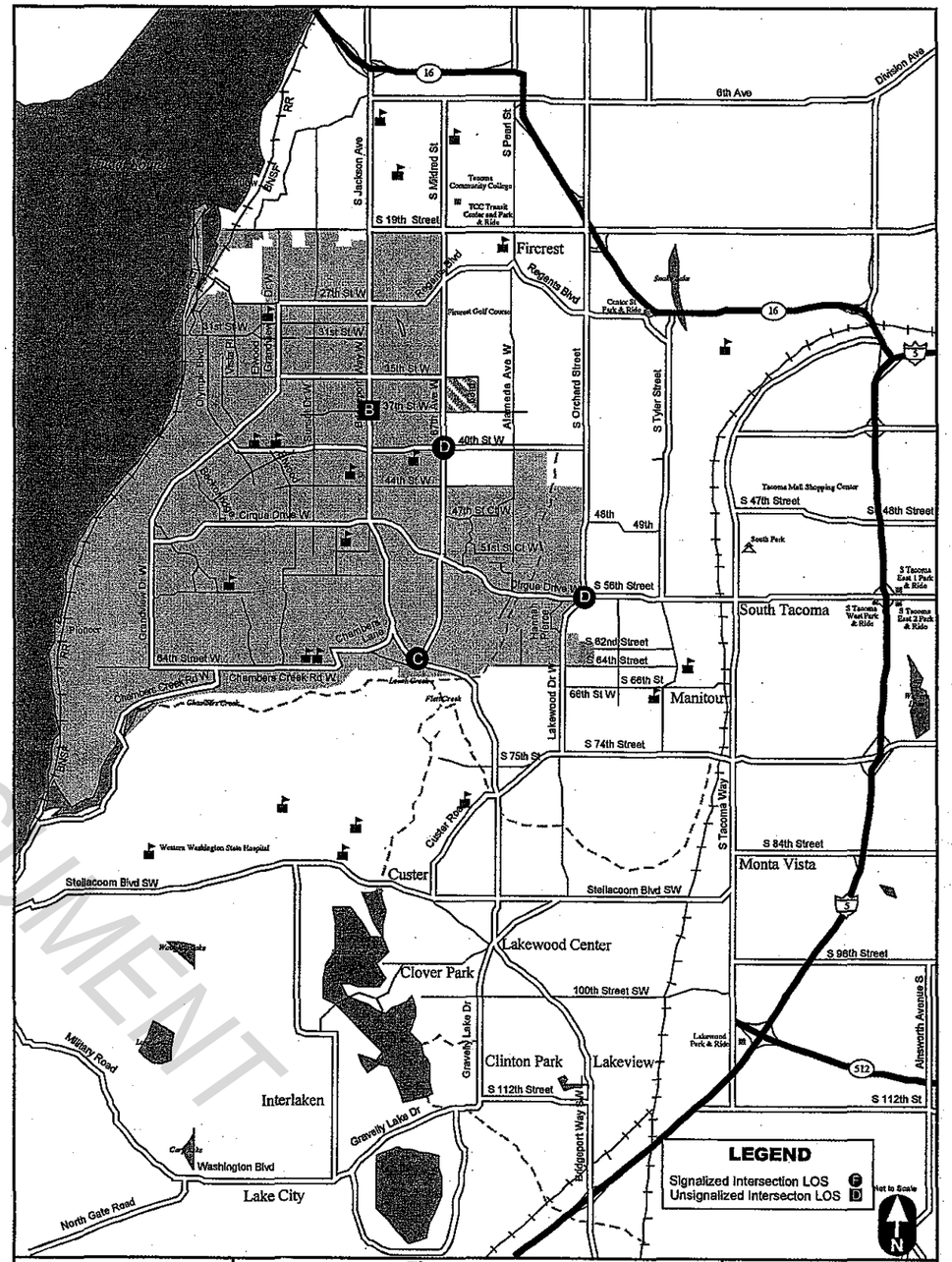
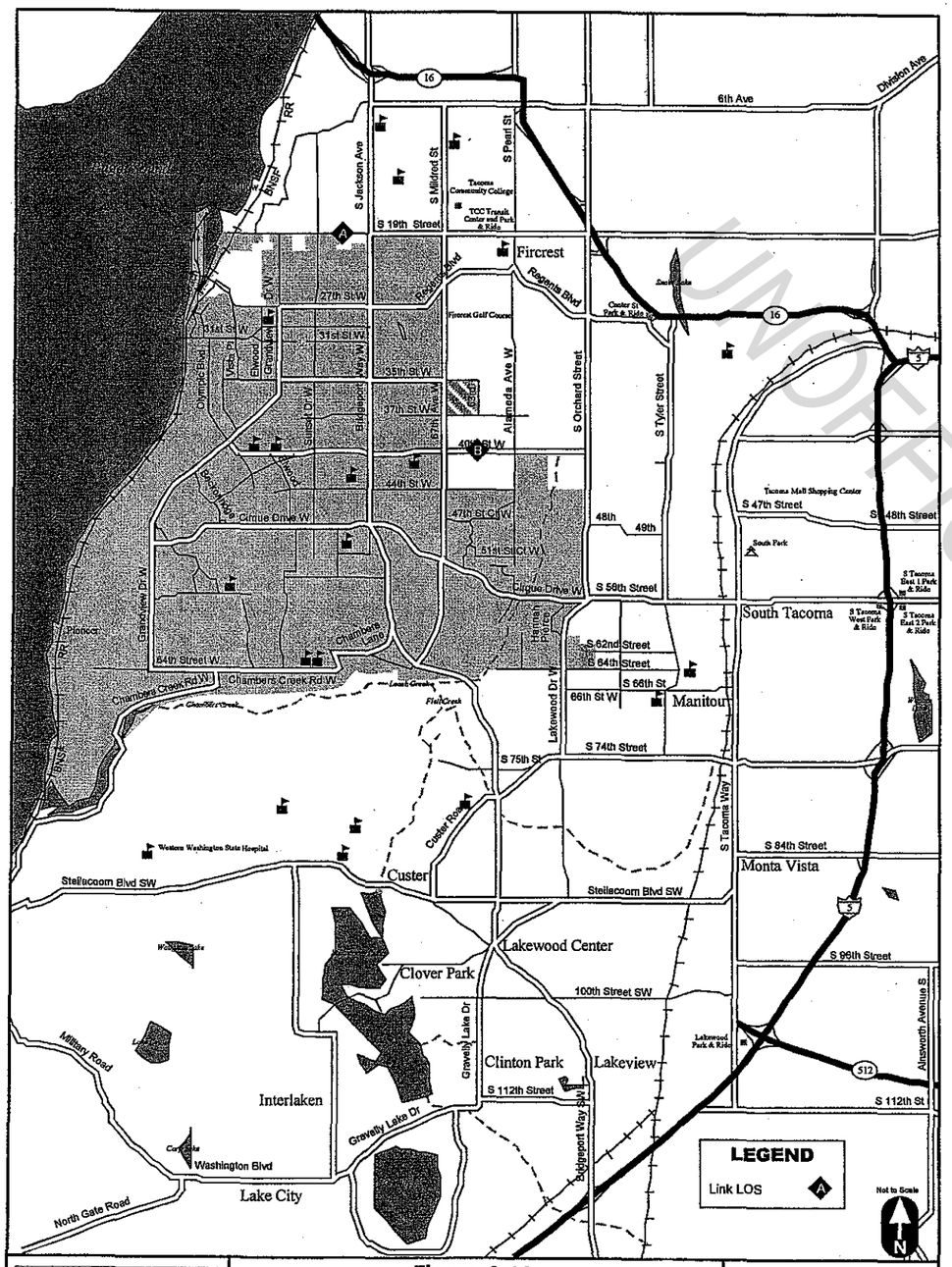


Figure 4-12
2017 Intersection Levels of Service with Recommended Roadway Improvements

City of University Place
Transportation Plan



K J S Associates, Inc.

Figure 4-13
2017 Arterial Levels of Service with Recommended Roadway Improvements

City of University Place
Transportation Plan

service in the area to meet the needs of these communities. These improvements are scheduled prior to the year 2000.

In addition to the specific improvements above, Pierce Transit's Six-Year Transit Development Plan proposes to dedicate 65 percent of all new services to the core market area of Tacoma, University Place, and Lakewood. If service were apportioned to each city based on population, University Place could receive approximately seven percent of Pierce Transit's new service hours.

As part of the overall transit improvement strategy, the City should work with Pierce Transit to focus new local transit service on major, secondary, and collector streets and new feeder service to residential areas and adjacent jurisdictions. The City and Pierce Transit can also work to coordinate development of bus stops and shelters at appropriate locations along the transit routes.

Air, Waterborne, Rail

- None of the air, marine, or rail facilities has a significant impact on the University Place transportation system.

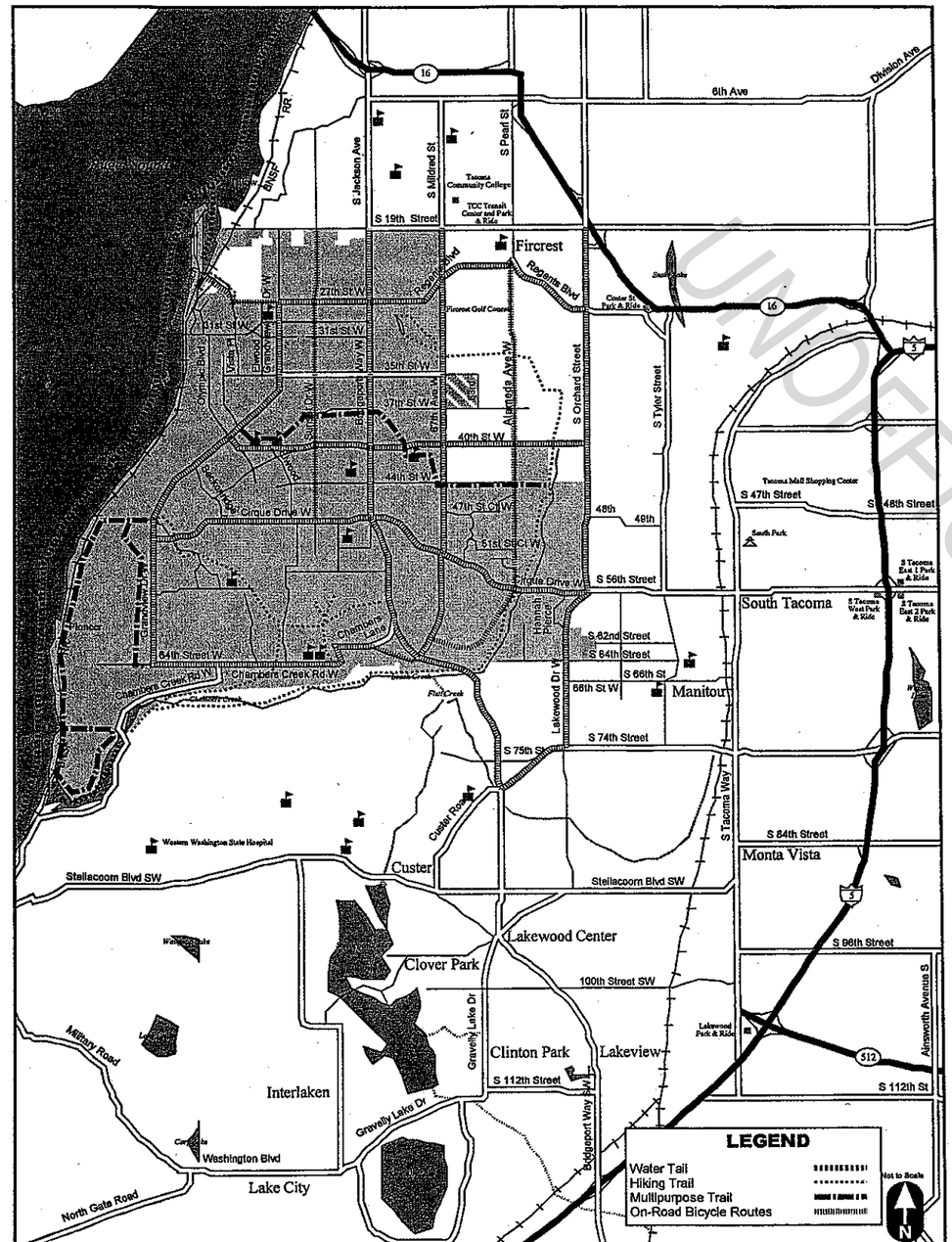
Non-Motorized Improvements

- Improvements to the non-motorized transportation system establish a framework for the inter-connected pedestrian and bicycle circulation system. The development of a comprehensive non-motorized circulation plan is envisioned.

The city's residential character makes non-motorized travel an important aspect of the transportation element. A complete pedestrian and bicycle network would link neighborhoods with schools, parks, public services, and retail activity, allowing residents and visitors to walk or bicycle to these areas rather than drive.

With the exception of the recently re-constructed section of Grandview Drive, the north side of 40th Street West and the north side of Cirque Drive between 67th Avenue and Orchard, few sidewalks have been constructed in the city, resulting in a largely discontinuous system of walkways for pedestrians. Only portions of Grandview Drive and 64th Street West are equipped with bicycle facilities. In the remainder of the city, cyclists must share the travel lane with vehicles.

Figure 4-14 depicts a Non-Motorized Facilities Plan for the City. This plan outlines pedestrian, bicycle path, and marine service improvements, many of which are also identified in the City's adopted 1997 Parks, Recreation and Open Space Plan. The Non-Motorized Facilities Plan provides for a network of continuous pedestrian and bicycle facilities for circulation within and through University Place. The following trails are proposed in the Transportation Plan.



K J S Associates, Inc.

Figure 4-14
Proposed Nonmotorized Facilities Plan

City of University Place
Transportation Plan

- Water (kayak and canoe) Trail Surface Water Management site on Day Island Waterway to Chambers Creek Bay.
- Parkway Walking Trail Day Island Waterway through the historic university site to University Place Primary School.
- Morrison Pond/Leach Creek/Chambers Creek Walking Trail: Morrison Pond through Fircrest and down Leach Creek and Chambers Creek.
- Peach Creek Walking Trail. Chambers Creek around Wright Academy to Chambers Creek Properties, and north through Peach Creek to Bridgeport.
- On road bike routes: Route proposed on Grandview Drive, 67th Avenue West, Alameda Avenue, Orchard Street, 27th Street West, 40th Street West, Cirque Drive West, and 64th Street/Chambers Lane West.
- Pierce County Chambers Creek Properties Multi-Purpose Trail: Along the shoreline, around Chambers Bay, and as an overlook along Grandview Drive.
- Colgate/City Hall/Leach Creek Multi-purpose Biking and Hiking Trail: Curtis Junior and Senior High Schools through City Hall Park to the Woodside Pond nature park addition on Leach Creek.

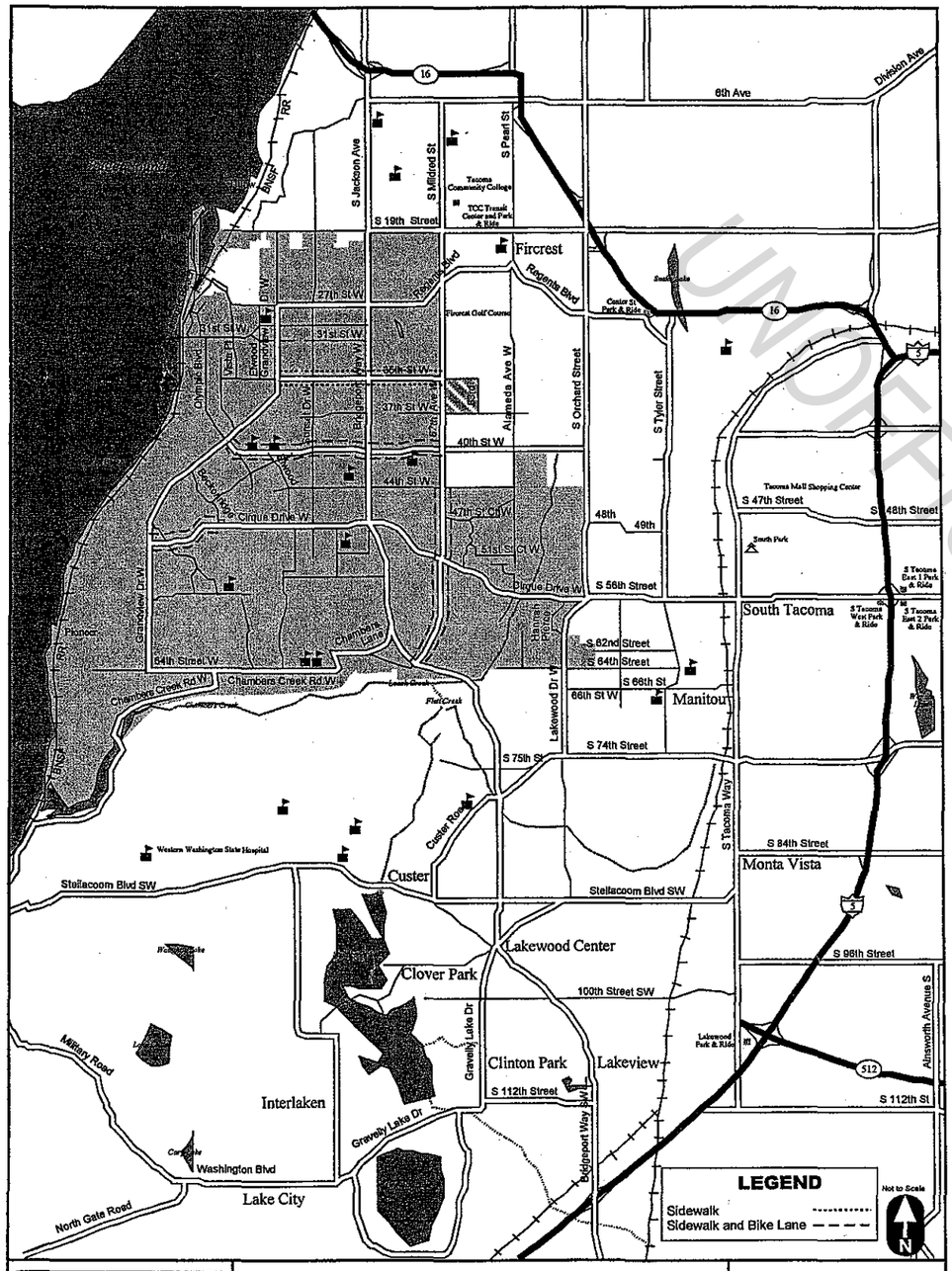
Sidewalks

The City of University Place does not have a continuous network of sidewalks that enables easy travel by foot. Outside of the sections of Grandview and Cirque, pedestrians must typically use the shoulder or edge of the travel lane where there are no sidewalks.

As development and redevelopment of land along the arterials occurs, sidewalks will gradually be constructed. In addition, the City has several projects in its six-year TIP that involve the construction of sidewalks. The City will continue to prioritize, fund and construct sidewalks along high demand sections of various University Place arterials. Highest priority should be given to those sections with no sidewalks on either side of the roadway, sections with high vehicle volumes, sections that are critical links between activity areas of the city, and sections along roadways that serve schools.

To supplement street improvement/sidewalk projects identified in the City's Six-Year Transportation Improvement Program (TIP), the University Place Transportation Plan recommends the following sidewalk upgrade projects. These projects are depicted in **Figure 4-15**.

- Cirque Drive West between Beckonridge Drive and Grandview Drive. Construct sidewalks and bicycle lanes to connect the proposed trails through the Chambers Creek Properties Park and proposed bike lanes and sidewalks on Cirque.



K J S Associates, Inc.

Figure 4-15
Proposed Sidewalk Projects

City of University Place
Transportation Plan

- 67th Avenue West, between 44th Street West and Bridgeport Way. Construct sidewalks and bike lanes to provide connectivity and consistency with the Non-Motorized Trail Plan.

- 40th Street West from Grandview Drive to 67th Avenue West. Construct sidewalks and bike lanes. Sidewalks on this corridor have been included in the 1997-2003 TIP. Bike lanes should also be included in the project for consistency with the Non-Motorized Facilities Plan.

- 35th Street West from Grandview Drive to 67th Avenue West. Construct sidewalks only. Sidewalks and bike lanes on this corridor have been included in the 1997-2003 Six-Year TIP. The bike lanes should be excluded here and constructed on 40th Street West above to ensure consistency with the Non-Motorized Facilities Plan.

Bicycle Improvements

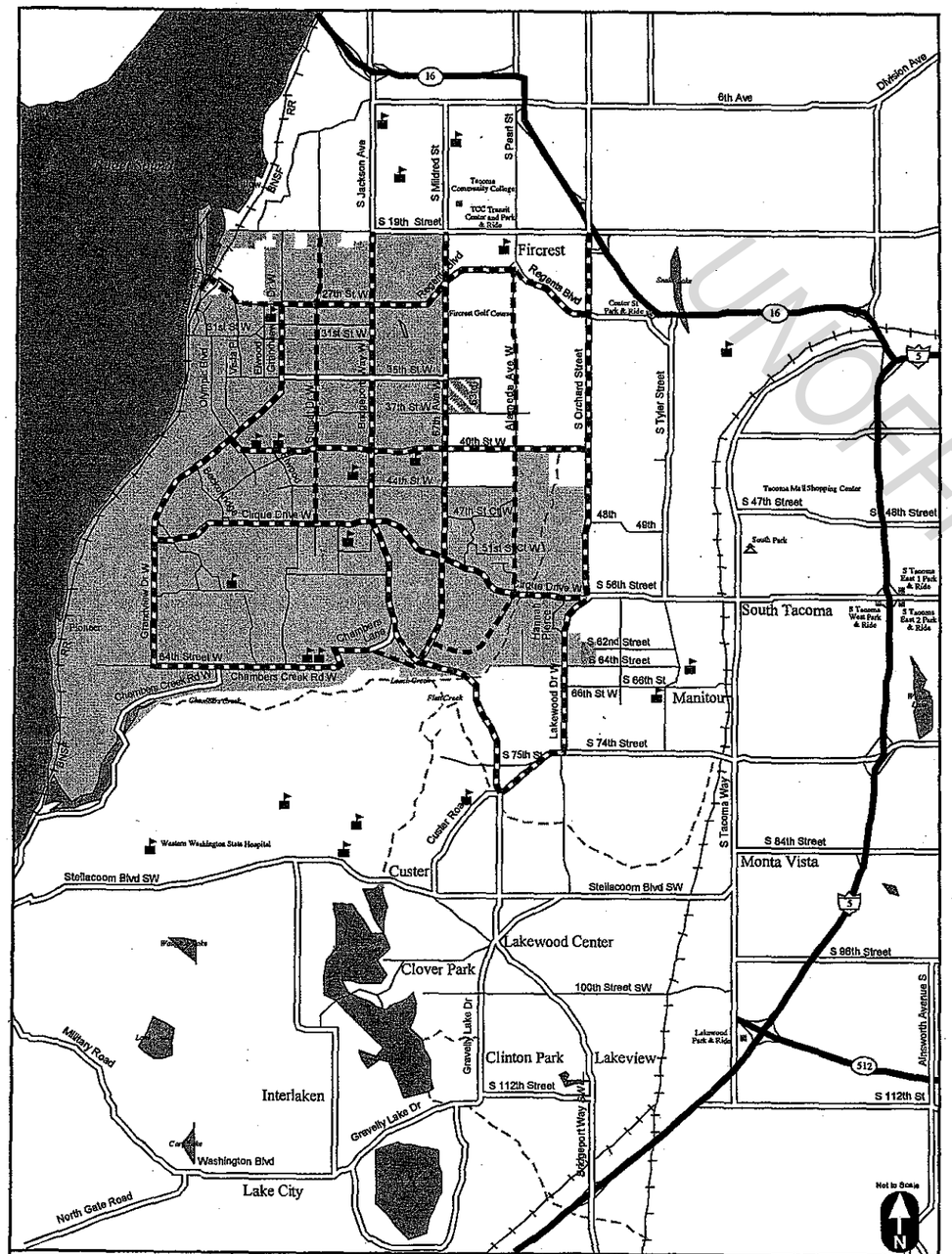
The newly constructed section of Grandview Drive from Olympic Drive to 27th Street West and the section of Chambers Creek Road from 64th Street Southwest to Bridgeport Way are the only roadway segments in the city with designated bicycle facilities. Elsewhere, bicyclists must share the rightmost lane with motorists. **Figure 4-16** shows the City's proposed bicycle route system.

To promote bicycle travel, the City of University Place must ensure that these routes safely and adequately serve bicycle travel. For minor arterials with lower vehicle volumes, construction of a minimum eight-foot wide curb lane would be adequate for bicyclists. Along collector arterials and local streets, vehicle volumes and speeds are low enough so that bicyclists and motorists can safely share the traveled lane. These routes would connect with a countywide network of trails.

Transportation Demand Management/Transportation System Management

Transportation Demand Management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. Specific potential projects for TDM include developing a comprehensive transit information program with Pierce Transit, working with Pierce Transit in developing vanpool and ridematch service, providing a continuous system of walkways and bikeways which service community activity centers, and actively promoting commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction (CTR) Act.

Transportation Systems Management (TSM) strategies focus on improving the operations of the existing roadway system. Maximizing the efficiency of the existing system can reduce or delay the need for system improvements. TSM strategies include coordination of traffic signal timing, signalization of highly congested intersections, implementing a signal retiming and coordination project to reduce delay and congestion at the city's signalized intersections as major improvements are implemented, intersection



K J S Associates, Inc.

Figure 4-16
Proposed Bicycle Routes

City of University Place
Transportation Plan

improvements to facilitate turning movements, and access restriction along principal roadways.

CAPITAL FACILITIES PLAN

Table 4-4 summarizes the City of University Place six-year (1998-2003) capital facilities plan for transportation improvements. For historical purposes, year 1996 and 1997 information is provided. Long term revenue and expenditure projections for years 2004-2017 are aggregated. This long term estimate is based on historical expenditures and an inflation factor.

TABLE 4-4 Revenues and Expenditures

Year	Annual Revenue	Grants, Federal Funds, Loans	Total Revenue	Total Expenditures	Funding Shortfall/ Surplus
1996	$2,992,800	$1,047,300	$4,040,200	$1,259,800	$2,780,400
1997	1,101,500	687,900	1,789,400	3,461,000	1,108,800
1998	780,000	2,362,800	3,143,600	4,249,500	3,000
1999	1,041,900	2,397,800	3,439,700	3,584,900	(142,100)
2000	790,100	400,000	1190,100	1,163,400	(115,400)
2001	787,700	1,900,000	2,687,700	2,652,400	(80,000)
2002	746,900		746,900	425,400	241,500
2003	744,400		744,400	432,800	553,100
2004-2017	$10,000,600		$10,000,600	$6,893,800	$3,659,900

The six year 1998-2003 plan is based on projects identified in the City's six-year Transportation Improvement Program (TIP). Planned road improvement are summarized in **Table 4-5.** This table also shows the breakdown between grant and City funds.

Table 4-5 1998-2003 Transportation Improvement Plan

Year	Project	Grants/Loans	City Funds	Total
1998	Grandview Drive II	$ 468,049	228,038	696,087
1998-99	Grandview Drive III	984,122	421,878	1,406,000
1998	67th Avenue	0	40,000	40,000
1998	Bridgeport Way Phase I	1,768,500	557,500	2,326,000
1999	Bridgeport Way Phase II	485,000	680,000	1,165,000
2000	Chambers Creek Road		50,000	50,000
2001-2003	Bridgeport Way Phase III	1,000,000	195,588	$ 1,195,588
TOTAL		**$4,705,671**	**$2,173,004**	**$6,786,675**

In summary, for the six-year period between 1998 to 2003 approximately $12.5 million is programmed for transportation improvements.

Revenue to fund the projects over the next six years is projected to be generated by three primary sources:

1. **Income from Taxes**
   Motor Vehicle Excise Tax (MVET)
   Motor Vehicle Fuel Tax (MVFT)
   Transfers from City General Fund

2. **Income from Intergovernmental Sources**
   Federal Aid (FHWA)
   Transportation Improvement Board (TIB) Grants
   Intermodal Surface Transportation Efficiency Act (ISTEA) or its successor

3. **Miscellaneous Income**
   Interest Earnings

The Motor Vehicle Excise Tax (MVET) and the Motor Vehicle Fuel Tax (MVFT) combine to provide a large portion of the annual funding received by the City of University Place. The capital facilities plan assumes that these revenue sources will increase by 1.6 percent per year. Remaining funding sources are programmed on an "as-needed" basis, that is, they are sought often in response to specific projects. These sources include grants and transfers from the City general fund. Only secured committed federal funding was included in the six-year finance plan. Historically, the city has done well in garnering grants for transportation projects.

In addition, developer mitigation will be required with projects consistent with the proposal's impact on the transportation system.

The GMA requires a contingency plan if the capital facilities plan demonstrates that resources to make the necessary improvements are inadequate to maintain adopted LOS standards. Strategies for maintaining or rectifying adopted LOS standards in the event of a shortfall may include identifying additional funds, reassessing land use assumptions, or lowering the LOS.

CONCURRENCY

As discussed in the beginning of this element, concurrency describes a situation in which adequate facilities are available when the impacts of the development occur, or within a specified time thereafter.

The City of University Place has adopted a level of service (LOS) standard of D. Therefore, new development will not be permitted if it causes a particular transportation facility to decline below LOS D, unless improvements or strategies to accommodate the development's impacts are made "concurrent with" the development. For transportation, "concurrent with" means that the improvement must be in place at the time of development or within six years of completion and occupancy of the development that impacts the facility.

The City of University Place will adopt a concurrency management ordinance to implement its concurrency management program. Policy TR5A in the Transportation Element allows for an exception to concurrency where the City finds that certain improvements are not desirable, feasible or cost-effective.

Capital Facilities Element

CHAPTER 5

CAPITAL FACILITIES ELEMENT

The Capital Facilities Element (CFE) includes policies and financing plans for providing public facilities over the next 20 years. It includes a shorter term six-year 1997-2003 Capital Facilities Plan for those capital facilities owned and operated by the City of University Place. These are the most critical facilities to be constructed or acquired in the near term. This element is mandatory under the State Growth Management Act (GMA) and the issue of providing public facilities and services adequate to serve growth is a fundamental tenet of the act.

Capital facilities discussed in this element include City owned and operated public facilities such as streets, storm drainage systems and parks and recreation. (Streets and Roads are addressed more fully in the Transportation Element). Public services such as the City Hall administration complex, fire and police protection facilities are also discussed. The City is the direct provider of some facilities and contracts with other jurisdictions for services. For example, the community currently is served by Tacoma Public Utilities for water, Pierce County Fire District #3 for fire protection, and Pierce County for police protection and sewer facilities. The City of Fircrest also provides sewer service to a small area of the city. Schools are defined as a public facility under GMA. Residents in the southeast portion of University Place are part of the Tacoma School District while the rest of the community is part of the University Place School District, except for a small portion in the southwest corner served by the Steilacoom School District.

STATE GOAL

Public Facilities and Services
Ensure that those public facilities and services necessary to support development shall be adequate to serve the development as the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

COMMUNITY VISION

TRANSPORTATION, CAPITAL FACILITIES, UTILITIES

Street lighting, sidewalks, curb/gutters and bicycle lanes on all arterial streets have improved safety and created better connections between residential and business areas. The entire city now has access to sewers. Purchase of Windmill Village for a City Hall complex has contributed to the development of a thriving commercial/civic center.

MAJOR CAPITAL FACILITIES ISSUES

When the City incorporated (August, 1995) University Place had a long list of capital facilities needs. Previous under-investment in urban infrastructure to serve urban growth left the area with major needs for street improvements, sewers, parks and recreation facilities.

The City must acquire, develop and improve facilities necessary to provide governmental services.

Many public facilities that serve the residents of University Place are owned and operated by other jurisdictions which have their own capital facilities plans and priorities for investment which may limit the City's ability to "remedy deficiencies".

Much of the City already is developed. Contributions for "concurrency" will have only a small impact on the ability to help finance capital facilities.

GOALS AND POLICIES

The goals establish broad direction for providing public facilities. The policies outline steps to meet the goal and the discussions provide background information, may offer typical examples and clarify intent.

LEVEL OF SERVICE AND CONCURRENCY

GOAL CF1

Provide and maintain adequate public facilities to meet the needs of existing and new development. Establish level of service (LOS) standards and identify capital improvements needed to achieve and maintain these standards.

Policy CF1A

Establish level of service (LOS) standards for certain City owned and operated public facilities. Level of service for non-City owned and operated facilities will be the primary responsibility of the service provider. The level of service must be consistent with applicable interlocal or contractual agreements with the City.

Discussion: Level of service (LOS) standards are benchmarks for measuring the amount of a public facility and/or service provided to the community. Level of service means an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need (WAC 365-195-210). Level of service standards will be a determining factor for when and where development will occur. This is because level of service is intricately tied to concurrency. (See Policy CF1B).

Policy CF1B

Require transportation facilities concurrent with development. Other public facilities such as schools and parks will be provided based on adopted plans and development schedules.

Discussion: The Growth Management Act (GMA) Goal 12 states that public facilities and services necessary to support development shall be adequate to serve the development at the time of development without decreasing current service level standards below locally established minimums (RCW 36.70A.020(12)). The GMA requires concurrency for transportation facilities. (The City's level of service for transportation facilities is established in the Transportation Element). In addition, water and sewer concurrency is highly recommended by the Department of Community, Trade and Economic Development (DCTED). However, the City does not have direct oversight over water and sewer provision. Water and sewer service are provided by other public agencies. The City should work closely with these and other public facility providers to ensure an appropriate level of service for University Place.

Policy CF1C

Issue no development permit (such as a building permit or a land use approval associated with a building permit) unless sufficient capacity for facilities which require concurrency exists to meet the minimum level of service for both existing and proposed development.

Discussion: New development that maintains the level of service at or above the City's established minimum for facilities which require concurrency meets the concurrency test. For transportation, "concurrent" means at the time of development or within six (6) years of completion and occupancy of the development which impacts the facility. If a development does not meet the concurrency test, the development permit will not be issued. Other public facilities besides transportation will be monitored by the City as development occurs. Provision of these public facilities will be evaluated against applicable codes and levels of service per local, state and federal requirements.

Policy CF1D
If necessary public facilities are not already provided at the adopted level of service for facilities identified in Policy CF1B, or if the development proposal would decrease the level of service below the locally established minimum, the applicant may:

1. Provide the public facilities and improvements;

2. Delay development until public facilities and improvements are available; or,

3. Modify the proposal to eliminate the need for public facilities and improvements. (Modification may include reduction in the number of lots and/or project scope.)

Discussion: Should a development cause level of service to go below the established minimum, then options do exist that may allow development to proceed at some point in time. The above and other options will be addressed in an adopted Concurrency Management Ordinance.

Policy CF1E
Exempt the following development from concurrency requirements:

1. Development "vested" in accordance with RCW 19.26.095, 58.17.033, or 58.17.170;

2. Expansions of existing development that were disclosed and tested for concurrency as part of the original application; and,

3. Development that creates no additional impact to public facilities.

Discussion: Concurrency requirements do not apply to vested developments. (Vested developments are those projects entitled to develop under the regulations that were in effect when application was made. Washington State courts and the legislature have defined "vested rights" and these continue to evolve.) Additionally, phased developments can be tested once for all phases, allowing construction to proceed thereafter without the need to revisit the concurrency test.

Policy CF1F
Evaluate needed improvements to the City's public facilities on an annual basis.

Discussion: Public facilities must be kept in good repair and need to be maintained or expanded as the city grows. Well-maintained facilities with appropriate capacity contribute to quality of life. Each year, the City should evaluate the condition of public facilities and determine needed repairs (non-capacity projects). Additionally, the City should annually assess expansion needs based on projected growth (capacity projects). This will assist in the timely identification of improvements needed to achieve minimum LOS standards.

FINANCIAL FEASIBILITY

GOAL CF2

Provide needed public facilities within the City's ability to fund or within the City's authority to require others to provide.

Policy CF2A
Require new development to fund a fair share of costs to provide services for growth generated by that development.

Discussion: New development creates impacts upon public facilities and should be responsible for bearing its fair share of costs. Impact fees are one possible source to fund certain public facilities for new growth. However, impact fees cannot be used to pay for existing deficiencies. Other funding sources must be used to pay for existing system deficiencies.

Policy CF2B
Review project costs scheduled in the City's Capital Facilities Plan so that expected revenues are not exceeded.

Discussion: Financial feasibility is required for scheduled capital improvements that support new developments. Revenue estimates and amounts must be realistic and probable. Revenues for transportation improvements must be "financial commitments" as required by the GMA. A financial commitment is one sufficient to finance the public facility and to provide reasonable assurance that the funds will be used for that purpose.

Policy CF2C
Consider life cycle costs when making capital facilities purchases.

Discussion: Capital facilities acquisition often focuses on purchase cost. However, a need also exists to focus on facility maintenance and operation costs and/or depreciation. Capital facility purchases commit the City to an operation and maintenance program. Sound financial practices are necessary when considering capital facility purchases, especially given other existing or anticipated long-term life cycle cost commitments.

Policy CF2D
Provide public facilities and services that the City can most effectively deliver, and contract for those best provided by other public entities and the private sector.

Discussion: Certain public facilities and services are provided to the City by other public entities through contracts or other agreements. The City will regularly evaluate and monitor each service providers quality of service and rates. The City may study the feasibility of directly owning and operating these public facilities and services should concerns arise.

Policy CF2E
Help residents develop Utility Local Improvement Districts (ULID's) and consolidate them to save administrative costs

Discussion: A process exists, mandated by State Law, to approve and implement ULID's. This process is often lengthy and consumes considerable staff time and resources. Rather than possibly pursuing separate LID's within a geographic area, the City should anticipate other LID improvements in the area and help residents implement them under one LID formation process.

COORDINATION WITH THE COMPREHENSIVE PLAN, OTHER PLANS, AND OTHER POLICIES

GOAL CF3

Implement the Capital Facilities Element in a manner that is consistent with other applicable plans, policies, and regulations. This includes, but is not limited to, the Growth Management Act, Pierce County County-Wide Planning Policies (CPP's), other Comprehensive Plan Elements, and plans of other regional entities, adjacent counties, and municipalities.

Policy CF3A
Ensure public facility improvements which are consistent with the adopted land use plan map and other comprehensive plan elements.

Discussion: The GMA requires internal consistency between the Capital Facilities Element (CFE) and other comprehensive plan elements. Consistency is essential because the cost and long life of capital facilities sets precedence for location and intensity of future development. Consistency is also important because the CFE implements other comprehensive plan elements. The CFE serves

as a catalyst for financing key proposed projects, and establishes a process to balance competing requests for funds.

Policy CF3B
Reassess the Land Use Element if funding for concurrent capital facilities is insufficient to meet existing needs.

Discussion: The Comprehensive Plan needs to continually be reassessed to determine whether or not projected capital facilities funding is sufficient to meet existing needs. If probable funding for capital facilities is insufficient to meet existing needs, then plan elements will be reassessed. At a minimum, this includes reassessment of the land use element to evaluate whether the growth projected in the land use element can realistically be achieved given expected capital facilities funding. Additional options include re-evaluating projected funding, alternative sources of funding, and level of service standards.

Policy CF3C
Amend the six-year Capital Facilities Plan (CFP) at least once every two years.

Discussion: So that financial planning remains current with changing conditions, development trends, and the economy, the six year CFP should be amended on a relatively short term basis. The Department of Community Trade and Economic Development (DCTED) recommends that the six year CFP be updated at least every two years to accomplish this purpose.

Policy CF3D
Implement the Capital Facilities Element consistent with the requirements of the adopted Pierce County County-Wide Planning Policies (CPP's), the GMA, and other relevant plans.

Discussion: The CPP's and the GMA represent region-wide visions for growth. Inter-jurisdictional consistency for capital projects within these regional visions is important in achieving the goal of managed growth. Project coordination between adjacent jurisdictions increases the efficiency and long-term success of City projects.

SITING FACILITIES

GOAL CF4

Locate capital facilities for maximum public benefit while minimizing negative impacts.

Policy CF4A
Site public facilities to minimize impacts on residential neighborhoods and sensitive environmental areas.

Discussion: Like other development, public facilities may impact surrounding land uses and environmentally sensitive areas. The environmental review process, code requirements related to landscaping, setbacks, buffering etc., and avoiding sensitive areas whenever reasonably possible (i.e. designing public roads to avoid sensitive areas) are techniques that can be used.

Policy CF4B
Acquire and locate public facilities to create multiple use opportunities and support business areas where appropriate.

Discussion: Certain public facilities support multiple uses. For instance, public facilities may have meeting rooms available for use by community groups and private parties. Accessible areas should be considered when acquiring and siting public facilities. Further, certain public facilities attract people to an area and promote adjacent business development. This provides a convenience to the public while also fostering economic development. Vehicular trip reduction is another benefit.

Policy CF4C
Encourage adaptive reuse of existing buildings as community facilities when possible.

Discussion: Where feasible and if appropriate, the City will consider adaptive reuse of existing buildings as community facilities. Certain buildings may become notable community landmarks. In such cases, adaptive reuse should at least be initially considered as an alternative to demolition.

Policy CF4D
Coordinate capital facility siting with the plans of surrounding jurisdictions, regional and State agencies as required and appropriate for each facility.

Discussion: Inter-jurisdictional coordination is a fundamental GMA concept. Certain capital facilities are linear in nature and pass through more than one jurisdiction. These facilities often require significant inter-jurisdictional coordination. Other capital facilities may be site specific but regional in nature. These capital facilities serve a population beyond the city limits and may have a disproportionate financial burden on the jurisdiction where sited. These facilities also require considerable coordination and may have specific siting criteria.

ESSENTIAL PUBLIC FACILITIES

GOAL CF5

Establish a process for identifying and siting essential public facilities.

Policy CF5A
Identify and classify a list of State-wide, County-Wide, and local essential public facilities.

Discussion: Essential public facilities are capital facilities typically difficult to site. The GMA requires that no local comprehensive plan may preclude the siting of essential public facilities.

Essential public facilities may be drawn from three sources:

a) the State list,

b) the County-Wide list; and,

c) the City list.

The City of University Place will consider essential public facilities of a State-wide nature as those maintained on the Washington State Office of Financial Management (OFM) list. The Pierce County County-Wide Planning Policies (CPP) and Pierce County's Comprehensive Plan policies will be used as guidance to identify County-Wide essential public facilities. City essential public facilities will be identified during the development regulation phase using, at a minimum, criteria recommended in WAC 365-195-340 (2)(ii)(C).

Policy CF5B
Establish a process for siting essential public facilities.

Discussion: Local comprehensive plans must include a process for siting essential public facilities. The following requirements and process shall apply to proposals for siting an essential public facility in University Place:

a) The applicant shall be required to clearly justify project need based on forecasted needs and service areas, specific facility requirements; facility impacts, and other standards and criteria as outlined in the County-Wide Planning Policies or other locally developed plans and ordinances;

b) For essential public facilities of a State-wide nature and, if necessary, for essential public facilities of a regional or county-wide nature, the applicant shall establish a public review process which ensures that residents of the city and other affected jurisdictions have reasonable opportunity to participate in the site selection and/or site design process. This may include establishing an advisory committee composed of citizens representing a broad range of interest groups and expertise. Public information or notice techniques will be actively used to promote citizen awareness of the proposal;

c) An analysis of the financial impacts to the City may be required. If the financial study

demonstrates that locating the facility in the city would result in a disproportionate financial burden to the City of University Place, an agreement with the project proponents should be executed to mitigate the adverse financial impact or the approval shall be denied. The City will also pursue agreements among other jurisdictions to mitigate the disproportionate financial burden which may fall on the City of University Place as the essential public facility site. Provision of amenities, incentives, and compensation for neighborhoods where the essential public facility is to be located may be required;

d) For essential public facilities of a county-wide, regional, or State-wide nature, there shall be a cooperative inter-jurisdictional approach to siting consistent with the County-Wide Planning Policies (CPP's);

e) Essential public facilities will be reviewed on a case-by-case basis through the City's Conditional Use or Public Facility Permit process. Not all individual zoning districts will allow all or certain essential public facilities. A facility should only be allowed in those zones where it is compatible with similar land uses and where it can be mitigated. In granting approval for an essential public facility, the following are applicable:

i) Conditions of approval may be imposed. This includes, but is not limited to construction, design, operational, and health and safety related conditions which are in the best interests of the public and protection of the environment;

ii) A finding must be made that the proposed essential public facility is consistent with the State planning goals as well as with the City's Comprehensive Plan;

The City's essential public facilities process does not waive any other licenses, permits or approvals required by any other applicable laws, regulations, ordinances, or rules.

SPECIFIC FACILITIES

GOAL CF6

Address specific public facilities and service issues.
The following policies address specific public facilities and services. As a new City, several specific public facility issues have emerged which require policy direction. Not all public facilities and services are addressed. This is not intended to diminish their importance. The City intends to be actively engaged in monitoring their provision.

SEWER

Policy CF6A
Work with Pierce County Public Works and Utilities and the City of Fircrest to develop a phased plan to offer sewer service to remaining areas without sewers. Give priority to areas with failing or aging septic systems.

Discussion: Several city areas still remain without sewers. The absence of a sanitary sewer system can create health concerns, particularly when an aging septic system fails. While the Tacoma-Pierce County Health Department will have new requirements for septic system operation and maintenance in 1998, septic tank failure can still occur with very little notice. Providing immediate sanitary sewer in direct response to a septic tank failure is not very feasible. The City needs to work with the Pierce County Public Works and Utilities and the City of Fircrest to develop a phased sewer plan which directs improvements to remaining areas without sewers, including the City's Urban Growth Area. The County, in 1997, has begun work on an update to the Unified Sewer Plan and is working with all jurisdictions to identify these needs.

STORMWATER/DRAINAGE MANAGEMENT

Policy CF6B
Require best management practices and facilities that comply with the City's storm water design guidelines for new development.

Discussion: Flooding in University Place has been a concern. Following its incorporation, the City of University Place assumed responsibility for the stormwater drainage management system. While many flooding difficulties have been addressed, new development will place additional strain on the existing stormwater system. To avoid creating new problems and/or to avoid previously existing problems from re-emerging, state of the art, stormwater/drainage facilities that comply with the City's storm water design standards shall be required of new development.

Policy CF6C
Maintain the existing storm drainage system to prevent blockage and backups.

Discussion: The City needs to review and program maintenance into its budget to help ensure that stormwater systems function effectively, especially as the City relies in part on natural creeks for the drainage system. Blockage can result from silt, vegetation, trees and other debris within the drainage course. Facilities maintenance as well as enforcement of the City's regulations can reduce/prevent blockage related problems to the existing drainage systems.

Policy CF6D
Adopt a Stormwater Management Plan that identifies existing flooding problems and includes a strategy to make improvements.

Discussion: To address existing and future possible flooding problems, the City should develop a Stormwater Management Plan. This plan could identity existing flooding problems, their causes, and prepare a programmed strategy to address the problems. Pursuit of funding opportunities and establishing best management practices to minimize development impacts would also be appropriate.

CITY HALL AND RELATED FACILITIES

Policy CF6E
Expand City Hall facilities in stages to accommodate projected staffing, customer service and public assembly areas as needed.

Discussion: The current City Hall site at 3715 Bridgeport Way was purchased in 1996. Additional land adjacent to City Hall was purchased in 1997 for a park and other facility needs.

PARKS AND RECREATION

Policy CF6F
Maintain a safe, attractive, enjoyable and diverse park system that meets the needs of residents, business, and visitors consistent with the adopted Parks, Recreation and Open Space Plan and goals and policies in the Parks, Recreation and Open Space Element.

Discussion: The City of University Place has an adopted Parks Recreation and Open Space Plan (adopted as an appendix to this Comprehensive Plan). There is also a Parks, Recreation and Open Space Element to this Comprehensive Plan. The City will pursue the plans, goals, and policies of these documents.

POLICE AND FIRE PROTECTION

Policy CF6G
Provide and enhance a public safety system to meet the community's public safety needs.

Discussion: The City of University Place contracts for both law enforcement (Pierce County Sheriffs Department) and for Fire and Emergency Medical Response (Pierce County Fire District Number 3). The City will work closely with these providers to pursue and implement programs that improve and enhance public safety and to retain facilities within the city. Pursuing co-location of public safety facilities may improve customer service and provide cost savings.

SCHOOLS

Policy CF6H
Coordinate with the University Place, Tacoma, and Steilacoom School Districts to facilitate the provision of quality education and facilities for students. Consider adopting an impact fee ordinance.

Discussion: The City has three School Districts within its boundaries. The majority of the City is served by the University Place District. Tacoma serves the southeast area of the city, east of 67th Avenue West and south of 48th Street West. Steilacoom has only a small area in the southwest corner along Chambers Creek Road. The City can work with school districts through communication with school district officials on issues of mutual interest. This includes school facility location, impacts of new development, impacts of school facilities and activities on the community, population and growth projections, and parks and recreation programming. The City will also consider adoption of an impact fee ordinance to mitigate demands of new development.

CAPITAL FACILITIES ELEMENT BACKGROUND INFORMATION

The adequate provision of public facilities and services is one of the central themes to the Washington State Growth Management Act (GMA). For University Place residents maintaining adequate roads to manage congestion, adequate drainage facilities to minimize flooding, adequate schools to avoid overcrowding, and developing a sound park system to provide accessible recreational opportunities typify how public facilities and services relate directly to the community's quality of life. This element addresses these and other public facility and service needs.

Washington State Growth Management Act (GMA)

The Capital Facilities Element (CFE) is mandated by the Washington State Growth Management Act (GMA). The GMA requires cities and counties to approve and maintain a capital facilities element consisting of: 1) an inventory of existing capital facilities owned by public entities, showing their locations and capacities; 2) a forecast of future needs for such capital facilities; 3) the proposed locations and capacities of expanded or new capital facilities; 4) at least a six-year plan that will finance such capital facilities within projected funding capacities and that clearly identifies sources of public money for such purposes; and; 5) a requirement to reassess the land use element if funding falls short of meeting existing needs and to ensure that the land use element, capital facilities element, and financing plan within the capital facilities element are coordinated and consistent.

The City's CFE also contains goals and policies to guide and implement the provision of adequate public facilities. Overall, this element fulfills the GMA requirement for capital facilities planning. In addition, the CFE serves as a basis for sound city management and establishes grant and loan eligibility.

To keep the CFE an effective decision-making document, the City should update the Capital Facilities Plan (CFP) at least every two years. The update will be conducted simultaneous with the City's annual budget process in order to incorporate the updated CFP into the budget.

Concurrency

GMA Goal 12 seeks to ensure that public facilities and services shall be adequate to serve new development upon occupancy and use, without decreasing current service levels to the rest of the community below locally established standards.

This concept is generally known as concurrency (also called adequate public facilities). The GMA requires concurrency for transportation facilities. The identification of additional public facilities subject to concurrency is left to the discretion of the local jurisdiction, although the Department of Community, Trade, and Economic Development (DCTED) Procedural Criteria highly recommend that concurrency apply to potable water and sanitary sewer. Local jurisdictions adopt concurrency management ordinances to implement concurrency programs and ensure that adequate capacity is available to serve development.

Level of Service (LOS)

In preparing a Capital Facilities Element, a key decision is establishing level of service (LOS) standards for selected public facilities. The LOS standard refers to an established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need. The establishment of levels of services for public facilities or public services will enable the City to: a) evaluate how well it is serving its existing residents; and, b) determine how many new facilities will have to be constructed to service new growth and development.

Unlike many other cities, University Place contracts for many public facilities and services rather than maintaining direct ownership and operation. Examples include fire protection, law enforcement, potable water, court, and sanitary sewer. These contracted public facilities and services are owned and operated by other local governments or special districts.

For the purposes of this element, capital facilities shall be those "public facilities" defined in RCW 36.70A.030(12). The City owns and operates certain public facilities such as streets, parks, and the stormwater management system. This CFE will address each of these public facilities, including identifying proposed locations and capacities of expanded or new facilities. A funding plan will also be addressed.

However, in instances where the public facility is owned and operated by another public entity, (i.e. water by Tacoma Public Utilities and sanitary sewers by Pierce County Public Works and Utilities and Fircrest), the CFE will only inventory existing facilities and forecast future needs. The proposed locations and capacities of expanded or new facilities and a funding plan are left to the providing agency. Information concerning proposed locations and future funding is often addressed by the providing agencies' Capital Facilities Plan. Therefore, City ownership and operation of the capital facility is the determining factor for including long term facilities plans and funding strategies in the City's Comprehensive Plan.

PUBLIC FACILITIES

Parks and Recreation

The City of University Place owns and operates its Parks and Recreation system. In 1997, the University Place City Council adopted a Parks, Recreation, and Open Space Plan. The Comprehensive Plan adopts the Parks and Recreation Plan by reference.
The adopted Parks, Recreation and Open Space Plan details the City's existing park improvements, future needs, proposed park acquisition and developments (including trails), existing and proposed levels of service (LOS), and a six-year capital facility program through the year 2003. The Parks, Recreation, and Open Space Plan also identifies open space corridors useful for wildlife habitat, trails, and recreation consistent with RCW 36.70A.160.

The following summarizes the findings of the adopted Parks, Recreation Open Space Plan. For detailed information please refer to the Plan which is on file with the City of University Place Planning and Community Development Department.

Existing Facilities
The University Place Parks, Recreation and Open Space Plan adopted in June 1997 notes that the City of University Place, Pierce County, the University Place School District, and private agencies have assembled over 745.4 acres of land with park, recreation, and open space uses within the city limits. Excluding the private agencies, Pierce County, the City of University Place, and the University Place School District own 601.6 acres with parks, recreation and open space potential.

The City of University Place alone owns 13 properties with approximately 79 acres of land available for public use. These are identified in **Table 5-1**.

TABLE 5-1 CITY OWNED PROPERTIES AVAILABLE FOR PUBLIC USE

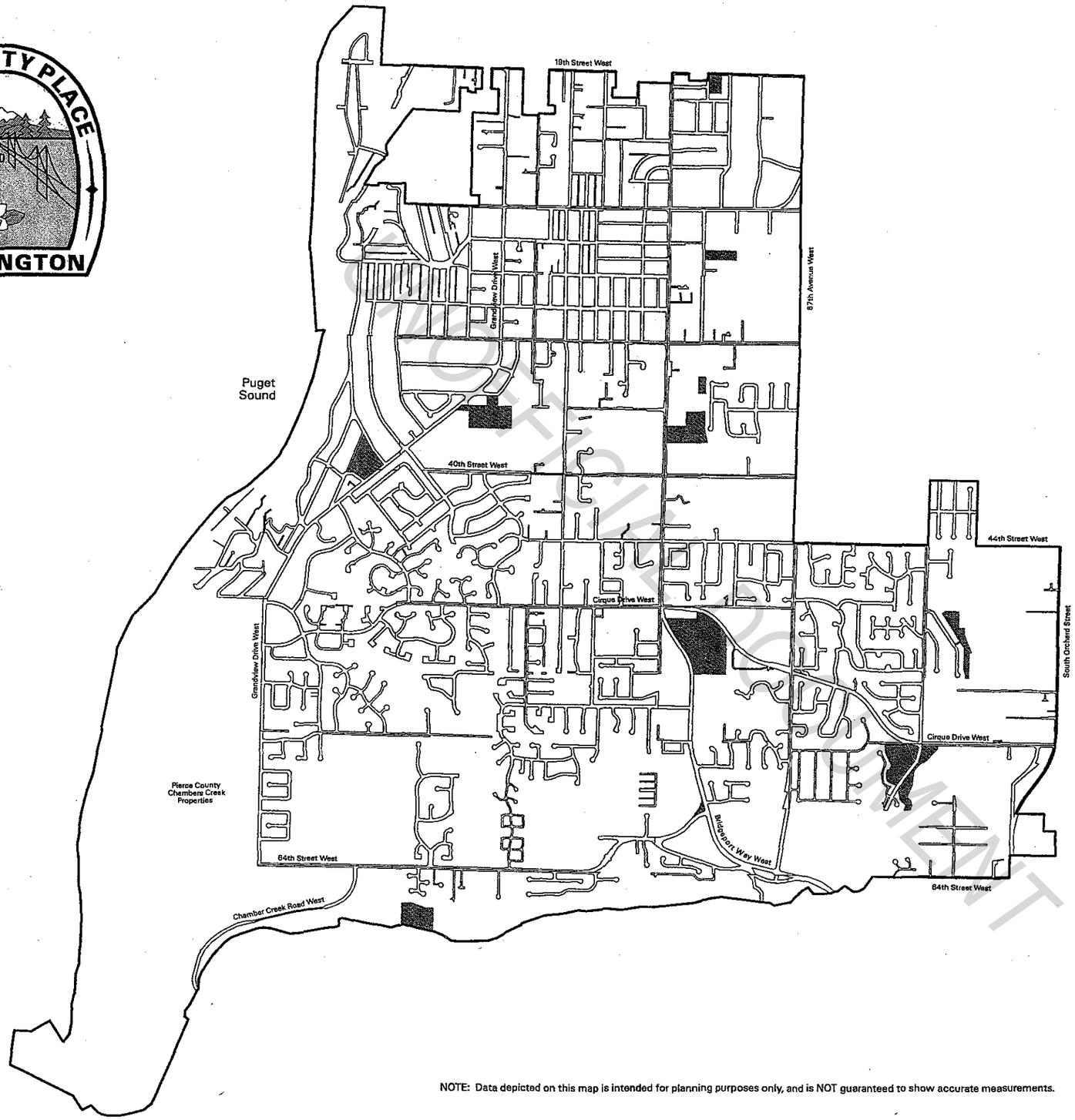
1. Day Island Surface Water Management (SWM)	2.50 acres
2. Sunset Terrace Park	2.25 acres
3. Adriana Hess Wetland Park*	2.00 acres
4. Curran Apple Orchard	7.33 acres
5. Woodside Pond Nature Park	3.59 acres
6. Leach Creek Open Space	13.00 acres
7. Conservation Park	1.5 acres
8. Chambers Crest Wildlife Habitat	7.5 acres
9. Senior Center	2,800 square foot building on 0.5 acres.
10. Colgate Park	11. 0 acres
11. City Hall - Administration (part of overall site)	0.5 acres
12. Bridgeport Way and Cirque Drive*	22.0 acres
13. City Hall Park*	5.5 acres
TOTAL	**79.17 acres**

* Partially or entirely acquired following adoption of the 1997 Parks, Recreation and Open Space Plan.

Figure 5-1 identifies the location of these properties (with the exception of the building sites such as City Hall and the Senior/Community Center).

Future Needs
The adopted City of University Place Parks, Recreation and Open Space Plan found that National Recreation and Park Association Standards recommend providing approximately 34.45 acres of all types of park land per every 1,000 persons in the population.

By comparison, University Place owns 41.4 acres of park land or about 1.44 acres per 1,000. All public agencies, including Pierce County and the University Place School District, own more that 600 acres with park, recreation, and open space potential, or about 20.92 acres per every 1,000 persons in the city. All public and private agencies combined own about 745.4 acres of land, or about 25.93 acres per every 1,000 persons within the city.



NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

City of University Place Comprehensive Plan

Figure 5-1
Recreation Facilities

LEGEND

Parks, Recreation Facilities, and Open Space

Source: University Place Planning, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_parks_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

Under the City's existing LOS standards, the projected population increase will create a citywide need for an additional 6.1 acres of land by the year 2003. The forecasted population will create additional requirements for all types of lands, but particularly for resource conservancies and athletic fields and playgrounds, if the existing LOS is retained.

When considering existing LOS standards, a composite of City, County, school district and privately owned and/or operated properties within the City, the forecasted population increase will create a need for an additional 110.2 acres of land by the year 2003.

Proposed Locations
After adopting the Park, Open Space and Recreation Plan in 1997, the City purchased the "City Hall Park" adjacent to City Hall and the 22 acre Bridgeport Way/Cirque Drive site. The Alan and Victoria Giske and Lillian Stockman (commonly referred to as Giske/Stockman property) are each five acre properties located adjacent to each other on the south side of 64th Avenue West, across for the entrance of the Tacoma Rifle and Revolver Club. These are currently being considered for purchase.

Six-Year Funding Plan
Table 5-2 is the City of University Place six-year parks and recreation capital facilities plan (CFP). For historical purposes, it also includes 1996 and 1997 financing and expenditure figures.

As seen by the Parks and Recreation CFP, a significant amount of expenditures are programmed for 1998, including improvement projects to existing parks and the proposed acquisition of additional park land. In 1998, a beginning fund balance of over $1.5 million exists. An ending fund balance of $456,168 is anticipated at the end of year 2003.

Stormwater
The Pierce County Surface Water Management (SWM) Utility acquired and developed a series of surface water detention and retention ponds throughout the city. Sometimes this occurred through dedication by developers and sometimes through public action for stormwater management purposes.

These properties were conveyed to the City of University Place upon incorporation and are now the city's management responsibility. Most of the city's SWM sites are small, isolated parcels located within or adjacent to residential subdivisions and/or along drainage corridors at intersections with area roadways. There are, however, still large property holdings.

The City of University Place is located in the approximate center of the 7.18 square mile Leach Creek drainage sub-basin. The sub-basin is a portion of the larger Chambers Creek drainage basin that drains stormwater runoff from the top of the Plateau north and east of University Place into Flett and Leach Creeks, and then into Chambers Creek, Chambers Bay, and the Narrows of Puget Sound.

By 1995, all intercepted surface and subsurface waters from springs and the northern portion of Leach Creek were collected and conveyed to the Tacoma Public Works Department's Leach Creek Holding Basin located on Orchard Street just beyond the

CITY OF UNIVERSITY PLACE
PARKS & RECREATION CAPITAL IMPROVEMENT PLAN
1996 Through 2003

SOURCES/USES	1996	1997	1998	1999	2000	2001	2002	2003	Total
Financing Sources									
Beginning Fund Balance	$ 92,924	$ 709,845	$ 1,532,843	$ 376,855	$ 10,590	$ 102,690	$ 248,799	$ 399,692	$ 92,924
G.O. Bonds	-	4,471,325	-	-	-	-	-	-	4,471,325
Pierce County Conservation Futures	-	-	-	-	-	-	-	-	-
Utility Taxes (2/3 of 2.5%)	190,614	165,470	27,507	33,735	42,100	46,110	50,893	56,476	612,904
CDBG Grant-Community/Senior Ctr	-	34,376	137,505	-	-	-	-	-	171,881
Impact Fees	-	-	72,000	100,000	100,000	100,000	100,000	-	472,000
Donations	-	-	-	-	-	-	-	-	-
Trust (Hess Property)	-	117,000	-	-	-	-	-	-	117,000
Gravel Sale	-	-	200,000	-	-	-	-	-	200,000
1st 1/4% REET	213,154	254,076	-	-	-	-	-	-	467,230
2nd 1/4% REET	213,154	254,076	-	-	-	-	-	-	467,230
General Fund	-	-	-	-	-	-	-	-	-
Unfunded	-	-	-	-	-	-	-	-	-
Total Financing Sources	$ 709,845	$ 6,006,168	$ 1,969,855	$ 510,590	$ 152,690	$ 248,799	$ 399,692	$ 456,168	$ 7,072,493
Park Projects									
Adriana Hess Wetland Park/Morrison P	$ -	$ 102,000	$ 98,000	$ 100,000	$ -	$ -	$ -	$ -	$ 300,000
Community/Senior Center (Park Bldg)	-	38,000	152,000	-	-	-	-	-	190,000
Community/Senior Center-Parking Imp	-	-	10,000	-	-	-	-	-	10,000
Colgate Park Improvements	-	-	50,000	150,000	-	-	-	-	200,000
Giske/Stockman Property	-	-	970,000	-	-	-	-	-	970,000
Bridgeport Greenway	-	-	50,000	-	-	-	-	-	50,000
Cirque/Bridgeport Park	-	3,437,384	25,000	150,000	-	-	-	-	3,612,384
Homestead Park	-	883,942	10,000	-	-	-	-	-	893,942
Unallocated Bond Funds	-	-	30,000	-	-	-	-	-	30,000
Gateway Parks	-	-	50,000	-	-	-	-	-	50,000
Conservation Park	-	-	-	50,000	-	-	-	-	50,000
44th Street/Alameda Park	-	-	100,000	50,000	50,000	-	-	-	200,000
Park Signage	-	-	15,000	-	-	-	-	-	15,000
Sunset Terrace Park	-	8,000	-	-	-	-	-	-	8,000
Curran Apple Orchard Park	-	4,000	25,000	-	-	-	-	-	29,000
Woodside Pond Nature Park	-	-	8,000	-	-	-	-	-	8,000
Total Parks Projects	$ -	$ 4,473,326	$ 1,593,000	$ 500,000	$ 50,000	$ -	$ -	$ -	$ 6,616,326
Ending Fund Balance	$ 709,845	$ 1,532,843	$ 376,855	$ 10,590	$ 102,690	$ 248,799	$ 399,692	$ 456,168	$ 456,168

BOND FINANCING	1996	1997	1998	1999	2000	2001	2002	2003	Total
Utility Taxes (2/3 of 2.5%)	-	79,298	251,722	256,125	262,020	268,066	274,265	280,622	1,672,118
1st 1/4% REET	-	-	220,100	220,100	220,100	220,201	220,303	220,406	1,321,210
General Fund	-	-	-	-	-	-	-	-	-
Total Annual Debt Service	$ -	$ 79,298	$ 471,822	$ 476,225	$ 482,120	$ 488,267	$ 494,568	$ 501,028	$ 2,993,328
ANNUAL DEBT SERVICE									
1997 LTGO Bond Issue	-	79,298	444,315	442,490	440,020	442,158	443,675	444,553	2,736,508
Total Annual Debt Service	$ -	$ 79,298	$ 444,31[illegible]	$ 442,490	$ 440,020	$ 442,158	$ 443,675	$ 444,553	$ 2,736,508

Table 5-2

northeast city limits. The holding basin removes sediment, provides an opportunity for groundwater infiltration, and controls peak and outflow discharges into Leach Creek. Stormwater that originates in the northern portion of the city is collected at Morrison Pond. Like the holding basin, Morrison Pond removes sediments and infiltrates some groundwater. Stormwater that overflows Morrison Pond during peak events are conveyed to Leach Creek, and then to the lower Chambers Creek and Chambers Bay drainage systems.

Stormwater that originates along the western portion of the city flow west towards the Narrows of Puget Sound rather than east towards Leach Creek. Stormwater runoff along the western portion is managed within the Tacoma West drainage basin. Crystal Springs and Day Creek both drain residential areas in University Place into Day Island Bay. Permeable soils, the Leach Creek Holding Basin, and the Morrison Pond stormwater retention facilities allow some quantity of stormwater to percolate into underground aquifers that supply potable water. In 1991, the aquifers underlying in the Clover/Chambers Creek Basin supplied water for 268,000 of the County's residents including all of University Place.

In 1997 the City of University Place adopted the King County Surface Water Design Manual (KCSWDM) as its standard for development. The KCSWDM sets forth the city's minimum drainage and erosion control requirements. The City's Public Works Standards supplement these requirements. Standards require that development be able to convey a 25-year storm event. Minimum main size is 12 inches. Lateral lines may be six (6) inches. The City encourages use of open vegetated channels to convey stormwater when possible. The City adopts the KCSWDM standards as its stormwater management level of service (LOS).

The City leases land from Pierce County at Pierce County's Surface Water Management (SWM) site at 4910 Bristonwood Drive West for a City Public Works maintenance facility/shop. The City is negotiating with the County to acquire this property for a permanent Public Works' facilities site.

Inventory

As mentioned earlier, the stormwater system was conveyed to the City of University Place following incorporation. Stormwater flows over the surface into dry wells, ponds, and basins where some of it percolates through the soil into ground water.

The City manages 32 holding ponds. There are also several private holding ponds within the city. Other stormwater is conveyed to retention facilities via ditches and subsurface storm drainage pipes. Most of the City's SWM sites are small isolated parcels located within or adjacent to residential subdivisions and/or along drainage corridors at intersections with area roadways.

There are a few large property holdings. These include:

1) Day Island Surface Water Management (SWM) site located at the west end of 20th Street West;
2) Crystal Springs/19th Street West;

3) Day Island/Day Island Boulevard located at the south end of Day Island on the Puget Sound shoreline;
4) 67th Avenue West located at the southwest corner of 35th Street West and 67th Avenue West; and,
5) Leach Creek/48th Street West located along Leach Creek east of the residential lots located along 48th Street West.

A detailed inventory of storm drain facilities within the City is on file with the City's Department of Public Works.

Future Needs

Due to the relatively recent transfer of the County's storm drain system at incorporation, the City's main need is planning related. The City of University Place does not have a comprehensive stormwater management plan but is in the process of preparing one. As such, there is not yet engineering analysis of impacts that future development may have on University Place stormwater facilities and on natural drainage patterns. There has been no formal assessment of the adequacy of facilities to handle future flow.

The comprehensive stormwater master plan will include a detailed inventory of existing facilities, provide an initial overview of potential program improvements, promote inter-governmental coordination, and identify regulatory actions and funding options to achieve a viable storm, surface water and drainage management system.

Proposed Location and Capacities

Installation of new facilities is often done in response to specific development. The City requires all new development to comply with the standards set forth in the King County Surface Water Management Design Manual guidelines (KCSWMDM). As noted earlier the City adopts these guidelines as its LOS.

The City Public Works Department has identified certain 1998 projects to improve stormwater management. These include:

Stormwater Comprehensive Plan	$150,000
Soundview Emergency Storm Drain	$110,543
Day Island –27th Avenue	$ 11,250

Six-Year Funding Plan

The City maintains a Surface Water Management Fund. This fund was established to administer and account for all receipts and disbursements related to the City's surface and stormwater management system. All service charges are deposited into this fund for the purpose of 1) Paying all or part of the cost and expense of maintaining and operating surface and storm water management facilities; 2) Paying all or part of the cost and expense planning, constructing, and improving any such facilities; or 3) Paying or securing the payment of all or any portion of any general obligation or revenue bond issued for such purposes. The SWM fund is organized into two supporting divisions: Engineering and Maintenance and Operations.

The primary revenue sources for the surface water management fund are: 1) Surface Water Management Fund; 2) Interest earnings; and, 3) Beginning fund balance. The

primary expenditures are: 1) Design, construction, and inspection of public surface water capital improvement projects; and, 2) Maintenance program for the current system.

At this time, the City does not have a formal six-year capital facilities plan for stormwater management. This is due to the recent transfer of stormwater responsibilities from Pierce County to the City, the absence of an adopted stormwater management plan, and past litigation issues with Pierce County over the transfer of stormwater management utility funds to the City. The City of University Place is preparing a stormwater management comprehensive plan that is expected to be adopted in 1998. That document will include information required to be incorporated into this Capital Facilities Element including a six-year CIP. This section will be updated during the next comprehensive plan annual amendment cycle.

Transportation

The Transportation Element of this Comprehensive Plan addresses the inventory, future needs, proposed locations/capacities, and six-year funding plan for this public facility. It also develops a level of service for intersections and arterial segments. *Please refer to the Transportation Element for details.*

Schools/Public Education

There are three public school districts included within the City of University Place: 1) University Place; 2) Tacoma; and, 3) Steilacoom. Most of the city is within the University Place School District boundaries. **Figure 5-2** provides the boundaries of these three school districts within the City of University Place.

Detailed inventories of school district capital facilities are contained in each district's Capital Facilities Plan. The plans for the two largest school districts in the city, University Place and Tacoma, are hereby adopted by reference in this comprehensive plan. Although the Tacoma School District boundaries extend into University Place, it does not have capital facilities (schools) within the city limits. The District owns a large property south of Cirque Drive adjacent to the east side of Leach Creek.

The Steilacoom School District also does not have school facilities within the city limits. Geographically, only a very small portion of the Steilacoom School District boundary includes residential areas within the City of University Place. For this reason, Steilacoom School District students within the City of University Place have been "released" from the School District and may attend University Place School District schools.

The following provides a more detailed discussion of the University Place and Tacoma School District's capital facilities. Because of the very limited amount of geographical coverage in the city, the Steilacoom School District is not discussed.

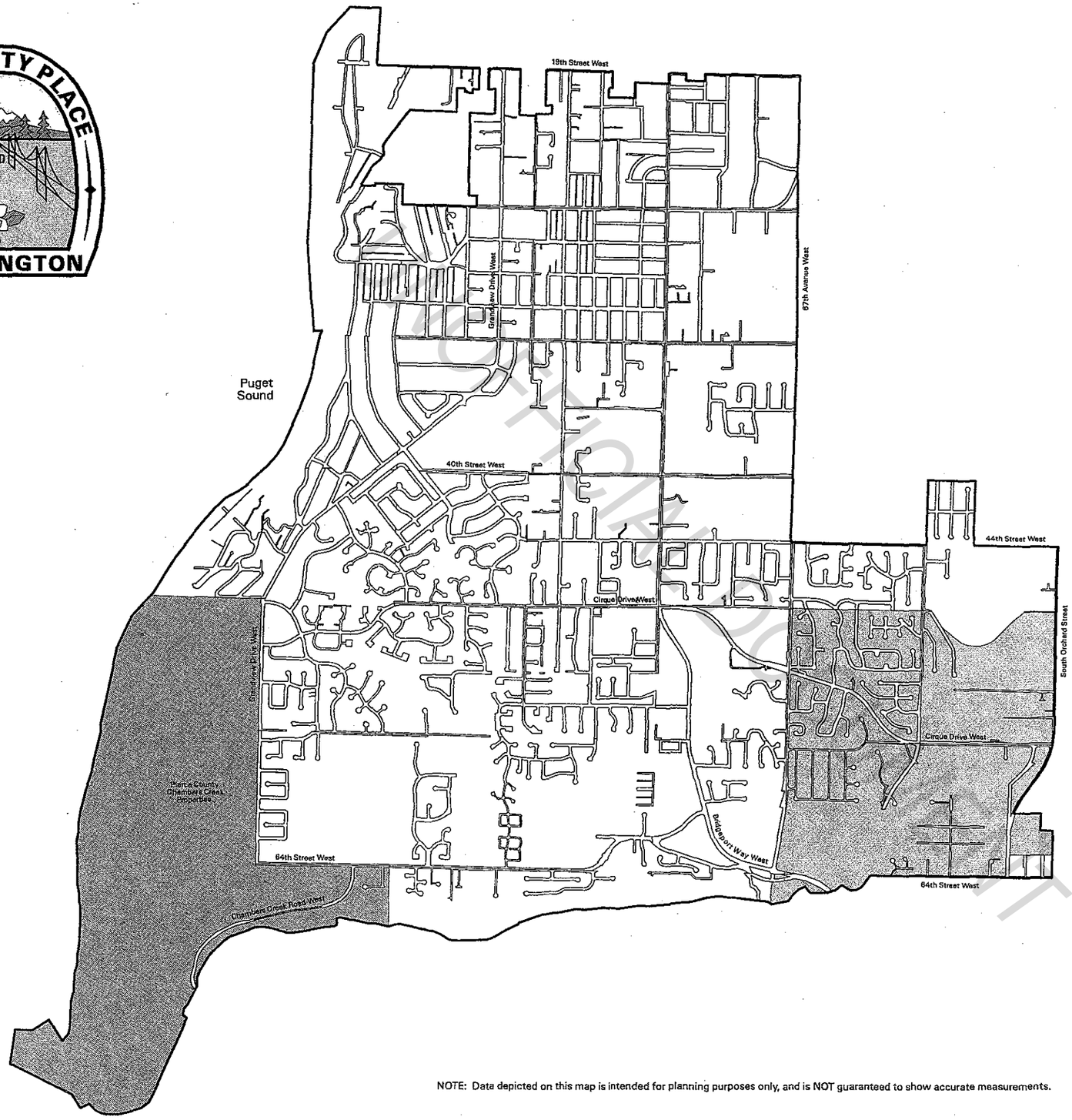
UNIVERSITY PLACE SCHOOL DISTRICT

Inventory

The University Place School District has administrative offices located at 3717 Grandview Drive West. The University Place School District owns and operates the following schools within the city. The list of schools and their student capacity is presented in **Table 5-3.**

City of University Place Comprehensive Plan

Figure 5-2
School District Boundaries



LEGEND

- University Place School District
- Steilacoom School District
- Tacoma School District

Source: School Districts, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_schdist_bw.aml, 27 Aug 98

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

TABLE 5-3 University Place School District Schools

School/Address)	Capacity (Existing)
Primary	
Chambers - 9109 56th Street West	414
Sunset - 4523 97th Avenue West	437
University Place - 2708 Grandview Drive West	437
Evergreen - 7192 49th Street West	506
Intermediate	
Narrows View - 7813 44th Street West	528
Drum - 4909 79th Street West	528
Junior	
Curtis - 8901 40th Street West	960
Senior	
Curtis - 8425 40th Street West	1,579
Total	**5,389**

The University Place School District also leases land from Pierce County at the Pierce County Road and Sewer Maintenance Facility at 9311 Chambers Creek Road for transportation facilities including a bus barn and storage buildings.

Future Needs

Capacity standards are set by the school district and include only permanent facilities.

Table 5-4 is information from the University Place School District Capital Facilities Plan and provides an estimate of capacity need in the year 2000.

TABLE 5-4 University Place School District - Estimate of Year 2000 Capacity Need

School Type	Full Time Equivalent FTE) Demand	Capacity	Surplus or Deficit
Primary (K-4)	1,656	1,794	138
Intermediate(5-7)	1,288	1,584 (1)	296
Junior High (8/9)	1,116	1,007	-109
Senior High (10-12)	1,586	1,652	66

(1) Assumes the construction of a third intermediate school with a capacity of 528 students by the year 2000.

Table 5-5 presents the level of service (LOS) standards for the University Place School District by school type.

TABLE 5-5 University Place - Level of Service By School Type

School Type	Level of Service Standard
Primary (Grades K-4)	101.68 sq. ft. per student
Intermediate (Grades 5-7)	95.67 sq. ft. per student
Junior High (Grades 8/9)	130.30 sq. ft per student
Senior High(Grades 10-12)	143.44 sq. ft. per student

Source: 1997 Pierce County Comprehensive Plan.

The University Place School District's Capital Facilities Plan forecasts need for an additional intermediate school facility.

Proposed Location and Capacities
The University Place School District Capital Facilities Plan School identifies one capacity project. The CFP proposes to develop a new additional Intermediate School (Intermediate School #3) with a capacity for 528 intermediate level students. No location has been determined.

Funding Plan
The University Place School District Capital Facilities Plan includes a financial plan for funding additional capacity projects over its 1993-2000 time frame. Impact fees, State matching funds, and School Bond Funds are the key identified sources of construction revenue. Specific annual anticipated dollar amounts are contained in the CFP.

Information provided by the University Place School District to Pierce County as part of Pierce County's 1997 Comprehensive Plan update process estimates a cost of $7,084,000 for a third intermediate school.

Finally, the 1993-2000 University Place School District Capital Facilities Plan proposes single family and multi-family impact fees for the University Place School District. The net impact fees were calculated at a 30 percent discount rate and resulted in a fee of $1,319 per single family unit and $466 per multi-family unit.

TACOMA SCHOOL DISTRICT
As shown in **Figure 5-2**, the Tacoma School District serves a portion of the City of University Place. However, relatively speaking, that portion of the city within the Tacoma School District is small compared to the University Place School District.

The Tacoma School District determines level of service (LOS) standards for the three school types in the district: 1) elementary schools; 2) middle schools; and, 3) high schools. The Tacoma School District's 1998-2003 Capital Facilities Plan (CFP) dated April 1997 identifies, for each type of school, student capacity (with and without portables), existing LOS standards (with and without portables) as well as a recommended LOS for each school type. Six-year needs, six-year funding and projects, a rolling capacity balance sheet, and operating and maintenance costs for both the current inventory and proposed projects are all included.

Existing Inventory
An inventory of Tacoma schools is contained within the Tacoma School District 1998-2003 Capital Facilities Plan (CFP) dated April 1997. In summary, the CFP indicates that the school district operates 36 elementary schools, ten (10) middle schools and five (5) high schools. The Tacoma School District CFP, which includes a full listing of the Tacoma School District's facilities, is available at the City of University Place Planning and Community Development Department for public inspection.

Future Needs
The Tacoma School District CFP has calculated six-year capacity needs for each school type based on recommended levels of service (LOS). These are summarized in the following **Table 5-6.**

TABLE 5-6 Tacoma School District Capacity Needs

School Type	YEAR 2003 (Demand)	Square Feet Required
Elementary School (1)	16,719	1,504,710
Middle School (2)	8,743	799,036
High School (3)	9,129	1,141,000

(1) Recommended LOS of 90 sq. ft. per student (K-5)
(2) Recommended LOS of 90 sq. ft per student (6th grade), 110 sq. ft (7/8th)
(3) Recommended LOS of 110 per student (9th grade), 130 sq. ft. (10-12th)

Proposed Location and Capacities
The Tacoma School District's 1998-2003 CFP identifies proposed projects over the next six years for each school type. Five elementary school capacity projects are planned, four to existing schools and one new school in northeast Tacoma. Completion of these projects should leave a net reserve of 65,340 square feet (assuming portables).
For middle schools, the Tacoma School District proposes the development of a new middle school (Truman) and improvements to two existing middle schools. Completion of these projects would result in a year 2003 deficiency of 1,688 square feet (w/ portables).
The Tacoma School District's capacity balance sheet for high schools indicates no projects are proposed. A deficiency of 90,500 square feet is projected for the year 2003. The Tacoma School District intends to purchase or transfer extra portables from elementary schools to eliminate the net deficiency of 90,500 square feet pending funding of an additional new high school.

Six-Year Funding Plan
Six-year funding plans are included in the Tacoma School District's Capital Facilities Plan for each school type. Six-year operation and maintenance cost schedules by school type have also been prepared. In summary, the school district will rely upon State matching funds, 1992 levy funds, 1997 levy funds, impact fees through voluntary agreements and impact fees by ordinance to fund school improvements. For elementary schools, the school district anticipates an approximate total of $58,100,000 from funding sources, $67,600,000 for middle schools, and no dollars for high schools.

STEILACOOM SCHOOL DISTRICT

The Steilacoom School District does not have school facilities within the city limits. It leases land from Pierce County within the City of University Place for bus barn and storage facilities. About six (6) acres of a 64 acre Pierce County Road and Sewer Maintenance Facility and Gravel Mine are leased to the University Place and Steilacoom School Districts for bus barn and storage buildings. The lease will terminate in the year 2030.

WATER

Water to the City of University Place is provided by the Tacoma Public Utilities Water Division. Tacoma Public Utilities (TPU) is governed by a five member Utility Board of Commissioners appointed by the Tacoma City Council.
A discussion of water facilities is included in the Utilities Element. This includes an inventory of existing facilities and forecast of future needs.

SANITARY SEWER

Sanitary sewer service is provided in the City of University Place by Pierce County Public Works and Utilities and, to a lesser extent, the City of Fircrest and City of Tacoma. Portions of the city currently are not serviced by sewer and rely on septic tanks.
A more thorough discussion of sewer service in the City of University Place is provided in the Utilities Element. This includes an inventory of sewer facilities and a forecast of future needs.

PUBLIC SERVICES

The following is a description of public services in the City of University Place.

City Administrative Offices
The City's general administrative functions are located on a 2.4 acre property located on the east side of Bridgeport Way West at 37th Avenue West. A shopping center complex, Windmill Village, was purchased by the City in 1996 to provide space for City Hall, Council Chambers and other administrative functions.

Not all of the buildings are dedicated to City functions. The City leases all or part of buildings for restaurant, retail, and service uses which provide revenue.

There are currently plans to expand the existing City Hall facilities to provide for additional administrative office space as well as to increase the space of the City Council Chambers. Remodeling is expected to be complete in 1999.

Additional land adjacent to City Hall was purchased for a park and other facility needs in 1997.

City Maintenance Facilities
The City's Public Works Department leases land at 4910 Bristonwood Drive West from Pierce County to house the City's maintenance operation facilities. City acquisition of this site is pending.

Court/Jail
Court and jail services for the City of University Place are contracted through Pierce County. Pierce County's jail and court services are located in downtown Tacoma.

Law Enforcement
The City of University Place contracts with the Pierce County Sheriff's Department for law enforcement services. Currently, the University Place police function is located in a leased building near 70th Avenue West and 19th Street West.

Fire and Emergency Medical Service
Twenty-four (24) hour Fire and Emergency medical service is provided through Fire District 3. The Fire District 3 fire station is located on 40th Street between Bridgeport Way West and Sunset Drive West. The station is staffed around the clock with 22 paid and 25 volunteer firefighters. Emergency equipment at the station includes two medical aid cars with Advanced Life support capability, three fire engines and one ladder truck. After its incorporation, the City elected to annex to the Fire District.

Fire District #3 is planning for the possible expansion of the Fire Station. This includes an option of also housing police services in the same building. This possibility is still being studied and no decisions have yet been made.

Public Library
The Pierce County Library District owns a 1.4 acre piece of property located on the east side of Bridgeport Way West at 35th Street West. This newly constructed 15,000 square foot building provides branch library services for University Place, Fircrest and the surrounding communities. The library houses a varied assortment of general, periodical reference, and children books. A meeting room facility is also available for public use.

The Pierce County Library District is a county rural library district organized under the provisions of RCW 27.12. The Library District was created by petition of the voters and a special election validated by majority vote. The District is governed by a board of trustees appointed by the Pierce County Council. District services and facilities are financed by property taxes, voter approved special levies, and bonds. After incorporation, the City of University Place voters elected to annex to the Pierce County Library District.

Electrical
The entire City is located within the Tacoma Public Utilities Light Division service area. Tacoma Public Utilities is governed by a five member Board of Commissioners appointed by the Tacoma City Council.

Additional discussion of the electrical system, including the general location of existing and proposed electrical facilities and their capacities, may be found in the Utilities Element.

Lands Useful for Public Purposes
The proposed Land Use Map in the Land Use Element contains a "Public Facilities" land use designation. Many of the facilities identified in this capital facilities element, including parks and schools, are designated "Public Facilities" on the proposed Land Use Map. "Public Facilities" designated properties may be appropriate for expansion of existing public uses or for the additional development of new public uses. For the purposes of this plan, lands designated as "Public Facilities" should be considered as Lands Useful for Public Purposes.

In addition, **Figure 5-3** identifies public facilities associated with various public services in the City of University Place. This figure, combined with **Figure 5-1** (Parks Facilities Map) and other maps in the Utilities Element that show public facilities owned and operated by other non-city public agencies, is also useful in identifying lands useful for public purposes within the city.

City of University Place Comprehensive Plan

Figure 5-3
Public Services and Facilities

LEGEND

- Police Station (Pierce Co., Leased Space)
- Fire Station (District 3)
- Public School
- Library (Pierce County Library District)
- Senior Center
- City Hall
- City Public Works Shop
- Chambers Creek Maintenance Facility
- Chambers Creek Regional Wastewater Treatment Plant
- Pierce County Surface Water Management Office

Source: University Place Planning, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_services_bw.aml, 26 Aug 98

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

Possible Funding Sources

The following are the major sources of funding that could be explored to meet existing and projected capital improvement needs. The funding sources are divided into the following categories: funding sources within each of these categories are described in greater detail in the following pages.

- Debt Financing
- Local Multi-Purpose levies
- Local Single Purpose levies
- Local Non-Levy Financing Mechanisms
- State Grants and Loans
- Federal Grants and Loans
- Utility Rates

Debt Financing

Short-Term Borrowing: The extremely high cost of many capital improvements requires local governments to occasionally use short-term financing through local banks.

Revenue Bonds: Financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly owned facilities. The debt is retired using charges collected from the users of the facilities. In this respect, the capital project is self-supporting. Interest rates tend to be higher than for general obligation bonds, and issuance of the bonds may be approved without a voter referendum.

Industrial Revenue Bonds: Bonds issued by a local government, but actually assumed by companies or industries which use the revenue for the construction of plants or facilities. The attractiveness of these bonds to industry is that they have comparatively low interest rates due to their tax-exempt status.

General Obligation Bonds: Bonds backed by the value of the property within the jurisdiction. Voter approved bonds increase property tax rates and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities. These bonds should be used for projects that benefit the city as a whole.

Local Multi-Purpose Levies

Ad Valorem Property Taxes: Tax rate in mills (1/10 cent per dollar of taxable revenue)). The statutory maximum limit rate for cities is $3.60 per $1,000 assessed valuation. Effective in 1998, the City is prohibited from raising its levy rate more than the lesser of a) 106 percent; or b) 100 percent plus inflation for taxing jurisdictions with a population over 10,000, before adjustments for new construction and annexation. Inflation is measured by the percentage in the implicit price deflation (IPD) for personal consumption expenditures for the United States as published by the federal Department of Commerce. However, cities with a population over 10,000 may increase the levy 106 percent with a majority plus one vote of the legislative body. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Business and Occupation Tax: Tax of no more than 0.2% of gross value of business activity. Assessment or increase of the tax requires voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Local Option Sales Tax: Retail sales and use tax of up to 1%. Local governments that levy the second 0.5% may participate in a sales tax equalization fund. Assessment of this tax option requires voter approval. Revenue may be used for new capital facilities or maintenance and operation of existing facilities.

Motor Vehicle Excise Tax: Annual excise tax divided between the city, county, and State. The City receives 17% of the allocation and is required to spend funds for police, fire protection and preservation of public health.

Real Estate Excise Tax. The original 0.5% was authorized as an option to the sales tax for general purposes. An additional 0.25% was authorized for capital facilities, and the Growth Management Act authorized another 0.25% for capital facilities. Revenues must be used solely to finance new capital facilities or maintenance and operations of existing facilities, as specified in the Capital Facilities Element.

Utility Tax: Up to 6% tax on the gross receipts of certain electric, gas, telephone, cable TV, water, sewer and stormwater utilities. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Local Single Purpose Facilities

Emergency Medical Services Tax: Property tax level of $0.25/1,000 assessed valuation for emergency medical services. Revenue may be used for new capital facilities, or maintenance and operation of existing facilities.

Motor Vehicle Fuel Tax: Tax paid by gasoline distributors. Local jurisdiction receives 11.53% of total tax receipts. State shared revenue is distributed by the Department of Licensing. Revenues must be spent for highway construction, maintenance, operations, policing of local roads, or related activities.

Local Option Fuel Tax: A countywide voter approved tax equivalent to 10% of Statewide Motor Vehicle Fuel Tax and a special fuel tax of 2.3 cents per gallon. Revenue distributed to City on a weighted per capita basis. Revenues must be spent for highway construction, maintenance, or operation, policing of local roads, or related activities.

Commercial Parking Tax: Tax on commercial parking businesses based on gross proceeds, the number of parking stalls, or on the customer rates. Tax imposed by local referendum. Revenues must be spent for highway construction, maintenance or operation policing of local roads, highway related activities, public transportation planning and design, and other transportation related activities.

Local Non-Levy Financing Mechanisms

Conservation Futures Program: The funding for this program is generated by all property taxpayers of Pierce County. Six and one-quarter cents per thousand dollars of assessed value of each taxpayers property tax provides these funds. The Pierce County Council reviews all project proposals and decides which projects will be awarded Conservation Futures Funds for acquisition.

Fines, Forfeitures, and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, permits, sale of public property, and all private contributions to the City. Revenues from these sources may be restricted in use.

Impact Fees: These fees are paid by new development, based upon impact to the delivery of services. Impact fees must be used for capital facilities needed due to growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities which will directly benefit from the capital improvements, and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets, parks, open space and recreation facilities, school facilities, and fire protection facilities.

Lease Agreements: Agreements allowing the procurement of a capital facility through lease payments to the owner of the facility. Several lease-packaging methods can be used. Under the lease-purchase method the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the City without any future payment. The lease payments will have paid the construction cost plus interest.

Privatization: Privatization is the provision of a public service by the private sector. Many arrangements are possible under this method ranging from a totally private venture to systems of public/private arrangements, including industrial revenue bonds.

Reserve Funds: Revenue that is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves, or funds resulting from the sale of capital assets.

Special Assessment District: A district is created to service entities completely or partially outside the jurisdiction. Special assessments are levied against those who directly benefit form the new service or facility. It includes local improvement districts (LID's), Road Improvement Districts, Utility Improvement Districts, and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Special Purpose District: A district created to provide a special service. Often the district will encompass more than one jurisdiction. This includes districts for fire facilities, hospitals libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts, stadiums/convention centers, sewers, water, flood control, irrigation, and cemeteries.

The district has authority to impose levies or charges. Funds must be used solely to finance the purpose for which the district was created.

User Fees, Program Fees, and Tipping Fees: These are fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer and water services, surface water drainage facilities. Fees may be based on measure of usage, flat rate, or design features. Revenue may be used for new capital facilities or maintenance and operations of existing facilities.

State Grants and Loans

Centennial Clean Water Fund: Grants and loans for design, acquisition, construction and improvement of water pollution control facilities and related activities to meet state and federal water pollution control requirements. Revenues distributed by the Department of Ecology are a 25-50% match. Use of funds is limited to planning, design, and construction of water pollution control facilities, stormwater management, ground water protection and related projects.

Community Development Block Grants: Grant funds are available for public facilities, economic development, housing and infrastructure projects which benefit low and moderate income households. Grants are distributed by the Department of Community Trade and Economic Development primarily to applicants who indicate prior commitment to a project. Revenue is restricted to type of project and may not be used for maintenance and operations.

Community Economic Revitalization Board: These are low interest loans and occasional grants to finance infrastructure projects for a specific private sector development. Funds are distributed by the Department of Community Trade and Economic Development primarily to applicants who indicated prior commitment to a project. Projects must create or retain jobs. Revenue is restricted to type of project and may not be used for maintenance and operations.

Inter-agency Committee for Outdoor Recreation: Several grant programs for outdoor recreation and habitat conservation purposes are administered through this committee. Each grant program requires that monies be spent for specific types of projects. The program requires sponsors to complete a systematic planning process prior to seeking IAC funding. IAC has grant limits on most of its programs and often encourages or requires sponsors to share in the project cost. Grants are awarded by the Committee which evaluates the projects against established program criteria.

Public Works Trust Fund: Low interest loans from this fund finance capital facility construction, public works emergency planning, and capital improvement planning. To apply for loans, the City must have a Capital Facilities Element in place and must be levying the 0.25% Real Estate Excise Tax authorized for capital facilities. Funds are distributed by the Department of Community Trade and Economic Development. Loans for construction projects require matching funds generated only from local revenues or state shared

entitlement revenues. Public Works emergency planning loans are at a 5% interest rate, and capital improvement planning loans are no interest loans with a 25 percent match. Revenues may be used to finance new capital facilities or maintenance and operations of existing facilities.

State Parks and Recreation Commission Grants: These are grants for parks capital facilities acquisition and construction and are distributed by the Parks and Recreation Commission to applicants with a 50 percent match

Transportation Improvement Account: TIA has revenue available for projects to alleviate and prevent traffic congestion. Entitlement funds are distributed by the State Transportation Board subject to a 20 percent match. Revenue may be used for capital facility projects to alleviate roads that are structurally deficient, congested with traffic, or have accident problems.

Water Pollution Control State Revolving Fund: Low interest loans and loan guarantees for water pollution control projects can be applied for through this fund and loans are distributed by the Department of Ecology. Applicant must show water quality need, have a facility plan for treatment, and show a dedicated source of funding for repayment.

Federal Grants and Loans

Department of Health Water Systems Support: These are grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grants are distributed by the State Department of Health through intergovernmental review and with a 60 percent local match.

Federal Aid Bridge Replacement Program: Funds are available with a 20 percent local match for replacement of structurally deficient or obsolete bridges, including ferry landing bridges. Funds are distributed by the Washington State Department of Transportation on a statewide priority basis.

Federal Aid Emergency Relief: Revenue is available for restoration of federal aid system roads and bridges that have been damaged by extraordinary natural disasters or catastrophic failures. A local agency declares an emergency and notifies the Division of Emergency Management of the Washington State Department of Transportation for consideration.

Federal Aid Safety Program: Revenue is available for improvements at specific locations that constitute a danger to vehicles as shown by frequency of accidents. Funds are distributed by the Washington State Department of Transportation on a statewide priority formula and with a 10% local match.

Surface Transportation Program: Funds may be used by the states and localities for any roads that are of a higher federal functional classification than local access or rural minor collectors. The formula for distribution of funds is based on each state's fiscal year share of total national funding with appropriate adjustments for Interstate Maintenance and Bridge apportionment.

Surface Transportation Program Enhancement Projects: Project eligible for this program include facilities for bicycles and pedestrians; acquisition of scenic easements and scenic or historic sites; scenic or historic highway programs; landscaping and other scenic beautification; historic preservation; rehabilitation and operation of historic transportation buildings, structures, or facilities; preservation of abandoned railway corridors; control and removal of outdoor advertising, archeological planning and research; mitigation of water pollution due to highway runoff.

Utility Rates: Revenues for replacement and repair of existing capital improvements and for new capital improvements can be collected through utility rates. Portions of rates collected to pay for the future of existing facilities, which wear out over time, are frequently referred to as "Depreciation Funds".

Utilities Element

CHAPTER 6

UTILITIES ELEMENT

The Growth Management Act requires that a Utilities Element address the general location, proposed location and capacity of all existing and proposed utilities including but not limited to electrical lines, telecommunication lines and natural gas lines. The goals establish broad direction for utilities location and capacity, the policies outline steps to meet the goal and the discussions provide background information, may offer typical examples and clarify intent. (Drainage management and sewer policies are discussed in the Capital Facilities Element of the plan.)

MAJOR ISSUES

Increased competition in the telecommunications field, more providers, and rapidly changing technology present cities with new challenges in siting and coordination of facilities.

Utility rates have been rising. These rates are not under the direct control of the City except through franchise agreements.

Power poles and an abundance of wires create a cluttered appearance on residential and arterial streets.

GOAL UT1

Encourage provision of adequate facilities and cost-effective services which meet the needs of the city and accommodate future population and economic growth.

Policy UT1A

Work with providers to appropriately site new utility facilities so that service needs are met.

Discussion: Cooperation between the city and utility providers can benefit both. It can result in timely provision of required new services, minimize adverse impacts for the city and offer more efficiency for the utility provider. Siting considerations are important to the preservation of neighborhood character.

Policy UT1B

Facilitate access to state-of-the-art technology.

Discussion: For certain utilities, improved technology results from the need to become more competitive and efficient due to the deregulation of that specific utility industry. Other utilities may employ new technology to make operations and work practices safer, increase reliability, facilitate permitting, and/or to minimize rate increases. The City should be open to allowing utilities to employ new technologies, and consider being a pilot or test case for innovative utility programs that may benefit the City's residents and businesses.

Policy UT1C

Work with utility providers and policy makers to maintain the lowest possible utility rates, consistent with quality service.

Discussion: Utilities typically have a governing body which oversees how the utility operates, provides service, and establishes rates. The City should actively monitor services provided by each utility provider and assess these services against the applicable rate structure. Franchise negotiations also provide opportunities to assure quality services to residents.

Policy UT1D

Process utility permits in a fair and timely manner consistent with development and environmental regulations.

Discussion: Lengthy review periods and excessive regulation adds to the cost and time for a utility to provide needed services to local residents and businesses. City regulations should balance concerns for the public health, safety, welfare, and environment with the need to ensure timely review and cost-effective development of utility facilities. To help implement this policy, the City will review utility providers' concerns about regulations during the code amendment processes.

Policy UT1E

Coordinate City land use planning and growth projections with utilities through shared information and data.

Discussion: Many utility providers develop long-term system facility plans which rely, in part, on locally developed land use plans and growth estimates. Providing utility providers with Comprehensive Plan updates (especially the land use element), sharing population and employment projections and other information that may affect future utility service capacity or reliability will facilitate provision of adequate service.

Policy UT1F

Ensure reasonable access to rights-of-way for all providers consistent with federal and state laws.

Discussion: Utility providers rely considerably on the public right-of-way for siting facilities such as pipes, poles, and wires. These facilities typically are part of the utilities distribution system, but may also include facilities related to utility service transmission. Various legal provisions exist for utilities to acquire rights to occupy the public right-of-way. The most common is the franchise. The franchise negotiation process enables the City to ensure that utilities have reasonable access to use the public right-of-way but guarantees that utility use will not degrade the roadway or overly disrupt the traveling public.

GOAL UT2

Locate utilities to minimize impacts on public health and the environment and interference with other public facilities.

Policy UT2A

Encourage sharing of utility corridors.

Discussion: Shared utility corridors offer benefits to the city and to utility providers. The utilities save time and expense by sharing the cost of installation and of any repairs to the city right-of-way. The city benefits from fewer traffic disruptions, extended pavement life, and less required monitoring of repair quality. When permits are requested, the city might require the utility to notify other providers for possible coordination.

Policy UT2B

Coordinate the design and timing of utilities siting, installation and repair with street improvements whenever possible.

Discussion: Utility providers locate facilities in the public right-of-way. It is frustrating when utility work occurs soon after new asphalt has been installed. To minimize this situation, the City should share plans for street construction or overlay with utilities. Active coordination with the utilities can identify opportunities for simultaneous construction projects and can provide timely resolution of conflicts.

Policy UT2C

Site utility facilities in a way that is compatible with surrounding development.

Discussion: Utility facilities such as substations, natural gas gate stations, communication towers, water towers, and telephone switching stations can be large, visually intrusive, and out of character with the surrounding neighborhood. Nevertheless, the nature of certain utility facilities requires that they locate near the land uses they serve. Utility facilities should be designed to minimize aesthetic and other impacts on surrounding land uses. Landscaped screening, buffers, setbacks, and other design and siting techniques will be used to accomplish this objective. The extent of these requirements will depend on the sensitivity of the adjacent land uses and zoning.

Policy UT2D
Minimize negative siting impacts associated with personal wireless telecommunication facilities through the adoption of regulations consistent with applicable State and federal laws.

Discussion: Personal wireless telecommunication facilities often involve large structures or towers. These facilities may not be compatible with adjoining residential uses and should be sited in areas least likely to negatively affect residential properties. The Federal Telecommunications Act of 1996 states that local governments cannot prohibit or have the effect of prohibiting personal wireless service provision. However, local governments may regulate the placement, construction and maintenance of such facilities through their zoning authority. The City has adopted a Personal Wireless Telecommunications Ordinance which establishes regulatory guidelines for the siting of towers and antennas. Development proposals for personal wireless telecommunication facilities will be subject to the Ordinance requirements.

Policy UT2E
Site facilities to avoid disturbing shorelines and critical areas; where no other option exists, mitigate the negative impacts.

Discussion: Utility development in shoreline or in critical areas should be avoided if possible because construction and maintenance in shoreline areas can adversely affect these sensitive areas. There also may be undesirable visual impacts. While facilities must be present to serve developments in these areas, appropriate shoreline and land use regulations can lessen their impact. Utility facilities are often linear in nature and sometimes may need to cross or be sited in critical areas. When no viable alternative exists to constructing facilities in critical areas, the environmental review process and critical areas and natural resource land regulations will be imposed to identify and, if appropriate, mitigate negative impacts.

Policy UT2F
Avoid utility impacts to public health and safety consistent with current research and scientific consensus.

Discussion: Currently, there is considerable research to determine the possible health impacts of emissions from utility facilities. Examples include electric and magnetic fields (EMF) associated with power lines and non-ionizing Electromagnetic Radiation (NIER) associated with certain telecommunication facilities. The City will monitor the scientific research and adopt policies if research concludes that a proven relationship exists between utility facilities and adverse health impacts.

Policy UT2G
Protect the City's rights-of-way from unnecessary damage and interference and ensure restoration to pre-construction condition or better.

Discussion: The use of the public right-of-way by utilities requires construction in some manner or another. This may include trenching for the installation, repair, and/or maintenance of facilities, installation of poles and street lights, boring, and/or patching or restoring streets where work has just been completed. Specific standards for how utilities should construct or repair facilities in the right-of-way should be enforced. Bonds or other financial guarantees will ensure that restoration is performed properly and that failed repairs will be corrected. Work in the right-of way will also be governed by franchise agreements with various utilities.

Policy UT2H
Encourage the underground installation of all utility lines where possible and economically feasible.

Discussion: As noted in Community Character Element Policy CC1K, an abundance of utility wires along streets produces a cluttered effect, detracting from views of buildings, landscaping, and other site design features. The City encourages the undergrounding of utility lines. In addition to positive aesthetic impacts, undergrounding improves service reliability

because many outages are caused by falling limbs and trees on overhead lines. The City should assess opportunities to underground utilities as part of its capital improvement planning and budget.

GOAL UT3

Reduce demand for new resources through support of conservation policies and strategies.

Policy UT3A

Encourage resource saving procedures in facilities and services used by the City.

Discussion: The City can set an example for citizens in the area of conservation. Coordination with utility providers to identify and implement resource saving procedures in City facilities and services would be appropriate. City facilities might also be used as demonstration sites for innovative resource conservation techniques.

Policy UT3B

Cooperate with other agencies in encouraging resource conservation by local citizens and businesses.

Discussion: Utilities encourage and realize the benefit of resource conservation. Energy utilities often subsidize programs which promote home and hot water heater insulation, conversion of lighting systems, and other conservation methods. Water utilities often provide information on water saving devices and techniques. To encourage conservation by local residents and businesses, the City can coordinate with utilities to ensure that citizens obtain appropriate information and education materials. Such materials, for example, may be placed at City Hall for public distribution.

UTILITIES ELEMENT BACKGROUND INFORMATION

The adequate provision of utilities for University Place residents and businesses is important to citizens' quality of life. Certain utilities such as electricity are virtually essential for most of us. Others, like cable television, are not necessarily essential but are a desirable convenience for many households.

Reliability and cost are concerns citizens often have with utility provision. While the City of University Place is not the direct provider of many utilities, policies can be developed to help promote reliable and cost-effective utility services for the community. The utilities element seeks to accomplish this by pursuing a cooperative approach with utility providers.

Washington State Growth Management Act (GMA)

This element complies with the Growth Management Act (GMA) requirement for the inclusion of a comprehensive plan Utilities Element. Specifically, RCW 36.70A.070(4) states:

> "(4) A utilities element consisting of the general location and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines."

To promote the provision of utility services in the future, this section discusses both certain public utilities and private (investor-owned) utilities.

The inventory in this element is useful for planning purposes. It identifies the general location, proposed location, and capacity of existing and proposed utilities. The utilities element also includes policies which seek to promote the provision of utility services consistent with local policies and regulations.

Certain utility industries are reluctant to share some information and cite competitiveness of the market as a constraint. The City respected these concerns in preparing this element.

PRIVATE UTILITIES

Natural Gas

Puget Sound Energy (PSE, formerly Washington Natural Gas) provides natural gas service to the City of University Place. PSE provides natural gas service to approximately 500,000 customers in a five county, 2,600 square mile service area. Gas is purchased from other regional suppliers and PSE manages the distribution of natural gas within its service area. This involves pressure regulation and the development and maintenance of distribution lines and appurtenant facilities.

PSE is regulated by the Washington Utilities and Transportation Commission (WUTC). The WUTC is responsible for overseeing and regulating PSE's level of service, service areas, and rates. PSE's natural gas service provision is based on customer request(s)

and market analysis. This determines whether or not revenues from extending services will offset construction costs.

PSE and the City have recently partnered on a new sidewalk construction project along Cirque Drive, taking advantage of a natural gas line construction to install sidewalks. Efficiency savings were achieved for both parties through this partnering arrangement. Further opportunities to coordinate natural gas and city improvement projects exist and discussion is occurring to place sidewalks along Sunset Drive.

Figure 6-1 shows the general location of existing and proposed high and intermediate pressure natural gas lines in the City of University Place.

TELECOMMUNICATIONS

Local Telephone

Conventional telephone service is provided to University Place by U.S. West Communications, a subsidiary of US West. US West provides local lines for voice and data transmission within the City of University Place. University Place residents may choose between several long distance providers such as AT&T, MCI, and Sprint for service to areas outside of western Washington.

US West is a private for profit corporation offering telecommunication services to over 25 million customers in 14 western states. US West and its predecessors have provided telephone services to Washington communities for over 100 years. The Washington Utilities and Transportation Commission (WUTC) regulates the provision of telecommunication services. US West also is subject to various federal laws and regulations administered by the Federal Communications Commission (FCC).

Local jurisdictions in Washington fall within a particular Local Access and Transportation Area (LATA). A LATA is a telephone exchange area that serves to define the area within which US West is permitted to transport telecommunications traffic. US West is permitted to carry telephone calls only within LATA boundaries. Calls outside of the LATA require long distance carriers such as MCI, Sprint or AT&T.

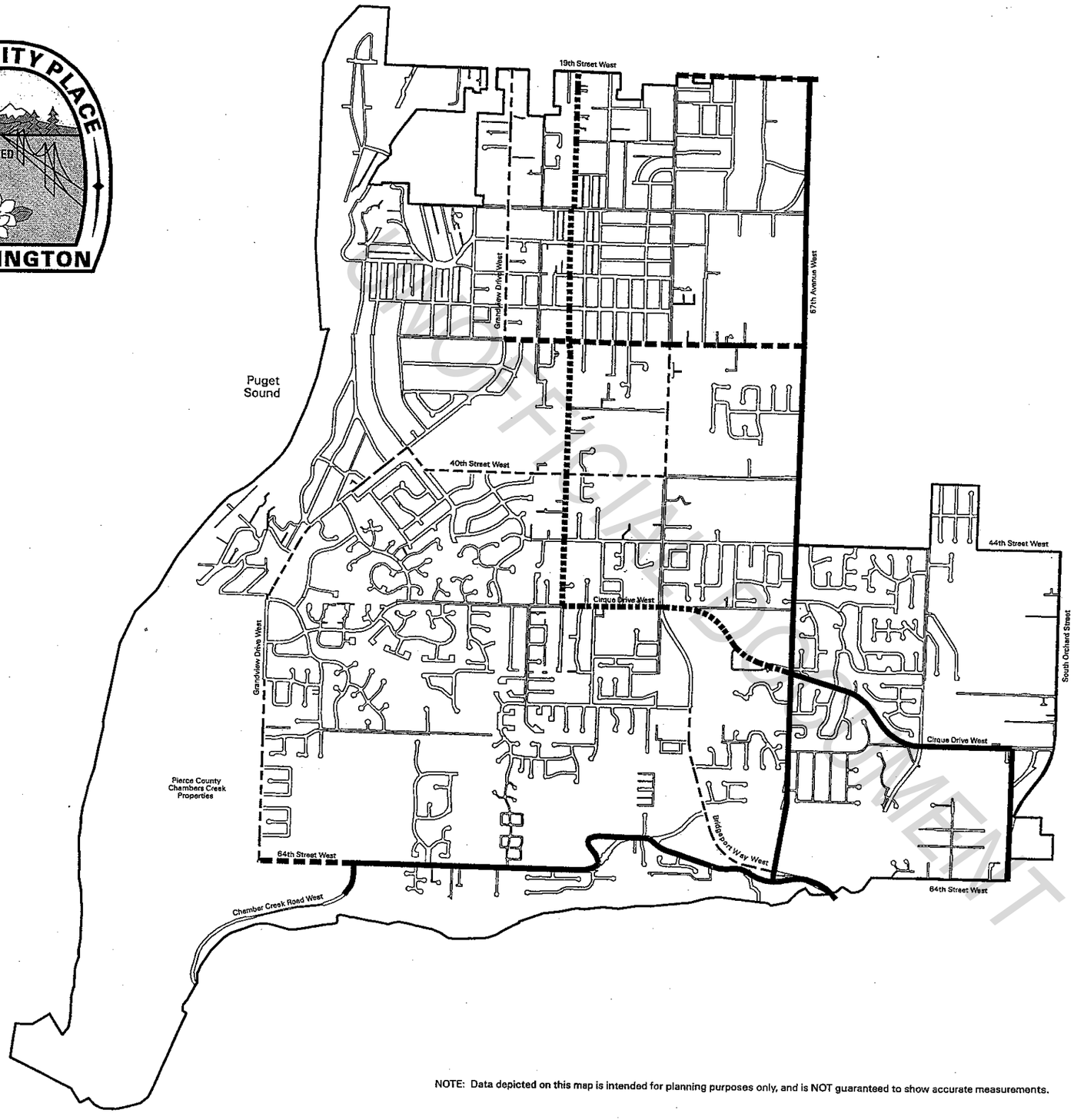
Hundreds of Central Offices (CO's) serve US West customers in Washington. A CO is a telecommunications common carrier facility where calls are switched. For local exchange or intra-LATA calls the central office switches calls within and between line exchange groupings.

Transmission facilities which serve University Place originate from the Logan CO at 2823 Bridgeport Way West (See **Figure 6-2**). From this CO, the main cable routes extend generally north, south, east and west to serve University Place and the surrounding area. From each main cable route are branch feeder routes. Branch feeder routes may be aerial or buried. Extending from the branch feeder routes are local loops that provide dial tone to every telephone subscriber.

West construction planning is driven by customer needs. As communities grow, facilities are upgraded to ensure adequate service levels. RCW 80.36.090 requires US West to

City of University Place Comprehensive Plan

Figure 6-1
Natural Gas Facilities



LEGEND

- High Pressure (HP) Gas
- 4" Intermediate Pressure (IP) Gas
- 6" IP Gas
- Proposed 12" HP Supply Gas

Source: Puget Sound Energy, 1997

SCALE 1 : 28,000

0 0.5
Miles

N
W E
S

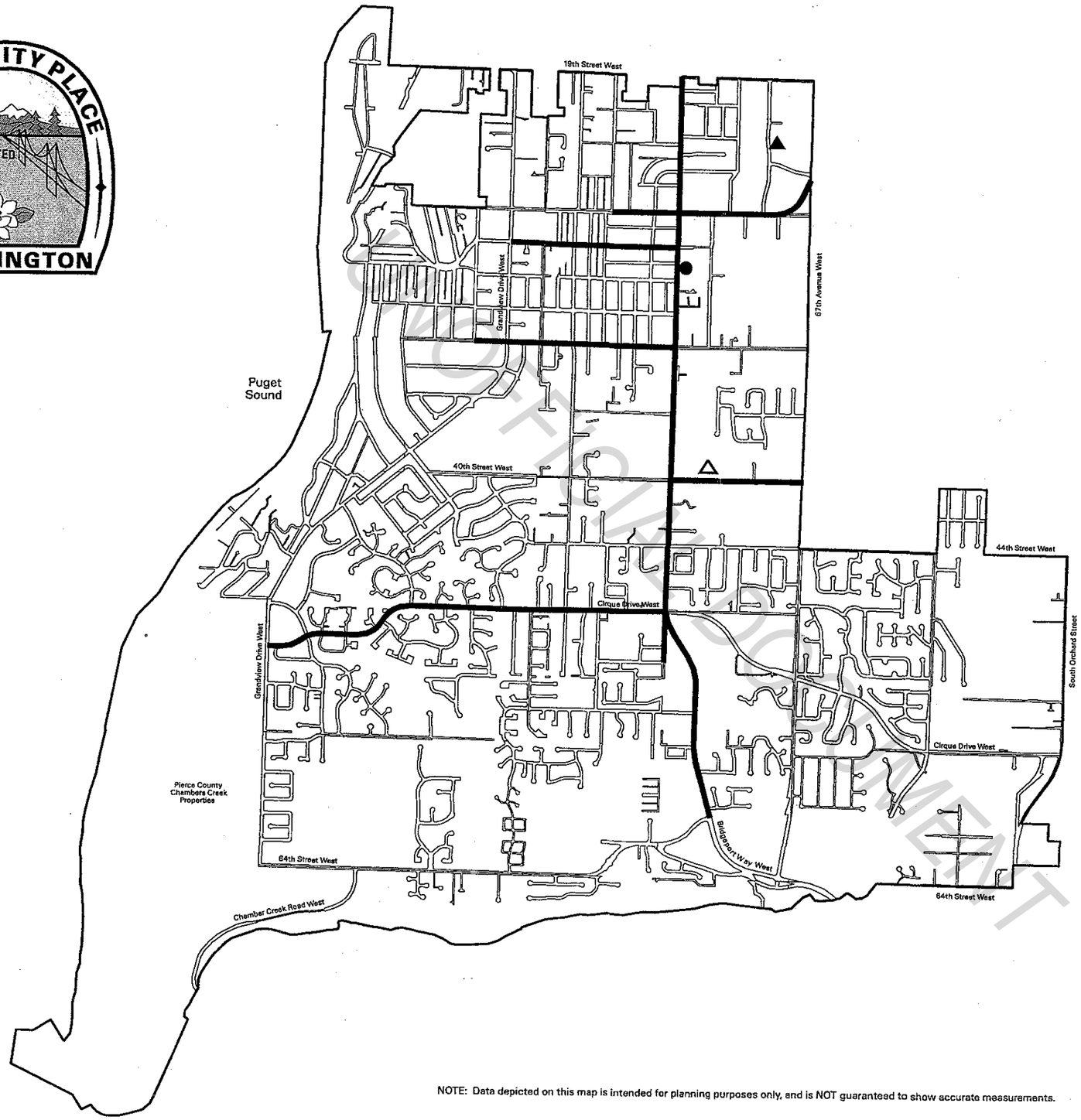
map_gas_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

City of University Place Comprehensive Plan

Figure 6-2
Telecommunications



LEGEND

- Existing Major Trunk Line
- Existing Central Office
- Existing Cellular Tower (U.S. West)
- Proposed Cellular Tower (Sprint)

Source: U.S. West Communications, 1997
Sprint Communications, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_phone_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

provide adequate telecommunications services on demand. To comply with RCW 80.36.090, US West regularly evaluates the capacity of its facilities. US West's goal is to maintain its routes at 85 percent capacity. When usage exceeds 85 percent, additional facilities are planned, budgeted and installed. Moreover, facilities are upgraded as technology makes additional services available. Capacity is available to serve the area.

Cellular Phone Service

There are seven cellular providers licensed to serve in the Puget Sound area. With the passage of the Federal Telecommunications Act of 1996, service area competition has increased. Prior to the Act's passage, only two cellular providers would be licensed by the FCC to service a particular area. With the Act's passage, the number of carriers competing in a particular market could now conceivably include all seven.

Where feasible, cellular companies site facilities on existing structures, poles, and buildings. This is where antennas can be mounted on rooftops and electronic equipment located within the building itself. Topography and other engineering constraints influence specific site selection because of the need to "hand off" the signal so that it can be picked up by another facility. The City has an adopted telecommunications ordinance to address the siting of cellular and other telecommunications facilities inside of the City limits.

Figure 6-2 also depicts existing and proposed transmission tower facilities in the City of University Place. There is one existing cellular transmission tower in University Place. This tower, owned by US West, is located in the Narrows Plaza Center. A proposed transmission tower (Sprint) to be located near the 40th Street West and Bridgeport Way West intersection and east of Albertson's has been approved and is being constructed.

Cable Television

TCI Cable of Washington provides cable service to the City of University Place. Local governments primarily regulate cable companies through franchise agreements. The Rainier Communications Commission (formerly Rainier Cable Commission), through an inter-local agreement with Pierce County and other cities and towns in the County, was created to have inter-jurisdictional cooperation on regulation and oversight activities and to build expertise in negotiating with cable companies. In 1997, the City of University Place joined the Rainier Communications Commission.

Cable television service is delivered to customers through a complex series of electrical components and many miles of cable. Located at the origin of a cable system are a receiver and headend. The headend includes electronic equipment such as antennas, frequency converters, demodulators, and preamplifiers. The headend process signals in a manner that allows them to be distributed into the network. Trunk lines carry this signal and its strength is maintained by amplifiers located along the system, Amplifiers allow for feeder line connections and the eventual hookup of individual customers.

TCI makes every attempt to provide service to all residents within its franchise area. Factors considered in extending service include the overall technical integrity, economical feasibility, and franchise agreements. Discussions with TCI indicate that the company can serve future growth in the City of University Place.

Figure 6-3 depicts the location of the certain cable facilities within the City of University Place.

Solid Waste

State law requires counties, in coordination with their cities, to adopt comprehensive solid waste plans for the management, handling, and disposal of solid waste for twenty years and to update them every five years. Cities may choose to be joint participants in the plan, delegate planning to the county, or do their own plan. In Pierce County, waste management and recycling activities for all jurisdictions are coordinated under the umbrella of the Tacoma-Pierce County Solid Waste Plan.

There are three separate collection and disposal systems in the County: 1) The County's system includes the unincorporated areas of the county and 19 cities and towns using the County's disposal system; 2) Tacoma, as a joint participant in the plan, has its own collection utility and disposal system and the Town of Ruston operates its own collection utility, but has an inter-local agreement with Tacoma for disposal and an inter-local agreement with the County adopting the Solid Waste Plan; and, 3) Fort Lewis and McChord Air Force Base use the Fort Lewis disposal system but coordinate with the County on public outreach and educational programs about waste reduction and recycling.

Currently in University Place, all of the waste collected by private haulers, University Place Refuse and Lakewood Refuse, is handled through the Pierce County disposal system. The City contracts with University Place Refuse but the area served by Lakewood Refuse is still under the franchise system regulated by the Washington Utilities and Transportation Commission (WUTC). The two companies offer residents solid waste collection and recycling collection programs coordinated with the unincorporated areas and 18 other cities and towns. The County provides public outreach and school education programs about waste management, waste reduction, and recycling for all residents of 19 cities and unincorporated areas.

A five-year update of the 1989/92 Solid Waste Plan will go through the public review and adoption processes in 1998. The City of University Place will be asked to participate in the review, adopt the final document, and sign an inter-local agreement. Under the existing inter-local agreement for the 1989/92 Plan, the County has responsibility for overall planning, disposal and waste reduction and recycling education. Cities are responsible for collection and the development of any recycling program specific to their jurisdiction.

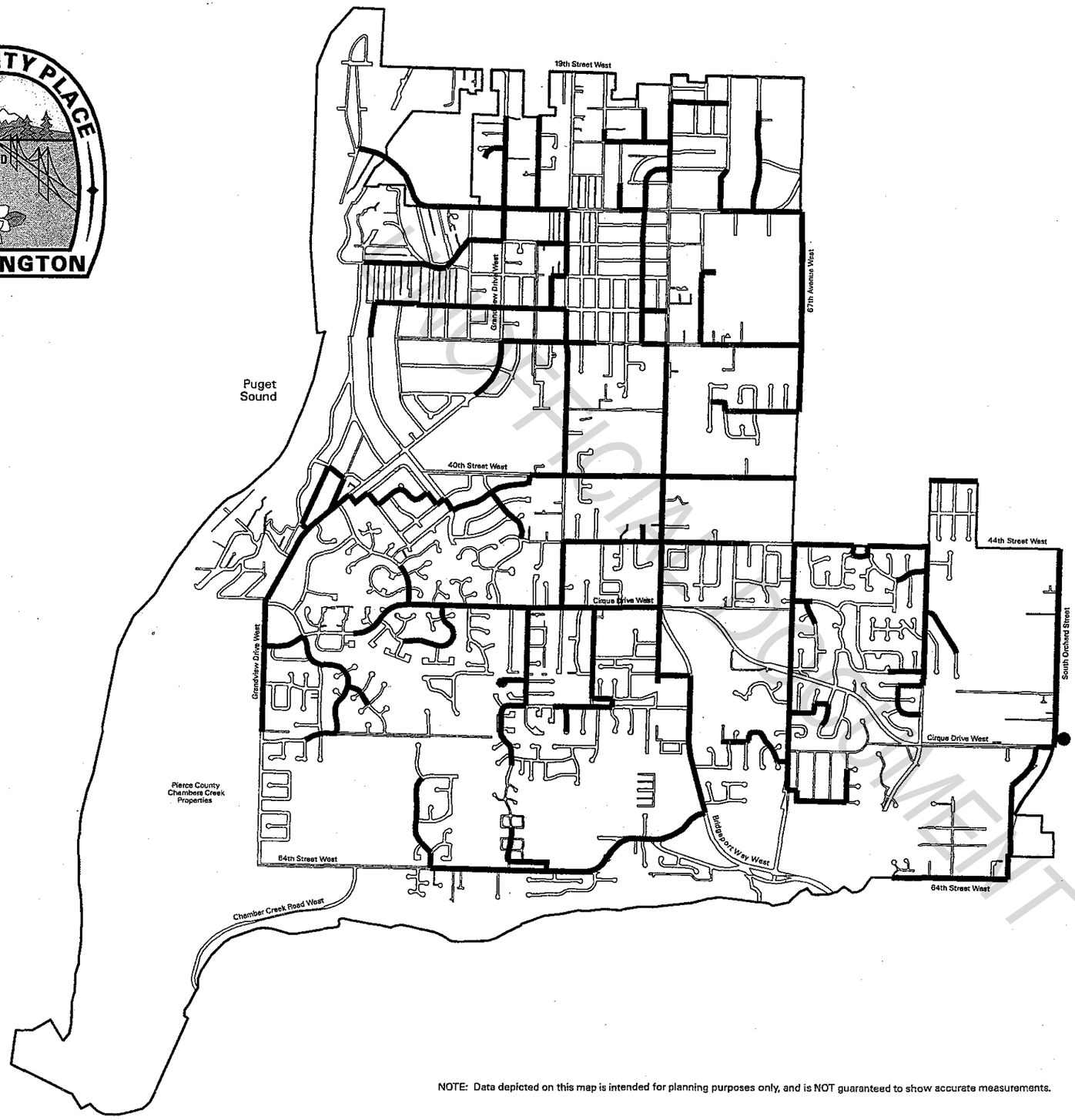
In accordance with State law, the City will either need to develop its own solid waste management plan according to the requirements of RCW 70.95, and provide for its own management system, and collection and disposal facilities; or the City will need to adopt the Pierce County plan and enter into an Interlocal Agreement.

Hazardous Waste Plan

The Tacoma-Pierce County Local Hazardous Waste Management Plan was adopted by all jurisdictions in 1990. The Plan is administered by the Tacoma-Pierce County Health Department. The Hazardous Waste Plan was developed in accordance with RCW 70.105

City of University Place Comprehensive Plan

Figure 6-3
Cable Television Facilities



LEGEND

- Existing Major Trunk Line
- Existing Headend

Source: TCI, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_cable_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

to "address hazardous waste currently exempt from the State's Dangerous Waste Regulations". This type of waste is mostly household hazardous waste or small quantities from commercial generators. The Tacoma-Pierce Health Department, Pierce County, and the City of Tacoma provide coordinated management of services, collection and public outreach for all residents of the county for household hazardous waste. An update of this plan is being prepared and will be brought to the cities, towns and county for review and adoption in 1998.

PUBLIC UTILITIES

Water

Tacoma Public Utilities (TPU) Water Division is the primary provider of water service to the City of University Place. Tacoma Public Utilities is governed by a five-member board of commissioners, appointed by the Tacoma City Council.

The TPU Water Division serves the City of Tacoma and portions of Pierce and South King counties. The Tacoma Public utilities Water Division serves approximately 8,053 customers in the City of University Place. A small private water system serving part of Day Island is currently being taken over by Tacoma Public Utilities.

Prior to 1979 the University Place Water Company was the only community water purveyor. Some local wells did not satisfy State water quality standards. System expansion to serve new developments was not accompanied by additional water sources or transmission capacity. Summer dry periods resulted in very low water pressure for those at higher elevations. As a result of these problems, local and state agencies requested Tacoma to acquire the University Place Water Company and begin direct service to the community in 1979.

The primary water supply to this area comes from the Green River in King County and local wells. During high demand periods, mostly in the summer, well water from the south Tacoma aquifer and other local aquifers supplements the river water. The supply from the Green River is 72 millions gallons per day (MGD) and the supply from wells for limited durations is about 59 MGD. The peak capacity is 131 MGD for water supply, exclusive of storage, for both inside and outside of the City of Tacoma. The highest actual four day peak demand has been 122 MGD.

A water system consists of a transmission supply and distribution system made up of various sized mains (transmission and distribution), reservoirs, standpipes, wells, and pump stations. **Figure 6-4** identifies water facilities inside the City of University Place.

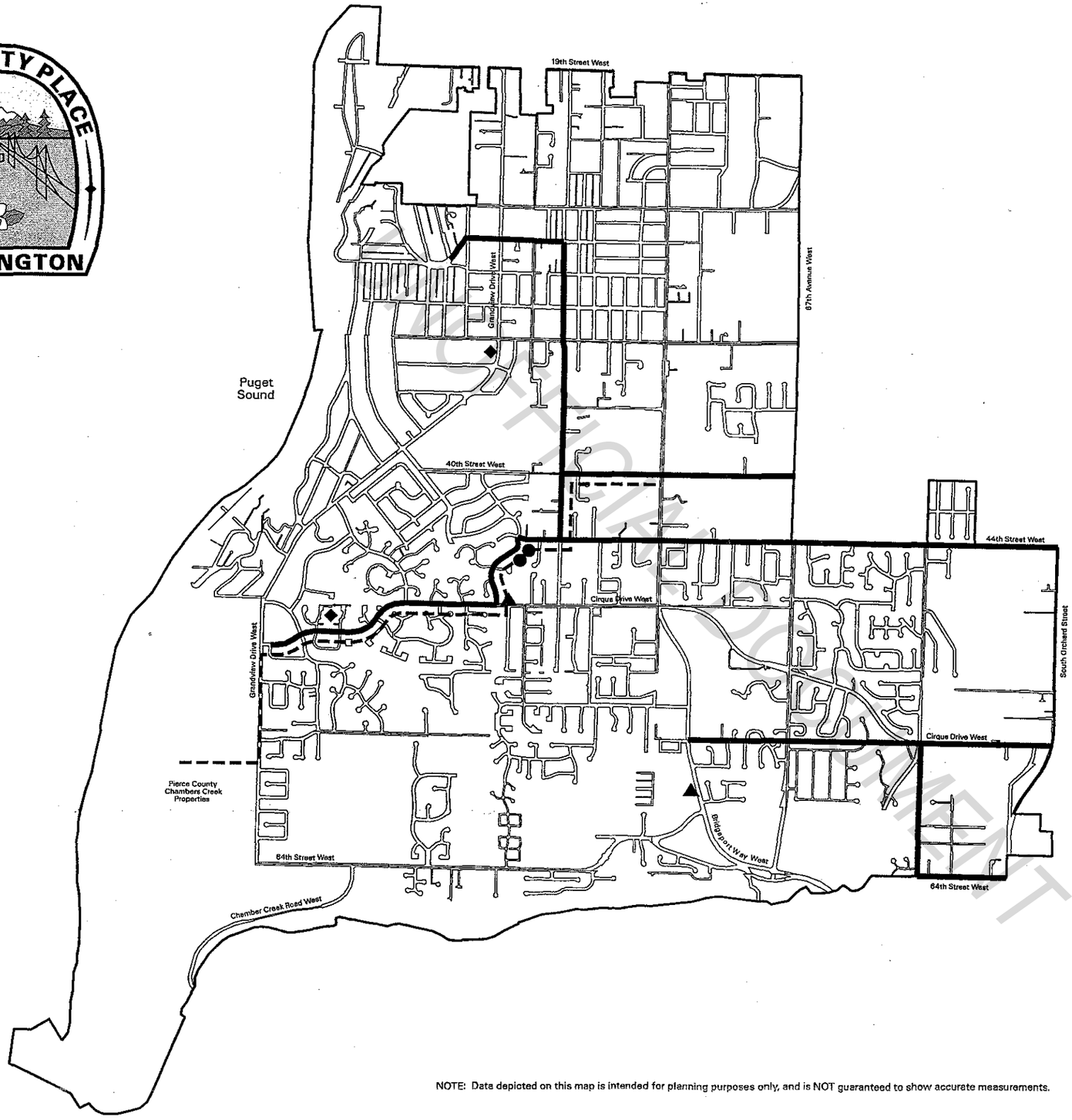
A summary of these facilities is as follows:

Transmission Lines

Very generally, the water transmission lines within the city limits are located north-south along Sunset Drive, and east-west along 40th Street West, 56th Street West, Cirque Drive and 29th Street West.

City of University Place Comprehensive Plan

Figure 6-4
Water Facilities



LEGEND

- Existing Transmission Line
- Well
- Reservoir
- Pump Station
- Possible Transmission Line

Source: Tacoma Public Utilities, Water Division, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_water_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

Pump Stations

1. Chambers Creek Estates; 6003 73rd Avenue West

2. 83rd and Cirque Drive; 4802 83rd Avenue West

Wells

1. UP-1; 3516 Crestview Drive West; 1.6 Million Gallons Per Day (MGD)

2. UP-10; 9409 48th Street West; 1.0 MGD

Reservoirs

1. University Place Tank Number 6; 4521 83rd Avenue Court West; 9 MGD capacity

2. University Place Tank Number 5; 4521 83rd Avenue Court West; 3 MGD capacity.

Distribution lines have not been inventoried as they are commonplace.

The City of Tacoma Capital Facilities Plan (CFP) includes a six-year capacity balance sheet that addresses potable water. The Tacoma CFP estimates a service area-wide growth from 85,827 customers in 1997 to 109,449 customers in the year 2003.

As of 1997, the Water Division's four day, service area-wide peak demand in million gallons per day (MGD) was 109 MGD. The Tacoma CFP projects a year 2003 total need of 139 MGD for Water Division customers. Tacoma's CFP forecasts 151 MGD available capacity for the year 2003. Capacity is therefore available over the Water Division's six year CFP potable water program.

Page 216 of the City of Tacoma1998-2003 Capital Facilities Program identifies the Level of Service Standard for Potable Water at 1,270 gallons per customer per day. This LOS standard reflects an average of residential, commercial and industrial customers.

Discussion with Tacoma Water Division staff indicates that no pumps or storage facilities are planned within the City of University Place at this point in time. There *may* be consideration given to drilling additional wells over the next several years but no project specifically has been defined.

Pierce County acquired all rights associated with the Lone Star Northwest Gravel Mine purchase, including water rights. A study is currently being conducted by Pierce County, analyzing the use of these water rights for municipal instead of industrial (mining and reclamation) usage. At this time, there is no specific proposal for Pierce County to enter into the water production business.

Sanitary Sewer

Sanitary sewer service is provided to the City of University Place by Pierce County Public Works and Utilities and, to a lesser extent, City of Fircrest. University Place is located within the Chambers Creek-Clover Creek Basin, one of the four sewer basins within Pierce County.

The County's sewerage system includes more than 450 miles of sewer interceptors and 72 pumping stations (interceptors are major collection lines 12 inches or larger). The system is generally gravity fed designed to direct flows downhill to the Regional Wastewater Treatment Plant (WWTP) at Chambers Creek. **Figure 6-5** depicts certain major sewer facilities in the City of University Place.

Pierce County's Chambers Creek Regional Wastewater Treatment Plant (WWTP) is located on 44 acres of Chambers Creek properties. This parcel of land was purchased in 1978, and the facility began operating in 1984. It currently serves more than 162,000 people in the Chambers Creek-Clover Creek drainage basin. The WWTP is currently rated at a capacity of 18 million gallons per day (MGD) and operates at an average capacity of 13.5 MGD. The WWTP is also under construction to expand to its currently permitted 24 MGD. Expansion of the plant is expected to continue indefinitely to accommodate anticipated growth and to meet increasingly stringent water quality standards.

Pierce County Ordinance 97-87S2 passed October 21, 1997 amending the County's Comprehensive Plan established a Level of Service (LOS) of 220 gallons per day (equivalent residential unit) for sanitary sewer. The Pierce County Comprehensive Plan Capital Facilities Element also includes additional discussion on Pierce County's sewer service.

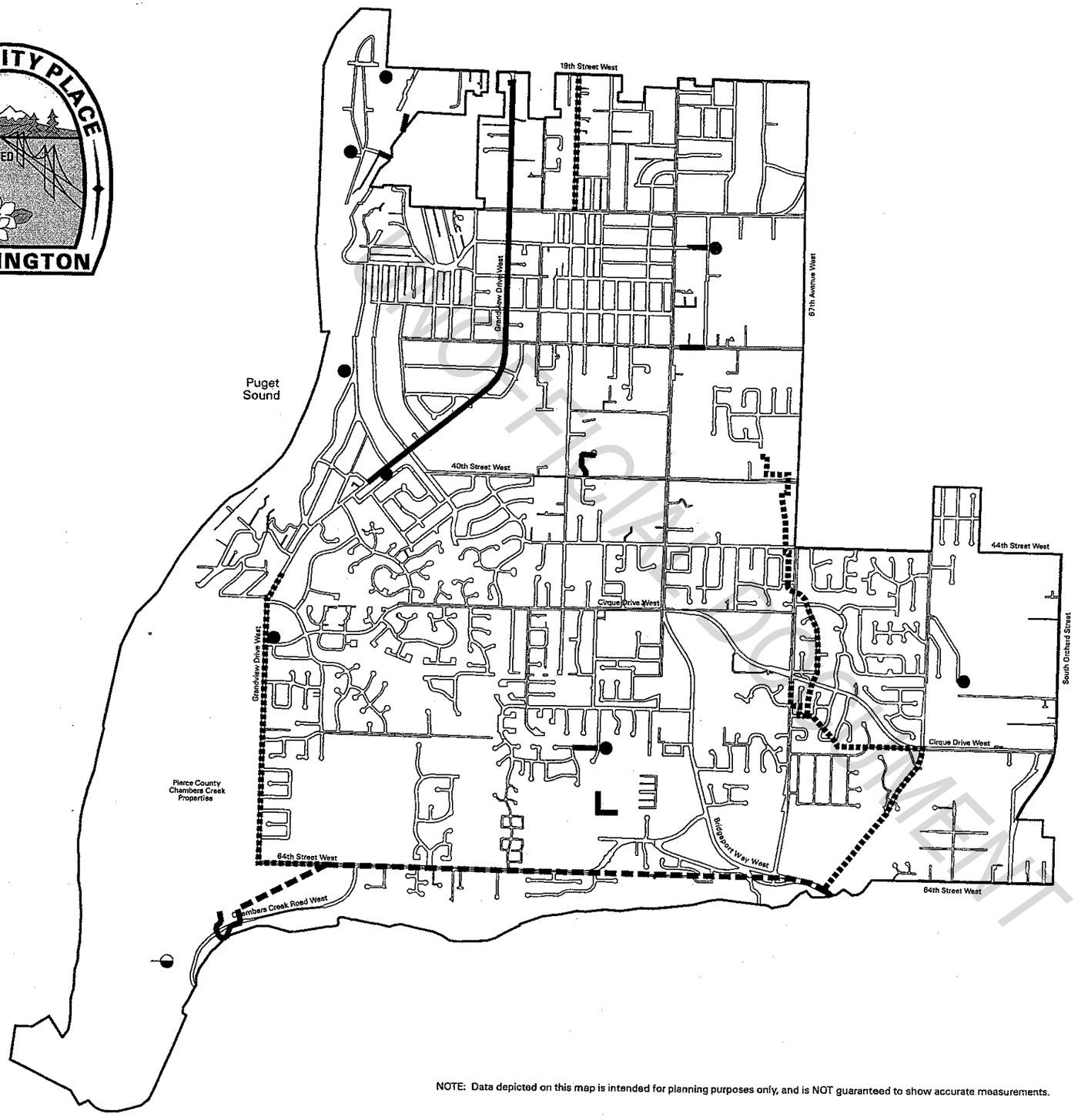
The Chambers Creek Regional Wastewater Treatment Plant was approved by the federal and State governments, and always has been sized to meet the long-term needs for full service to the Chambers Creek- Clover Creek basin when fully developed. The plant is currently expected to serve a population in the Basin of about 553,000 in the year 2040. The approved General Sewerage Plan Update (1991) provides for at least 48MGD capacity.

Portions of the City of University Place are within the Fircrest service area. This includes an area south of 44th Street West near Alameda Avenue.

Fircrest currently has agreements with other service providers concerning service area boundaries and wastewater treatment. An on-going agreement with Pierce County Public Works and Utilities, the Pierce County Sewer Franchise Agreement, delineates service

City of University Place Comprehensive Plan

Figure 6-5
Sanitary Sewer Facilities



LEGEND

- Pump Station
- 72" Gravity Main
- 15" - 36" Gravity Main
- Force Main
- Chambers Creek Regional Wastewater Treatment Plant

Source: Pierce County Public Works and Utilities, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_sewline_bw.aml, 26 Aug 98

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

area boundaries. Under this agreement, Fircrest provides service within its corporate boundaries and to specific areas outside of its corporate boundaries.

The City of Fircrest Comprehensive Plan identifies an issue of importance to University Place. One planned improvement is the construction of an interceptor from Fircrest to the Pierce County Chambers Creek Regional Wastewater Treatment Plant. This is a joint project with Pierce County Public Works. The most suitable route for an interceptor is being studied by Pierce County Public Works. Given that the route would likely traverse the City of University Place, coordination with the City will be required.

As Pierce County has developed, ensuring wastewater treatment capacity sufficient to handle increasing wastewater volumes and to protect groundwater quality has become a focus of sanitary sewer facilities planning. Septic systems, which dispose of wastewater through percolation into the aquifer, are a known source of groundwater pollution. University Place and Pierce County share the long-term goal of eventually connecting all development in the Chambers Creek-Clover Creek Drainage Basin to a sewer system. Not all areas within the City are served by sewer (see **Figure 6-6**). The sewer system replaces septic tanks and drain fields with wastewater collection and conveyance facilities and percolation of untreated effluent with wastewater treatment and bio-solid disposal.

In 1996 Pierce County initiated a comprehensive sewer planning process to prepare a Unified Sewer Plan. This Unified Sewer Plan (Unified Plan) is intended to guide future development of the County's sanitary sewer system. It is also intended to replace the County's 1969 Sewer Plan, to consolidate the many amendments to that Plan, and to implement recent growth management decisions.

As part of the Unified Sewer Plan process, a future sewer service area for Pierce County will be identified. Flow volumes to Pierce County's treatment facilities will be considered to plan for adequately sized facilities within the urban growth areas. The Unified Plan will address facilities in all of the drainage basins in Pierce County, including the Chambers Creek/Clover Creek, Puyallup River, Nisqually River, and Kitsap Basins. The anticipated adoption date of the Unified Sewer Plan is 1999. Findings and conclusions from the Unified Sewer Plan process will be incorporated into the City's Capital Facilities and Utilities Elements when available.

Appropriate amendments to the City's Comprehensive Plan will be made when the Unified Sewer Plan is adopted.

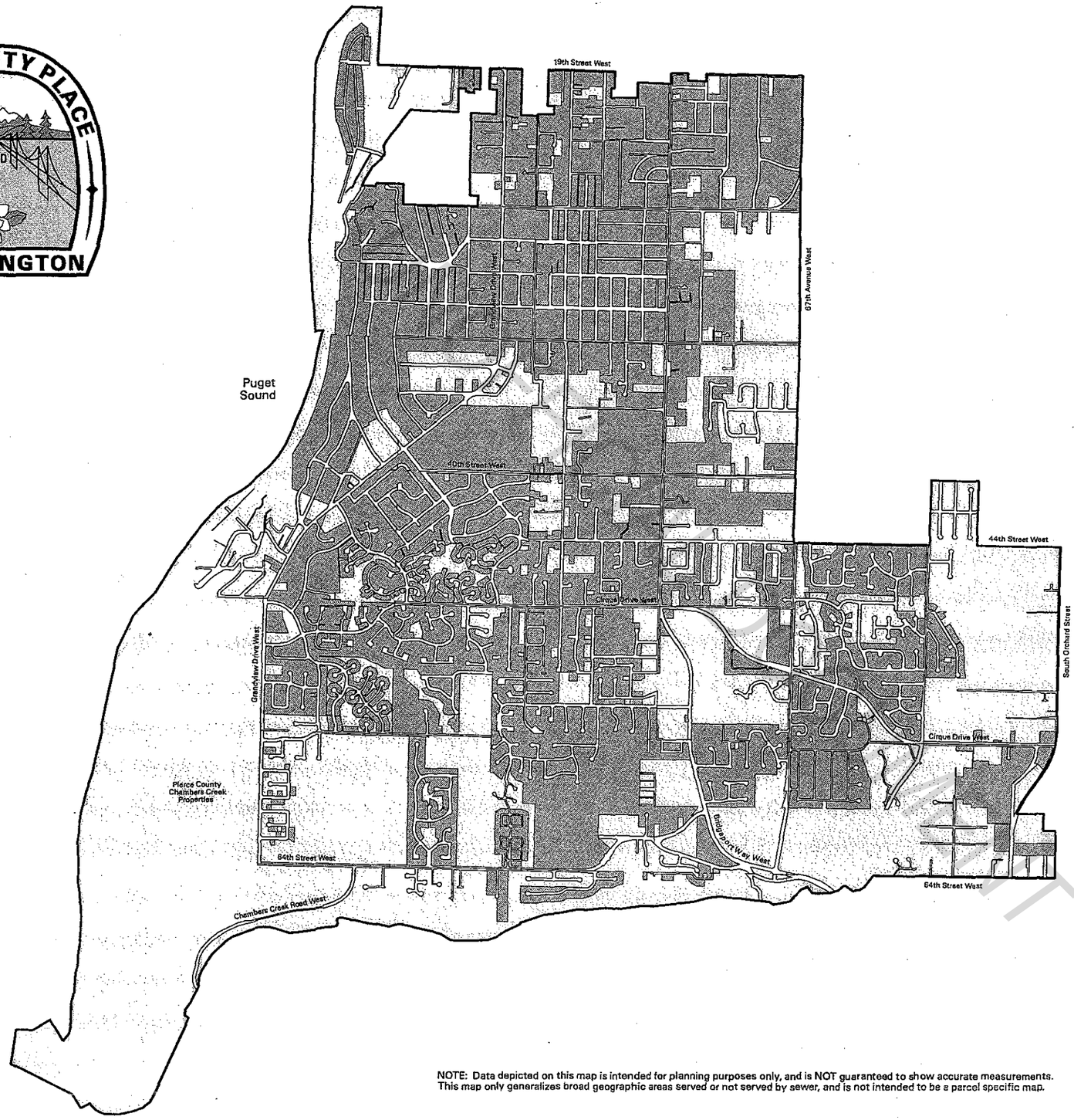
Electrical

The Tacoma Public Utilities (TPU) Light Division is the electrical provider to the City of University Place. The utility is governed by a five member utility board appointed by the Tacoma City Council.

The Light Division within TPU has a 180 square mile service area. This includes the cities of Tacoma, Ruston, University Place, and Fife, as well as portions of unincorporated Pierce County including Graham, Spanaway, portions of Lakewood, Fort Lewis, and McChord Air Force Base.

City of University Place Comprehensive Plan

Figure 6-6
Areas Served by Sanitary Sewer



LEGEND

- Areas Served by Sewer
- Areas Not Served by Sewer

Source: Pierce County Public Works and Utilities, 1997

SCALE 1 : 28,000

0 0.5

Miles

map_sewer_bw.aml, 26 Aug 98

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements. This map only generalizes broad geographic areas served or not served by sewer, and is not intended to be a parcel specific map.

Like other electric utilities, the Light Division is preparing for industry deregulation. Legislation at the state and federal level may soon allow electrical utility customers to purchase electricity from other power providers, with the Light Division serving as the distributor of the power. Over the time period of this comprehensive plan, it is possible that University Place electrical customers will have the option of purchasing electricity from different companies, much like long distance telecommunications.

The TPU Light Division has both transmission and distribution facilities in the area. Approximately 8.5 miles of transmission lines are located within University Place. Transmission access is provided by the Southwest and Highland substations, both of which are outside of the city limits.

Customer load for University Place is supplied from six distribution substations with a total nameplate capacity of 150 MegaVolt Amperes (MVA). Four of the six distribution substations, University, Menlo, Sunset, and Bridgeport, are located within the city limits. Two others, Orchard and McNeil are located outside of the University Place city limits. Of the 15,900 customers serviced by Tacoma, approximately 85 percent are residential and 15 percent are commercial.

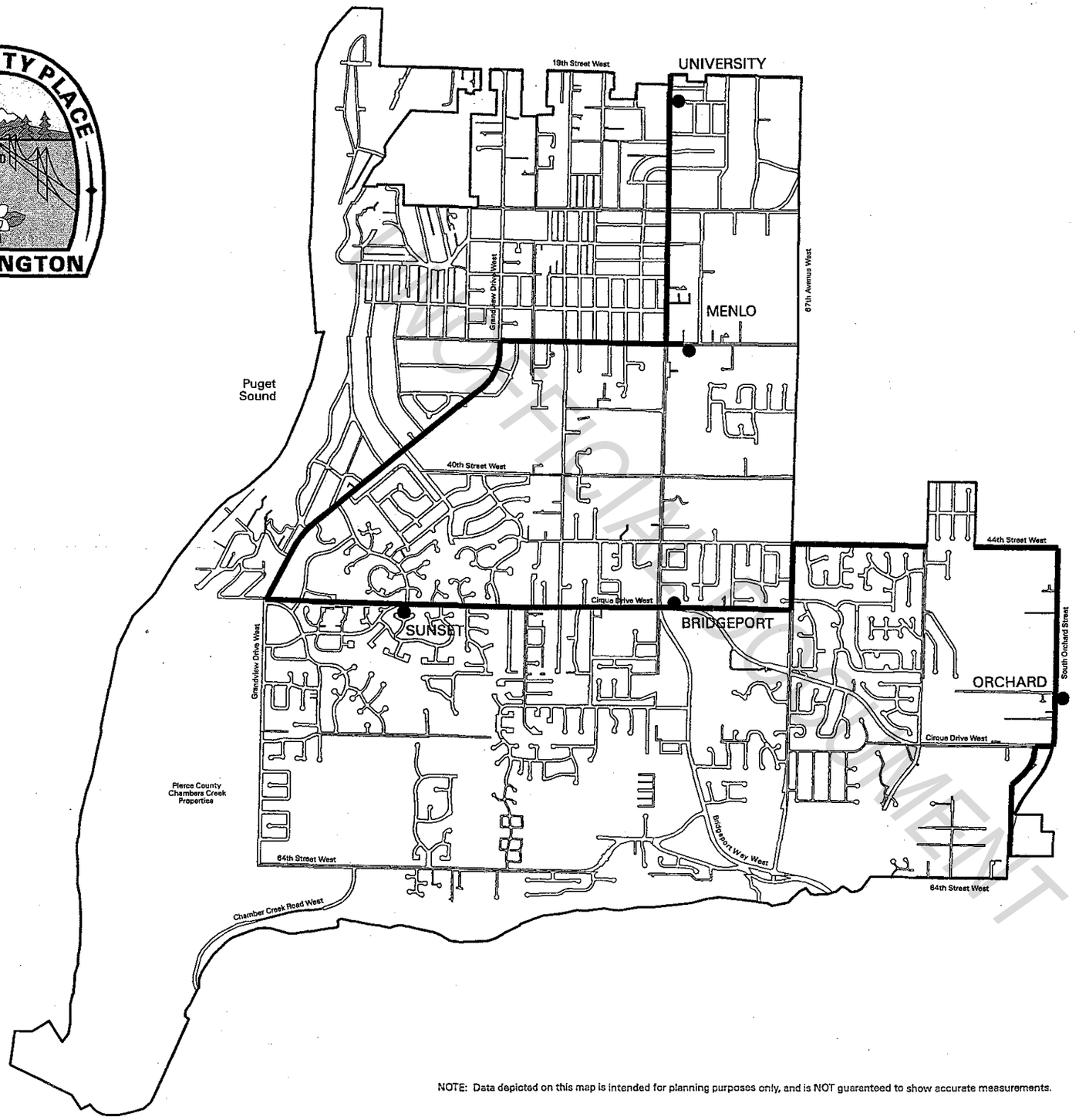
Tacoma Public Utilities Light Division also has a maintenance agreement with University Place to service and maintain street light facilities.

Tacoma Public Utilities Light Division uses the Puget Sound Regional Council (PSRC) and local municipalities to project future load growth. Based on these projections, the development of new substations in University Place is not expected, but if a large commercial or industrial load is acquired, the development of new facilities may be necessary.

At present, Tacoma Public Utilities is formulating a six-year plan that may include projects in University Place. A major line replacement project is being considered to upgrade the present transmission line between the Sunset and University distribution substations. If funded and eventually built, the upgrade will increase line capacity for future growth.

Pages 65 through 72 of the City of Tacoma's adopted 1998-2003 Capital Facilities Program discusses electric utilities. The City of Tacoma's adopted level of service standard for electric utilities equals the voltage level plus or minus five (5) percent and a monthly average outage of eight (8) minutes or less.

Figure 6-7 depicts the general location of electrical system in the City of University Place, including the Sunset-University substation transmission line that may be subject to a future upgrade.



NOTE: Data depicted on this map is intended for planning purposes only, and is NOT guaranteed to show accurate measurements.

City of University Place Comprehensive Plan

Figure 6-7
Electrical Facilities

LEGEND

- Existing Transmission Line
- Existing Substation

Source: Tacoma Public Utilities, Light Division, 1997

SCALE 1 : 28,000

0 0.5

Miles

N
W E
S

map_electric_bw.aml, 19 Nov 97

GIS Mapping and Database Development By:
R2 Resource Consultants, Inc., Redmond, WA

Community Character Element

CHAPTER 7

COMMUNITY CHARACTER ELEMENT

This element addresses the major community image issues facing the City of University Place over the next 20 years. Some of these issues overlap with topics covered in other elements of this Comprehensive Plan. This element considers the following aspects of Community Character:

General elements of community image—city gateways, pedestrian environment, landscaped streets, parks, open space and greenbelts, vistas and view points, historical and cultural resources, quality of design

Town Center

Civic Facilities

Residential and Mixed Use Areas

COMMUNITY VISION

University Place is a safe, attractive city that provides a supportive environment for all citizens to work, play, get an education and raise families. Children and youth are nurtured and encouraged to develop into competent, contributing citizens in a changing world. A cooperative community spirit and respect for each other—our commonalties and differences—foster a diverse cultural, spiritual and ethnic life and prepare us for future challenges.

MAJOR COMMUNITY IMAGE ISSUES

The major community image issues facing University Place include:

Development along University Place's main commercial corridor, Bridgeport Way, is very linear.

Entrances to University Place on a number of arterial streets are not well-defined and inviting.

Many of the city's major arterial streets do not have street trees, sidewalks, curbs, gutters or bicycle lanes.

Views of Puget Sound, the Olympic and Cascade Mountains, and Mount Rainier are available from many points in University Place. Additional development and growth of trees and other vegetation could obscure or limit these views in some areas.

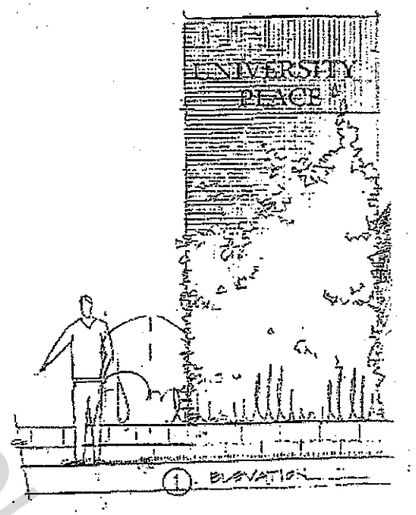
GOALS AND POLICIES

This element contains the community character goals and policies for the City of University Place. The following goals represent the general direction of the City related to community image, while the policies provide more detail about the steps needed to meet the intent of each goal. Discussions provide background information, may offer typical examples, and clarify intent.

GOAL CC1

Provide residents and visitors with a positive identifiable image of the City of University Place.

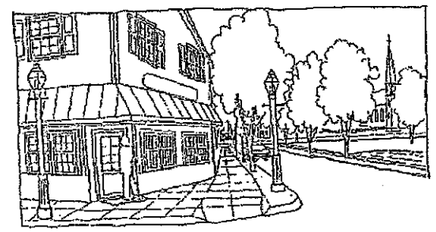
GATEWAYS



Policy CC1A
Provide gateways at entry points to the city.

Discussion: Many cities have identifiable boundaries that make people aware of entering the city. At present, the sense of entering the City of University Place is hardly perceptible. Portions of the city are easily confused with neighboring communities. Gateways which may include a sign, landscaping, seating and, in some cases, may be the size of mini-parks can be appealing entry points. Key entry points are 19th Street and Bridgeport Way, 27th Street and 67th Avenue West, Orchard Street and Cirque Drive, and Bridgeport Way and 67th Avenue West. Gateways and streets with trees can contribute to community pride by establishing definite edges that say "this is my city".

PEDESTRIAN ENVIRONMENT



Policy CC1B
Incorporate curbs, gutters, sidewalks and pedestrian-oriented street furnishings along arterial streets within the community.

Discussion: Streets are the public realm for pedestrians. Other elements, such as through-block walkways can supplement the basic network of sidewalks along streets, but the sidewalk network should be the principal element, and the one to which the most design attention is given. Curbs are vitally important along major streets to separate fast-moving vehicles from pedestrians. Sidewalks must be sufficiently wide to offer a sense of safety and comfort along intensively traveled streets. Furnishings should be designed and located so that they reinforce pedestrian activity. This includes the use of benches, small-scale lighting, waste receptacles, pay phones and touchable artwork.

LANDSCAPED STREETS

Policy CC1C
Preserve existing vegetation where possible.

Discussion: Existing trees and other vegetation contribute greatly to the city's image. Significant trees should be retained for their aesthetic quality if they are healthy and not a threat to safety. Preserving trees and vegetation along street corridors and in clusters or buffers as land is developed enhances character and property values.

Policy CC1D
The City should plant trees and other native vegetation along streets and provide incentives to private property owners to plant and maintain street trees.

Discussion: Street trees can powerfully define the character of an area. To be effective, street trees must be of a certain type, caliper (diameter), spacing and location. Only certain varieties of trees are suitable for use along streets. Trees must be of a certain size to have any immediate impact and they must not be spaced far apart or they seem insignificant. Street trees may define and protect space for pedestrians or may separate traffic lanes when used in planting strips in the center of arterial streets.

Policy CC1E
Establish a list of trees and other suitable vegetation for city streetscapes.

Discussion: Native trees and plants, particularly those that can sustain summer drought periods are preferred. Other considerations include mature height, branch spread, location in relation to utility lines, seasonal color, and maintenance requirements. Trees which are resistant to exhaust fumes and which do not drop seeds or fruit are preferred.

PARKS, OPEN SPACE AND GREENBELTS

Policy CC1F
Preserve greenbelts so that the expanse and intensity of development is tempered by natural features found in the community, and so that wildlife habitat and corridors are maintained and enhanced.

Discussion: Greenbelts offer visual and physical relief to the continuum of urban development and enhance the city's image. They have a positive impact on surrounding property values and contribute to better air quality. They make it possible for wildlife to survive and move in areas which were once exclusively theirs.

Policy CC1G
Encourage the connection and linkage of parks, open spaces and greenbelts.

Discussion: Greenbelts, open natural areas and park lands are less effective if they are isolated. Over time, ways should be found to link greenbelts for functional and visual continuity. Linkages should be considered across city and county boundaries as well as within University Place. Cooperation with adjacent cities and the county may provide opportunities for an extensive network of trails and connections.

Policy CC1H
Provide usable open space in the Town Center, mixed use and commercial areas.

Discussion: Usable open space is a valuable amenity to people living, working and shopping in the city. It offers visual interest and helps create a sense of place. Such open space may include landscaping, public sculpture, fountains, park benches, street furniture, pathways and ponds. Large developments should be encouraged to incorporate usable open space as part of site development or redevelopment. Open space should be linked between developments where possible.

VISTAS AND VIEWPOINTS

Policy CC1I
Identify, classify and preserve existing and potential natural viewpoints.

Discussion: Spectacular views of Puget Sound, the Olympic and Cascade Mountains and Mount Rainier are available from many parts of the city.

Existing vistas from public places, including street corridors, should be designated and given a protected status. In addition, it may be useful to identify places where natural viewpoints could be provided. Some views are panoramic, others are more focused. Some are experienced from a moving vehicle while others can only be

appreciated from a stationary vantage point. Viewpoints can take various forms. Scenic routes, pullouts, and overlooks are possibilities. Some of these might require property acquisition, and some could be done within existing rights-of-way.

Policy CC1J
Evaluate the feasibility of view protection regulations in residential areas which have significant views of Puget Sound and Mount Rainier.

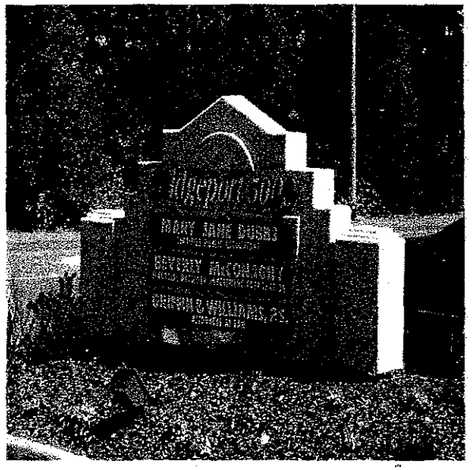
Discussion: Protecting views available from private property is not easy to achieve since it may involve choices of one property owner's value over another's. This is especially true in established neighborhoods where infill development on vacant lots or the growth of trees and vegetation may suddenly block or limit someone's view and affect property value. Limiting heights down slope may resolve some problems. The City needs to conduct a study of where potential problems exist and evaluate alternatives for addressing them.

Policy CC1K
Encourage underground installation of utility distribution lines.

Discussion: An abundance of utility wires and cables that line either side of a street produce a cluttered effect and detract from the views of buildings, landscaping and site designs. Use of underground wiring should be encouraged in accordance with rate,tariffs, and franchise agreements and/or regulations applicable to the serving utility. The City should work with utility providers and citizens to find ways of funding the undergrounding of utilities.

Policy CC1L
Encourage use of attractive and well-scaled signage in commercial and industrial areas.

Discussion: Large signs and billboards do not complement the scale and types of activities found in University Place. They create "visual clutter" and reinforce the sense of a commercial strip and a lack of coordinated development.



HISTORICAL AND CULTURAL RESOURCES

Policy CC1M
Seek opportunities to identify, commemorate and preserve the City's historical and cultural resources.

Discussion: The City of University Place has a rich history but very few "surviving" structures and identified sites. The first step in commemorating history is to inventory places, events and people that contributed to the evolution of the community. It is important to trace this back to Native American influences. Once this is complete, the information can be used to make decisions on the most appropriate methods of recognition.

QUALITY OF DESIGN

Ensuring high quality design is a very difficult thing to do through land use regulations alone. Regulations address quantities and dimensions but qualitative criteria are harder to codify. Design guidelines can be used, but they require a standardized method of application and enforcement. Typically this takes place through some form of design review. An increasingly popular type of review is administrative, so that the review process can be more collaborative and less time-consuming.

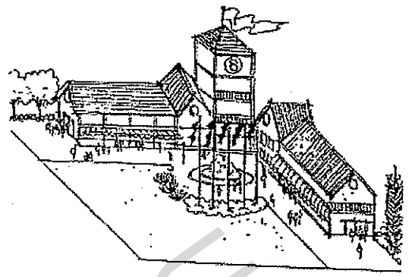
Policy CC1N

Regulate the height and bulk of buildings.

Discussion: University Place is a primarily residential community with buildings of one or two stories and a few three-story buildings. Heights should be controlled to maintain the overall "small community" character and to protect significant views and vistas. The shape or bulk of a building is equally important. Lower floors relate most closely to pedestrians and design should add detail, active use, accessibility and visual interest. Building tops are important because they define the city's skyline. Finally, new buildings should reflect a stepped or terraced bulk so mass is decreased as the building rises in height.

Policy CC1O

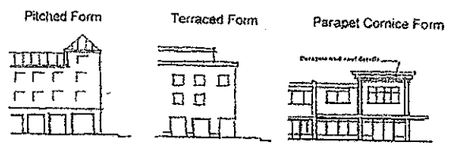
Encourage builders to include architectural features that create visual interest.



Discussion: Facades of lower floors at pedestrian level should include a number of features, such as cornice lines, stepbacks, terraces, overhangs, projecting bays, offsets and other devices that create shadow lines and articulation. Visible window frames and richer colors and materials should be provided where they can appreciated by people on foot. Building entrances should be readily identifiable and accessible from a public sidewalk.

Policy CC1P

Encourage roof forms with visual focal points and variation in detail including pitched, terraced and cornice roof forms.



Discussion: The roof forms of buildings contribute much to the character of a community. Variety and creativity should be encouraged.

Policy CC1Q

Encourage creative concealment of rooftop equipment.

Discussion: A benefit of encouraging use of bold and interesting roof forms is that mechanical equipment, typically mounted on the roof, can be concealed comfortably. Too often these elements are added on with little or no thought to how they relate to building design. Often a plain parapet is

erected to conceal them. Forms that add richness and character to the structure are preferred.

Policy CC1R
Consider including a few similar design features or characteristics in all major buildings, while encouraging individual creative architectural designs.

Discussion: To be perceived as a distinctly identifiable place, a City should combine both variety and continuity. Selecting a "theme", however, usually appears contrived and false. A few common characteristics should be included in new development and redevelopment. The Town Center Plan should define those elements of design that residents want to maintain and duplicate.

Policy CC1S
Allow limited flexibility in the Zoning Code and subsequent urban design guidelines that balances community desire to create a well-designed community with preservation and maintenance of viable commercial and residential developments.

Discussion: Because conforming with design guidelines may be expensive for developments engaged in routine maintenance or remodeling, it will be necessary to apply standards and guidelines in a manner that does not discourage reinvestment. Renovation of existing buildings extends their useful life and helps maintain community character. Consequently, it is important to establish a threshold beyond which all current code requirements are applied. If this threshold is set too low, it can discourage needed renovation. If it is set too high, it can forestall improvements which contribute to the desired character of the community.

TOWN CENTER

GOAL CC2

Provide a well designed, pedestrian-friendly and community oriented Town Center.

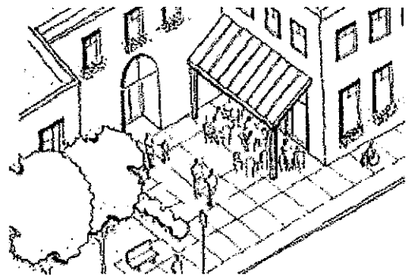
Policy CC2A
Encourage development of distinctive focal points within the Town Center.

Discussion: The Town Center is the area along Bridgeport Way approximately between 35th Street and 44th Street. Because the designated Town Center is relatively new, it has little in the way of truly historic buildings. It will be necessary for new development to create distinctive places. Developers choose to invest in an area when they are confident that the level of quality in their projects will be matched and reinforced in other projects. The City should develop an Urban Design Plan for the Town Center that identifies key locations and focal points for public activity and architectural interest.

Policy CC2B
Encourage tree planting, landscaping and inclusion of public art throughout the Town Center.

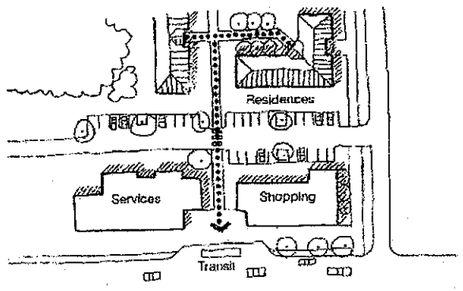
Discussion: The City's Zoning Code must contain requirements for new landscaping to be installed when development or redevelopment occurs. Landscaping enhances spaces between adjacent commercial and other uses and provides a pleasing transition. In developing a Town Center Plan the City should establish a planting theme that emphasizes certain types of trees and shrubs. Many cities have plant lists that identify appropriate varieties for street tree planting and other vegetation. Public spaces in the Town Center can display fountains, sculptures or mosaic pavements, for example, to create focal points.

Policy CC2C
Establish a variety of public spaces throughout the Town Center.



Discussion: Public space comes in many forms: streets, both large and small parks, plazas, courtyards, gardens, and public restrooms. Some will be developed by the City or other agencies, while some will be privately provided. It is important that there be some form of public space associated with each major development project, so that eventually there can be a wide variety of types and sizes throughout the center. Given the scarcity of publicly owned land, this may require a public/private partnership.

Policy CC2D
Encourage connections between the Town Center and nearby neighborhoods.



Discussion: The Town Center should not be seen as an isolated, free standing area of the community. It needs to be linked to the neighborhoods surrounding it. While such linkages can be enhanced by transit, the principal means should be through sidewalks, walkways and other ground-level corridors. While most of these will be developed as a part of public streets and open space, there may be instances in which pathways could be cut through private property by means of access easements provided by willing owners.

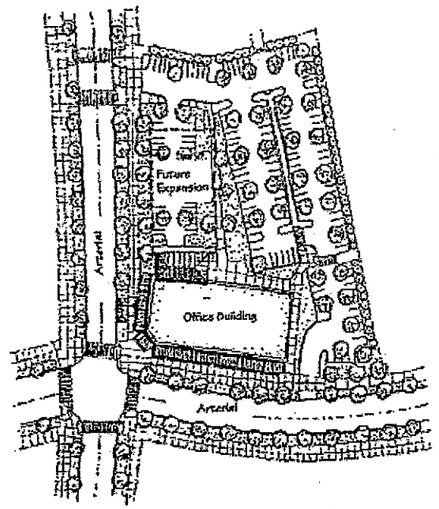
Policy CC2E
Provide safe methods such as textured crosswalk paths and pedestrian islands within the planted median for people to cross major streets at regular and convenient intervals.

Discussion: Bridgeport Way and other arterials should have special features to allow for safe and convenient pedestrian movement. Since there is often a substantial distance between signalized intersections, mid-block crossings should be provided.

Policy CC2F
Enhance the visual character of surface parking areas through screening and vegetation.

Discussion: Paved surface parking lots exist. It is important that such parking creates a positive visual impact on the evolving Town Center. Landscaping along the perimeter and within the lot helps to relieve the monotony of asphalt.

Policy CC2G
Encourage provision of parking to the rear of buildings or in structures where possible.



Discussion: Large expanses of open car parking in front of buildings and stores creates an unattractive streetscape that is not pedestrian friendly. It is more desirable to provide parking to the rear and side of buildings. This already occurs on some sites within the Town Center including the City Hall area and should be encouraged where physically feasible. The berms and slopes in some parts of the Town Center are conducive to developing parking underneath or behind buildings.

Policy CC2H
Develop a coordinated signage plan for the Town Center.

Discussion: Well-scaled signage that meets the needs of businesses and contributes to a cohesive central business district is important to the Town Center urban design concept. Signs should relate to the pedestrian's level and not simply to those driving by. Currently, some signs for business centers along Bridgeport Way are tall yet not really readable to the passing motorist or to those walking. The City should work with the business community to achieve a plan that can be implemented with redevelopment projects. Public informational and directional signs should also be included.

CIVIC FACILITIES

GOAL CC3
Provide a range of spaces and places for civic functions such as public meetings, ceremonial events, and community festivals.

Policy CC3A
Create public spaces throughout the city.

Discussion: Cities are stronger and more focused when they have one or more major public parks or squares. Such a place is seen by the community as a "commons" when it is publicly owned, programmed, monitored and maintained. A privately provided plaza may not accomplish the same result since it is not "held in common" by the citizens of the community. The areas around City Hall and locations like the Curran Orchard and other new parks should provide opportunities for public gatherings.

Policy CC3B
Encourage the inclusion of public art.

Discussion: The Pacific Northwest has an international reputation for displaying works of art in public settings. The City can contribute to this regional legacy by incorporating art in public projects and encouraging developers to incorporate art into their projects. The City should include artists on design teams for parks and other public spaces. Many items in the public environment—lighting, railings, walls, benches, etc.--could be made more interesting through the participation of artists.

Policy CC3C
Encourage community volunteerism in public beautification projects.

Discussion: Many communities benefit from active volunteers and civic beautification committees who organize to contribute amenities such as planted flower beds, banners, hanging baskets, sculpture and other items, or who help provide additional maintenance that is often

beyond municipal budgets. These projects may include the involvement of local Chamber of Commerce or other business and volunteer groups.

RESIDENTIAL AND MIXED USE AREAS

Much of the city's growth over the next 20 years will come through development of infill lots in established single family residential areas and redevelopment in mixed use areas of housing, office and retail use. It is important that development be compatible with surrounding areas and build upon the positive aspects of the neighborhood.

GOAL CC4

Accommodate infill development and redevelopment in a way that is sensitive to surrounding residential areas and helps enhance the quality of city neighborhoods and business areas.

Policy CC4A

Establish lot access and improvement standards that are appropriate for small lot or short plat subdivisions and are consistent with neighborhood character.

Discussion: Short-platting or short subdivision divides a property into four or fewer lots. It enables individual property owners to sell off a portion of a larger parcel to obtain additional income from their property. Subsequent infill development may change the neighborhood open space pattern (that vacant lot or stand of trees is now the site of a house) and create additional driveway or street accesses. Standards for short subdivisions should consider neighborhood character. Access standards applicable to long plats--such as width and surfacing--may not always be necessary or appropriate.

Policy CC4B

Ensure that accessory dwelling units are designed to maintain the appearance of the single family structure and are subordinate in size to the main unit.

Discussion: An accessory dwelling unit or apartment within a single family structure helps increase the supply of affordable housing and may meet special needs of individual households to provide housing for family members, earn supplemental income, or to increase security and ability to live independently. State law requires accommodation of accessory dwelling units in single family areas, but also requires protecting the character of single family neighborhoods.

Policy CC4C

Require that site and building design elements provide adequate transition to surrounding single family areas and protect them from impacts of higher intensity commercial, industrial and multifamily uses.

Discussion: Problems that often accompany transitions from one level of land use to another include bulk and scale--taller buildings that reduce privacy for adjoining residences, additional traffic, unsightly storage areas, lighting and noise. Stepping down building heights, providing greater setbacks, shielding lighting and developing appropriate fence and landscape screens are among the tools that can be used to mitigate impacts.

Policy CC4D

Encourage single family attached housing such as townhouses in mixed use areas and as transition areas between single family and other zones.

Discussion: University Place has a significant proportion of its housing stock in multifamily buildings of two and three stories. In a 1996 land use inventory, close to 30% of the total dwellings are in projects with more than five units, about 60% are single family houses, 6% are duplexes, and the remainder are mobile homes and assisted living projects. The City should encourage more

housing that appeals to those who cannot afford or don't want the maintenance obligations of a single family house and lot, but are not interested in living in an apartment complex.

Policy CC4E

Establish design guidelines for development in mixed use areas that will encourage quality residential and commercial infill projects, an attractive streetscape and a pedestrian-friendly environment.

Discussion: Mixed use areas along the 27th Street and Bridgeport Way corridors contain many small single family structures, generally 1 story or 1-1/2 stories. Some homes have been turned into offices and retail businesses; others are still used as residences. In addition, there is a mix of multi-family and commercial buildings. The mixed use designation reflects, to some extent, what has already occurred in the neighborhood evolution. Guidelines should address the transition from single family structures (renovation to full redevelopment) and create a pedestrian friendly environment. In the mixed use zone, residential and commercial uses may exist side-by-side or within the same structure. Drive-through uses should not be allowed because of the variety of conflicts with residences in the same zone. The area is intended to be lower scale and less intense than commercial or neighborhood commercial designations.

Note: Additional policies on the interface between various land uses and appropriate buffering and other requirements are found in the Land Use Element.

Parks, Recreation and Open Space Element

CHAPTER 8

PARKS, RECREATION, AND OPEN SPACE

This Element addresses the present and future park, recreation and open space issues for University Place. The element is supplemented by the Parks, Recreation and Open Space Plan (Parks Plan) adopted as an appendix to the Comprehensive Plan. The Parks Plan contains an inventory of facilities, level of service standards, a list of proposed facilities and implementation strategies.

This element includes policies related to:

- Planning and Implementation
- Acquisition and Finance
- Community Involvement
- Access to parks
- Facility Development and Maintenance
- Human Resources

STATE GOAL

Open Space and Recreation
Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

Shorelines of the State
The goals and policies of the Shoreline Management Act as set forth in RCW 98.58.020.

COMMUNITY VISION

Expansion of parks and recreation services has been achieved through cooperative efforts of the City, the Parks and School Districts and many citizen volunteers. Residents enjoy more neighborhood parks and public spaces, a community and civic center, public access to the shoreline, and a variety of recreation programs and activities for children, youth, adults, and senior citizens.

MAJOR ISSUES

University Place's present economic base limits the City's ability to acquire, develop, and maintain parks.

Residential, commercial, and industrial development continues in University Place, bringing the area close to build-out and increasing the demand on existing park facilities. The City's current ratio of park lands to population is low compared to national and regional standards.

University Place has some distinctive natural features worth preserving. These include the shorelines, Chambers Creek Canyon, Morrison wetlands, and major creek corridors (Chambers, Leach and Peach creeks).

University Place does not have a sufficient pedestrian or bicycle trail system to connect residential and commercial areas with parks and public facilities.

Chambers Creek Properties, owned by Pierce County, has the potential for major regional park activities. Trails, shoreline access and a boat ramp are planned for construction within 5-10 years. Other major projects may not occur until well into the 21st century as the gravel mine is fully reclaimed.

Additional amenities are needed in existing parks and ball fields. The City lacks a substantial Community Activity Center for citizen use and enjoyment.

GOALS AND POLICIES

This section of the Element contains the parks, recreation, and open space goals and policies for the City of University Place. The following goals represent the general direction of the City related to parks, recreation and open space, and the policies provide more detail about the steps needed to meet the intent of each goal. Discussions provide background information, may offer typical examples, and clarify intent.

PLANNING/IMPLEMENTATION

GOAL PRO1

Develop a high quality, diversified park, recreation and open space system that benefits citizens of various ages, incomes and physical abilities.

Policy PRO1A
Identify, acquire, and preserve a wide variety of lands for park and open space purposes, including:

- Natural areas and features with outstanding scenic or recreational value, or wildlife preservation potential;
- Lands that provide public access to shorelands and creeks;
- Lands that visually or physically connect natural areas, or provide important linkages for recreation, plant communities, and wildlife habitat;
- Lands valuable for recreation, such as athletic fields, trails, fishing, swimming or picnic activities;
- Lands that provide an appropriate setting and location for community center facilities;
- Park land which enhances the surrounding land uses;
- Land which is presently available, or which, if not preserved now, will be lost to development in the future;
- Land that preserves significant historical areas and features.

Discussion: The acquisition of open space and park land requires considerable forethought, since land is expensive and commits the City to maintenance responsibilities. Benefits of park and open space acquisition include establishing greenbelts, providing access to water, reserving areas for wildlife habitat, and protecting natural features. Acquiring and preserving such lands must be encouraged, because they offer and provide unique opportunities for recreational purposes as well as open space near residential areas. Open spaces or small parks in commercial areas also serve several functions, including providing social places for employees.

Policy PRO1B
Ensure a fair geographic distribution of parks, playgrounds, and related recreation opportunities.

Discussion: Decisions to purchase and develop park and open space facilities should consider a geographically equitable distribution of park and recreational facilities throughout the city. Park sites and activities should be conveniently accessible to all residents.

Policy PRO1C
Evaluate impacts on surrounding land uses when considering sites for acquisition and in developing park sites.

Discussion: Impacts may include traffic, noise, parking, and lighting. The City should evaluate how activities in the park will affect the surrounding neighborhood and adjacent land

uses. Sites and activities should be changed as appropriate.

Policy PRO1D
Encourage improvement and use of underutilized publicly-owned properties for park, recreation and open space purposes.

Discussion: When developing the park and recreation system, making available a range of activities and functions is critical given the wide diversity of interests that exist. All existing parks, public owned land, and vacant school sites should be explored in terms of park development opportunities. Consideration also needs to be given to development and the type of activities which are appropriate for the diverse members of the community. To accomplish this goal, park development should incorporate both active and passive recreational opportunities.

Policy PRO1E
Encourage development of active recreation facilities.

Discussion: University Place currently does not offer many facilities for active recreation. Playfields, bicycle and jogging trails, and playgrounds should be given primary consideration in funding plans.

Policy PRO1F
Require usable open space in residential development to provide open space and recreation for children and adults in new residential projects. Encourage public plazas, seating and other usable open space in commercial projects.

Discussion: Residential developments shall provide on-site recreational opportunities for adults and children, especially in areas identified as deficient in the provision of neighborhood parks. There also should be efforts to ensure the accessibility to open space and recreational opportunities for employees of local businesses. Inclusion of plazas, courtyards and other outdoor seating areas should be encouraged in new commercial development.

Policy PRO1G
Improve bicycle access and safety throughout University Place and provide new bicycle lanes or trails when streets or transportation facilities are constructed or improved.

Discussion: It is important to promote multiple uses of existing and future rights-of-way. The City should also consider establishing bicycle lanes or trails along major streets as improvements to these streets are made. "Water trails" along creeks and saltwater shoreline are also desirable, and should be promoted where feasible and not damaging to wildlife and the environment.

Policy PRO1H
Coordinate development of parks, open space, pedestrian walkways, bike paths, water trails, and an urban trail system with the area's unique open space settings including wetlands, creeks, greenbelts, and other environmentally sensitive and historic sites.

Discussion: Pedestrian, bicycle, and equestrian trails throughout the city, especially if they can be sited along natural features such as creeks, should be integrated into future recreational development efforts.

Policy PRO1I
Provide adequate Community Center facilities for youth and adults based on community support and funding capacity.

Discussion: The former Park District building is on a small lot and cannot be expanded. The 1997 renovations can make it an effective Senior Center. Acquisition of new sites and buildings will enable the City to offer a wider range of recreation opportunities, parking, and other amenities.

Policy PRO1J
Encourage development of community oriented enrichment programs that are responsive to community needs and promote community support.

Discussion: Quality recreational programming for the community is important, particularly for under

served groups. For example, teens need constructive and engaging activities. The City's population of senior citizens will be growing, and will need access to programs as well.

ACQUISITION AND FINANCE

GOAL PRO2

Acquire and finance a comprehensive park, open space and recreation system through a variety of methods that distribute costs equitably among those who benefit.

Policy PRO2A
Use the current Capital Improvement Program to prioritize parks, recreation, and open space funding.

Discussion: The Capital Facilities Element (CFE) of the Comprehensive Plan includes a long-term financing strategy for Parks, Recreation and Open Space. A six-year Capital Improvement Program (CIP) is updated annually and sets priorities for park acquisition and improvement expenditures.

Policy PRO2B
Preserve parcels identified as potential parks, open space, and trails using a variety of methods, including regulations, mitigation fees, incentives, trades, and the purchase of lands or easements.

Discussion: Implementing these policies depends on adequate funding and response to needs from new development and demand. Implementation can take several forms. The City should be open to using all opportunities available. These could include regulations, incentives, and a requirement that owners of new development dedicate land if the development is found to increase demand for recreational facilities. As an alternative to land dedication, the City might also consider park impact fees from development projects. All sources of funding and implementation techniques should be considered as growth and development pressures increase the demand for recreation and reduce the amount of land that might be acquired for recreational purposes.

Policy PRO2C
Encourage development designs which create, preserve and maintain open space accessible to the general public.

Discussion: Open space preservation can be required as part of the development approval process. Sensitive areas can provide trail corridors and preserve unique natural features. In urban redevelopment, common public open spaces can be created as plazas, which serve the development, and provide opportunities for public access to open space.

Policy PRO2D
Acquire and develop parks and trails with public funds, shared use of transportation rights-of-way, and dedications from large residential and commercial developments.

Discussion: Land for parks and trails is in very limited supply. The Parks, Recreation and Open Space Plan has identified existing and potential park sites, and has defined city areas in which additional parks are needed. The City should acquire land when the opportunity arises. It should maximize use of lands in existing rights-of-way and seek cooperative use of adjacent jurisdiction's rights-of-way. Land dedications from new developments should be promoted, possibly through incentive programs.

Policy PRO2E
Develop park mitigation options for all development based on development impacts.

Discussion: The City may provide options for mitigation of development impacts, based on the type of development. Such options may include, but not be limited to:

- Require dedication of land within the subdivision for parks mitigation.
- Permit a voluntary park contribution per lot created or establish a park impact fee by ordinance.

- Develop a contractual arrangement that calls for the developer to construct needed facilities in an existing park.

- Develop an alternative which can include dedication of land, on-site facilities or construction of needed facilities in an existing park.

Policy PRO2F
Take advantage of all outside sources of funding and assistance for park and recreation projects and programs.

Discussion: Identifying and pursuing additional funding sources, such as the Interagency Committee for Outdoor Recreation, is a beneficial method for increasing available park capital improvement funding. Funding and services offered through Country, State and national agencies and through volunteer donations will serve to expand parks and recreation opportunities.

Policy PRO2G
Encourage private business and service organizations to develop recreational opportunities for neighborhoods and for the community.

Discussion: The City should encourage private businesses and service organizations to participate in the park and recreation process. Many community service groups in the city are interested in projects which benefit local residents. When needs are identified through an ongoing program and facility evaluation process, an idea bank for these groups can be made available. The City can promote private involvement by identifying the need and providing support. Where appropriate and economically feasible, the City should support specialized facilities and special interest recreational facilities which are also of interest to the general population. These could include a saltwater marina, hand-carry boat access, and a wooden boat activities center.

COMMUNITY INVOLVEMENT

GOAL PRO3

Invite, encourage, and involve the entire community, including the business community and other public jurisdictions and agencies, to participate in planning and developing parks and recreational services and facilities.

Policy PRO3A
Encourage citizen involvement in all aspects of the City's parks and open space selection, development, and day-to-day use.

Discussion: Development of an efficient quality park and recreation system and program requires sound planning and implementation strategies. Planning requires continual citizen participation to assure that citizen desires are identified and addressed. Local citizen groups are active in city government and seek to be involved in park projects. A Parks and Recreation Commission and other citizen advisory committees are an effective way to include public participation.

Policy PRO3B
Identify lands of regional significance for preservation as parks or open space through a process involving University Place residents, landowners and conservation groups, other cities and other government agencies.

Discussion: For potential parks and activities of regional significance, efforts should be made to include all affected agencies and interest groups. The City should participate in regional park planning efforts which affect city residents, even when projects might be located outside the city limits.

Policy PRO3C
Establish effective ways to inform people about parks and recreation activities and programs.

Discussion: In addition to having committees, the City should establish an effective public awareness program to inform people of recreational opportunities. A strong park and recreation system is meaningless unless there is a program to communicate its availability to the general public and to schools. The City's newsletter, Internet homepage, cable access, and widespread distribution of a Park and Recreation brochure are examples of how information about the City's park and recreation activities can be disseminated.

Policy PRO3D

Promote collaboration among various public and private agencies in developing and using the community's recreational and cultural capabilities.

Discussion: Because the use of recreational facilities goes beyond the boundaries of individual local governments, intergovernmental coordination is important. Potential funding sources from outside agencies makes it important to maintain an effective intergovernmental coordination program. The necessity for intergovernmental coordination is particularly important for the City of University Place, given the presence of adjacent cities, Pierce County, and the school districts. There will be many opportunities for shared use of facilities and cooperative projects.

Policy PRO3E

Encourage donations for public park and open space land and improvements that help implement the Park, Recreation and Open Space Plan and design plans for individual sites.

Discussion: People may want to donate land to the City or add improvements to park sites. The Parks Commission should review potential donations for suitability in light of priorities and long term maintenance obligations.

Policy PRO3F

Promote a close working relationship between the City and local school districts to provide the best possible level of park and recreation service.

Discussion: University Place School District (and, to a lesser extent, Tacoma, Steilacoom and private school districts) have buildings and playfields which can be used for recreational programs. Cooperative agreements on maintenance can results in cost savings for the City and the district.

Policy PRO3G

Maximize the use of school facilities as activity and recreation centers.

Discussion: Locating youth programs at school facilities provides easy access to this sometimes difficult-to-reach user group. Youth facilities and programs have been identified by the public as important elements in the City recreation programming and facility development.

Policy PRO3H

Encourage cooperation between public and private groups for planning and use of recreational facilities.

Discussion: Volunteer groups, private community clubs, and businesses operate facilities and recreation programs. Cooperating with these groups will extend opportunities for local residents and employees, and will reduce duplication. Mutual support and partnerships can increase the success of grant applications for facilities and the funding and staffing of potential programs which cannot be provided within the City funding program.

ACCESS TO PARKS

GOAL PRO4

Ensure safe and convenient access to recreational lands, facilities, and programs.

Policy PRO4A

Locate major recreational facilities that generate large amounts of traffic on sites with direct arterial access, preferably grouped with other traffic generators.

Discussion: Some park and recreation facilities provide activities which attract large participant or

spectator groups. They should be accessible from public transportation routes and located on streets which are capable of carrying the expected traffic volumes. Access to public transport makes the facility accessible to a wide spectrum of citizens, reduces parking requirements and lessens neighborhood traffic clutter. When sites with good access are found, they should be developed into multiple use facilities to take full advantage of their accessibility. Park site selection should also consider accessibility to pedestrians and bicyclists.

Policy PRO4B
Provide safe parking at parks and recreational facilities that commonly draw crowds which arrive by automobile or bicycle.

Discussion: Parks should have adequate, safe parking facilities to encourage park use.

Policy PRO4C
Provide recreational opportunities that do not discriminate against any participant, regardless of age, income, race, creed, color, sex, or special need, and eliminate all barriers to special populations. Adhere to the Americans with Disabilities Act (ADA) where required.

Discussion: Ensure that park and recreational facilities are available to all segments of the population, regardless of social status or other considerations. Park programming should be geared to a wide range of age groups and interest. In particular, provide places and activities for teens. Teens should be involved in making the choices regarding the types of activities and how they are run. Scholarships should be made available to those who cannot afford fees for parks and recreation programs.

Policy PRO4D
Design, maintain, and modify parks, recreational and cultural facilities so that they are safe and accessible. Parks should be available year-round when appropriate.

Discussion: The Americans with Disabilities Act requires that parks are reasonably accessible to all citizens, regardless of disability. Barrier-free design standards should be incorporated in all new park design and development. As needs change and as existing facilities age, redevelopment of existing facilities may occur. Redevelopment should meet the changing needs in the community and promote safety and accessibility as prime considerations.

FACILITY DEVELOPMENT AND MAINTENANCE

GOAL PRO5

Create, maintain, and upgrade park, recreational, and cultural facilities to respond to changing uses and improve operational efficiency.

Policy PRO5A
Periodically review buildings and parks to determine if the public's needs are being met and to make changes as necessary to meet those needs efficiently.

Discussion: Overall park staffing, programming, and operations should be reviewed periodically to evaluate safety, efficiency, the desired level of service, and response to public comment. Park surveys should solicit information about changes in public sentiment and general public need. A committee could be formed to make recommendations about barrier-free access. Play equipment also needs to be evaluated and updated to meet current safety standards.

Policy PRO5B
Encourage volunteer and civic groups to take part in appropriate periodic maintenance and improvement of park facilities.

Discussion: To offset some maintenance costs and promote community identity and involvement, the resources and ideas of civic and community-based organizations should be utilized. A good example would be volunteer pruning efforts at Curran Apple Orchard, or periodic trail maintenance and removal of brush.

Policy PRO5C
Provide clean, safe, and attractive parks for public use through a maintenance program which matches the intensity of use and character of the park and facilities.

Discussion: The City should consider all acquisition and development projects in the context of future maintenance responsibilities. Proper maintenance protects the public investment in the parks system. Well-maintained parks encourage use and promote community pride. Cost/benefit assessments are important to determine the appropriate level of maintenance.

"Pooper Scooper" laws and provisions for plastic bags and waste receptacles at parks will help alleviate the animal waste problem.

HUMAN RESOURCES

GOAL PRO6

Develop training and support for a professional parks and recreation staff that effectively serves the community.

Policy PRO6A
Encourage teamwork through communications, creativity, positive image, risk-taking, sharing of resources, and cooperation toward common goals.

Discussion: It is important to provide parks staff with education, training, and modern equipment and supplies to increase personal productivity, efficiency, and pride. In particular, staff (especially any grounds crews) must be trained in the appropriate use of pesticides and other potentially harmful chemicals. State law requires integrated pest management policies, which involves using the most appropriate methods and strategies to control pests in an environmentally and economically sound manner. Safety of playground equipment and park sites in general are also important subjects for training.

Figure 8-1

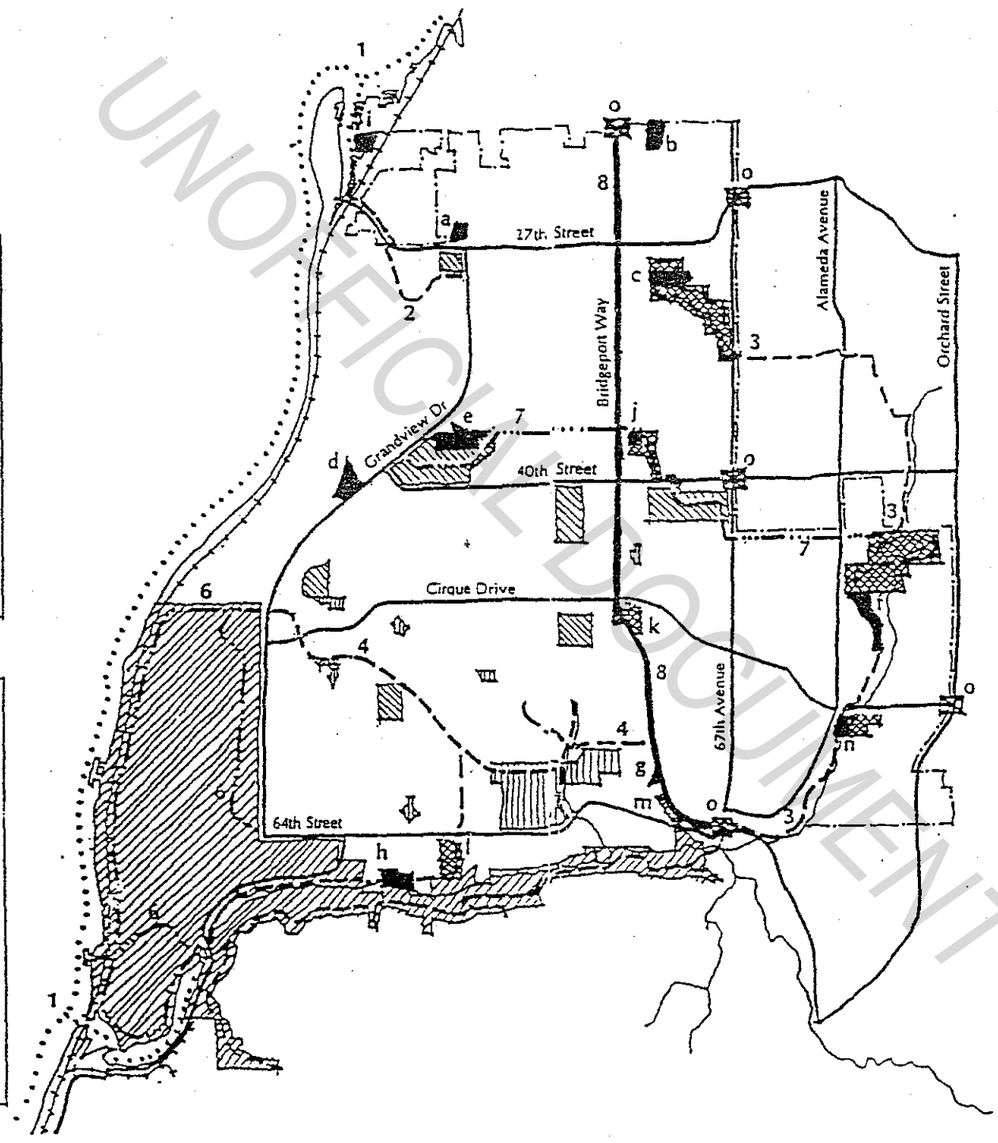
City of University Place
Parks, Recreation and Open Space Plan

Existing park improvements

a: Park District Headquarters - convert to a Senior Center.
b: Sunset Terrace Park - add playground and picnic facilities.
c: Adriana Hess Wetlands/Morrison Pond Park - add adjacent wetlands and an adjoining residential house, and develop viewpoints and trails.
d: Curran Apple Orchard - add interpretive and picnic facilities.
e: Colegate Park - add picnic and playground facilities.
f: Woodside Pond Nature Park - add adjacent woodland and wetland properties, and develop neighborhood park facilities.
g: Conservation Park - add gateway park improvements.
h: Chambers Crest Wildlife Habitat - add trail to Chambers Creek Park.

Proposed park acquisitions/developments

i: Day Island Waterway Surface Water Management Site (located at the end of 20th Street West) - develop waterfront viewpoint and access facilities.
j: City Hall Park - acquire/develop adjacent woodland and wetland properties for a community picnic and gathering facility.
k: Cirque/Bridgeport Park - acquire/develop a community center and park facilities site.
l: Chambers Creek Road Park - acquire/develop a neighborhood park site.
m: South Bridgeport Gateway Park - acquire a conservation area and city gateway site.
n: Cirque Road/Alameda Avenue Park - acquire/develop a neighborhood park site.
o: Gateway Parks - on Bridgeport at 19th Street and 67th Avenue, on 67th Avenue at 27th and 40th Streets, on Orchard at Cirque Drive.



Proposed trails

1: Water (kayak and canoe) Trail - from the Surface Water Management site on Day Island Waterway to Chambers Creek Bay.
2: Parkway Walking Trail - from Day Island Waterway through the historic university site to University Place Primary School.
3: Morrison Pond/Leach Creek/Chambers Creek Walking Trail - from Morrison Pond through Fircrest and down Leach and Chambers Creeks to Chambers Bay.
4: Peach Creek Walking Trail - from Chambers Creek around Wright Academy to Chambers Creek Properties, and north through Peach Creek to Bridgeport.
5: On-road Bicycle Routes - on Grandview Drive, 67th Avenue West, Alameda Avenue, Orchard Street, 27th Street West, 40th Street West, Cirque Drive West, and 64th Street/Chambers Lane West.
6: Pierce County Chambers Creek Properties Multipurpose Trail - along the shoreline, around Chambers Bay, and as an overlook along Grandview Drive.
7: Colegate/City Hall/Leach Creek Multipurpose Biking and Hiking Trail - from Curtis Junior and Senior High Schools through City Hall Park to the Woodside Pond Nature Park addition on Leach Creek.
8: Bridgeport Streetscape - from 19th Street to 67th Avenue.

City parks - existing
City parks - proposed
Gateway parks - proposed
County parks
Schools
Private facilities
Water trails
Hiking trails
On-road biking routes
Multipurpose trails
Streetscapes

1000 feet

Appendix A - Glossary

GLOSSARY

Accessory Dwelling Unit. A second dwelling unit added to, created within, or detached from an existing single family detached dwelling for use as a complete independent or semi-independent unit with provisions for cooking, eating, sanitation and sleeping.

Act. The Growth Management Act as enacted in 1990, and subsequent amendments thereto.

Active Recreational Uses. Leisure time activities usually of a more formal nature and performed with others.

Adaptive Reuse. The conversion of the use of a structure to other uses that are more appropriate in the contemporary situation.

Adequate Public Facilities. Facilities which have the capacity to serve development without decreasing levels of service below locally established minimums (WAC 365-195-210).

Adult Businesses. Establishments from which minors are excluded and primarily distinguished by products, services, or entertainment of a sexually explicit nature.

Affordable Housing: Affordable housing is generally defined as housing where the occupant is paying no more than 30 percent of gross income for housing costs, including utilities other than telephone, and meets the needs of moderate or low income households. While affordable housing is often thought of as subsidized housing, this is not necessarily so. Market housing, meeting low and moderate income targets may also qualify.

Americans with Disabilities Act (ADA). A 1990 federal law designed to bring disabled Americans into the economic mainstream by providing equal access to employment, transportation, public facilities and services.

Aquifer. A saturated geologic formation which will yield a sufficient quantity of water to serve as a private or public water supply.

Aquifer Recharge Area. Areas where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of groundwater resources or contributes significantly to the replenishment of groundwater.

Base Density. A standard density for a given area, from which increases or decreases in density may be allowed.

Best Management Plan. A plan developed for a property which specifies best management practices for the control of animal wastes, stormwater runoff, and erosion.

Best Management Practices (BMP). Physical, structural, or managerial practices which have gained general acceptance for their ability to prevent or reduce environmental impacts. BMP's are often required as part of major land development projects. The BMP represents physical, institutional, or strategic approaches to environmental problems, particularly with respect to non-point source pollution control.

Buffer. Open spaces, landscaped areas, fences, walls, berms, or any combination thereof used to physically separate or screen one use from another so as to visually shield or block noise, lights, or other nuisances. A "buffer" may also mean undisturbed areas of natural vegetation. For the purposes of critical areas, a "buffer" means a contiguous area with a critical area that is required for the integrity, maintenance, function, and structural stability of the critical area.

Capacity. The maximum number or amount that can be contained or accommodated.

Capital Facilities Plan. The Capital Facilities Plan is part of the Capital Facilities Element of the Comprehensive Plan. Future public works needs and facilities are included in the financial plan to fund those facilities. The GMA requires that capital facilities plans include at least a six-year financial plan.

Capital Improvement. Improvements to land, structures, (including design, permitting, and construction), in initial furnishings and selected equipment. Capital improvements have an expected useful life of at least 10 years. Other "capital" costs such as motor vehicles and motorized equipment, office furnishings, and small tools are considered to be minor capital expenses in the City's annual budget, but such items are not capital improvements for the purposes of the comprehensive plan or the issuance of development permits.

Capital Improvements Program (CIP). A program of capital facility development, usually covering six years, and typically expressed in a list of projects with estimated date of construction and other basic information.

Census Tracts. A division of area uses by the U.S. Census Bureau to collect demographic information.

City. The City of University Place, unless otherwise noted.

Cluster Development. A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, individual or jointly owned open space, and preservation of environmentally sensitive areas.

Commercial Uses. A businesses involved in: 1) the sale, lease, or rent of new or used products to the consumer public; 2) the provision of personal services to the consumer public; 3) the provision of leisure services in the form of food or drink and passive or active entertainment; or, 4) the provision of product repair or servicing o of consumer goods. Commercial and office developments are not necessarily mutually exclusive.

Comprehensive Plan, Land Use Plan or Plan. A coordinated policy statement of the governing body of a local government that sets forth guidelines and policies for future development of a community and may be adopted pursuant to the Washington State Growth Management Act (Chapter 36.70A RCW).

Comprehensive Urban Growth Area. The area designated as the 20 year Urban Growth Area for unincorporated Pierce County and the incorporated cities and towns.

Collector Arterials. Arterials which distribute trips from major and secondary arterials to the ultimate destination or may collect traffic from local streets and channel it into the major and secondary arterial systems. They carry a lower proportion of traffic traveling through the entire sub-area; carry a high proportion of local traffic with an origin or destination within that area. The design year ADT is approximately 2,500 to 15,000 vehicles. Collector arterials provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas.

Concurrency. Adequate public facilities are available when the impacts of development occur. For transportation improvements, concurrency means that a financial commitment is in place to complete the improvements or strategies within six years (RCW.70A.070).

Conservation. Improving the efficiency of energy use, using less energy to produce the same product.

Consistency. No feature of the plan or regulation is incompatible with any other feature of the plan or regulation.

Coordination. Consultation and cooperation among jurisdictions.

Critical Areas. Refers to the following areas and ecosystems: a) Wetlands; b) Areas with a critical recharging effect on aquifers used for potable water; c) Fish and wildlife habitat conservation areas; d) Frequently flooded areas; and e) Geologically hazardous areas.

Demand Management Strategies or Transportation Demand Management Strategies (TDM). Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride sharing options, parking policies, telecommuting.

Density. The number of families, individuals, dwelling units, or housing structures per unit of land.

Design Guidelines. The set of guidelines identifying preferred approaches to be followed in site and/or building design and development. (A guideline generally is not mandatory.)

Design Standard: A set of standards or fixed requirements to be followed in site and/or building design and development.

Detention, Stormwater. The process of collecting and holding back stormwater for delayed release to receiving waters.

Development Standards. Fixed requirements or standards imposed on new development by regulation or ordinance.

Development Regulations or Regulation. The controls placed on development or land use activities by the City including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, subdivision ordinances, and binding site plan ordinances, Public Works standards.

Domestic Water System. A system providing a supply of potable water which is deemed adequate pursuant to RCW 19.27.097 for the intended use of development.

Drainage Basin. An area which is drained by a creek or river system.

Duplex. A single structure containing two dwelling units, either side by side or one above the other.

Erosion. The wearing away of the earth's surface as a result of the movement of wind, water, or ice.

Erosion Hazard Area. Those areas that because of natural characteristics, including vegetative cover, soil texture, slope gradient, and rainfall patterns, or human induced changes to such characteristics, are vulnerable to erosion.

Essential Public Facilities. Public capital facilities of a local, countywide or statewide nature which have characteristics that make them extremely difficult to site. Such facilities may include, but are not limited to, transportation corridors, airports, wastewater treatment plants, solid waste landfills, higher educational facilities, correctional and in-patient treatment facilities.

Facility. The physical structure in which a service is provided (i.e. fire station) or which is used to provide the service (i.e. electrical substation). It also includes the street system for vehicles, bicycles and pedestrians.

Financial Commitment. Identified sources of public or private funds or combinations thereof which will be sufficient to finance public facilities necessary to support development and for which there is reasonable assurance that such funds will be put to that end in a timely fashion.

Fire Flow. The amount of water volume needed to provide fire suppression. Adequate fire flows are based on industry standards, typically measured in gallons per minute (gpm). Continuous fire flows volumes and pressures are necessary to ensure public safety.

Fish and Wildlife Habitat Areas. Those areas identified as being of critical importance to maintenance of fish, wildlife, and plant species including: areas with which

endangered, threatened, and sensitive species have a primary association; habitats or species of local importance, commercial and recreational shellfish areas, kelp and eelgrass beds, herring and smelt spawning areas, naturally occurring ponds under twenty acres and their submerged aquatic beds that provide fish or wildlife habitat; waters of the state; lakes ponds, streams, and rivers planted with game fish by a governmental or tribal entity or private organization; state natural area preserves and natural resource conservation areas.

Flood Hazard Areas. Areas of land located in floodplains which are subject to a one-percent or greater chance of flooding in any given year. These areas include, but are not limited to, streams, rivers, lakes, coastal areas, wetlands and the like.

Franchise Area. The non-exclusive area in which a utility is permitted by the City to place lines or structures. Specific definitions of "Franchise Areas" are provided for in each service providers franchise agreement with the City.

Geologically Hazardous Areas. Areas that because of their susceptibility to erosion, sliding, earthquake or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.

Greenbelt. A linear corridor of open space which often provides passive recreational and non-motorized transportation opportunities, serves as a buffer between developments and varying land uses, and/or creates a sense of visual relief from dense urban landscapes.

Joint Planning. Cooperative planning that occurs between jurisdictions in areas of mutual concern to ensure consistency in planning.

High Occupancy Vehicle (HOV). Generally, a vehicle carrying more than one person, including a carpool, vanpool or bus.

Home Occupation. Any business activity carried on within the principal residence or within a permitted accessory structure, incidental and secondary to the residential use of the dwelling unit, including the use of the dwelling unit as a business address in the directory or as a business mailing address.

Impact Fees. A set fee imposed on development as a condition of development approval to help pay for the cost of providing public facilities needed to serve development. "Impact fee" does not include a reasonable permit or application fee.

Infrastructure. Facilities and services needed to sustain industry, residential, and commercial activities. Infrastructure may include, but not be limited to, water and sewer lines, streets, and communication lines. From an economic development perspective, infrastructure also includes environmentally safe siting, an adequately trained labor force, and a transport network that includes and adequate commercial transportation system of roadways, rail system, and air freight.

Land Use. The use of any piece of land, including vacant. The way in which land is being used is land use.

Level of Service (LOS). An established minimum capacity of public facilities or services that must be provided per unit of demand or other appropriate measure of need.

Local Streets. The local street system consisting of local and minor access streets which provides circulation and access for residential neighborhoods away from the arterial system. Local streets should be designed for relatively low uniform traffic flow which discourages excessive speeds and minimizes traffic control devices.

Major Arterials. Roadways which carry major traffic movements within the city, providing intra-community travel between University Place and other suburban centers, larger communities and major trip generators. Major arterials serve the longest trips and carry some of the highest traffic volumes in the city. The design year average daily traffic volume (ADT) is approximately 5,000 to 30,000 vehicles or more. Major arterials are generally intended to serve through traffic, service to abutting land should be subordinate to the provision of travel service to major traffic movements.

May. An option, possibility, or permission.

Minor Arterial. Roadways which interconnect major arterials to collector arterials and small trip generators/geographic areas/communities. Minor arterials provide service to trips of moderate length with a relatively lower level of travel mobility than major arterials. Minor arterials allow for more land access than major arterials.

Mitigation. A method of avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by affirmative steps to avoid or reduce impacts; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; compensating for the impact by replacing, enhancing, or providing substitute resources or environments; and/or; monitoring the impact and taking appropriate corrective measures.

Mixed Use. Land use development in one or more buildings, on one or more parcels, that may combine at least two of the following uses: residential, commercial, and/or office.

Multi-Family. A structure containing three or more dwelling units, with the units joined to one another.

Multimodal. Two or more modes or methods of transportation. Examples of transportation modes include: bicycling, driving an automobile, walking, or bus transit.

Must. Obliged to. (See "Shall").

Non-Conforming Use. A use or activity that was lawful prior to the adoption, revision, or amendment of the comprehensive plan or zoning ordinance but that fails by reason of such adoption, revision, or amendment to conform to present requirements of the comprehensive plan or zoning ordinance.

Nonpoint Source Pollution. Pollution that enters a water body from diffuse origins on the watershed and does not result from discernible, confined, or discrete conveyances.

Office. A use or development activities that generally focus on business, government, professional, medical or financial services for the non-daily needs of individuals, groups, or organizations. Office and commercial developments are not necessarily mutually exclusive.

Open Space. A landscape which is primarily unimproved. Open space areas may include: critical areas; wooded areas; parks; trails; privately owned nature reserves, abandoned railroad lines, utility corridors; and other vacant right of ways. Permanent dedication, designation, or reservation of open space for public or private use may occur in accordance with adopted Comprehensive Plan policies.

Pedestrian Amenities. Features of the built environment that improve the quality of pedestrian or wheelchair travel, including ground floor retail uses in adjacent buildings, landscaped walkways or sidewalks, limited interference with vehicular traffic, street furniture, etc.

Pierce County Regional Council (PCRC). Consists of one elected official from Pierce County and one from each municipality. The PCRC provides recommendations to the Pierce County Council on matters related to the Countywide Planning Policies (CPP's) and growth management.

Planned Development District (PDD). A flexible zoning concept that provides an opportunity to mold a district so that it creates a more desirable environment, and results in a better use of land than that which could have been provided through the limiting standards provided in the regular zoning classification.

Planning Period. The 20-year period following the adoption of the comprehensive plan or such longer period as may have been selected as the initial planning horizon by the planning jurisdiction.

Potable Water. Water that is fit for consumption by humans.

Public Facilities. Includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.

Public Service Obligations. Obligations imposed by law on utilities to furnish facilities and supply service to all whom may apply for and be reasonably entitled to service.

Public Services. Includes fire protection and suppression, law enforcement, public health, education, recreation, environmental protection and other government services.

Public Water System. Any system of water supply intended or used for human consumption or other domestic uses including source, treatment, storage, transmission,

and distribution facilities where water is being furnished to any community, collection, or number of individuals, but excluding a water system serving one single family residence.

Puget Sound Regional Council (PSRC). A consortium of local governments in King, Snohomish, Pierce, and Kitsap counties and the designated metropolitan planning organization and regional transportation planning organization for the four county region.

Require. See "Shall".

Riparian Areas. Land situated along streams.

Sanitary Sewer Systems. All facilities, including approved on-site disposal facilities, used in the collection, transmission, storage, treatment or discharge of any waterborne waste, whether domestic in origin or a combination of domestic, commercial or industrial waste.

Seismic Hazard Areas. Areas subject to severe risk of damage as a result of an earthquake induced ground shaking, slope failure, settlement, or soil liquefaction.

Shall. Obliged to. Shall is mandatory. If a policy contains shall, it is required that the decision maker follow the policy where it applies, unless there are very significant and unique circumstances that warrant a different action. These policies are generally carried out through specific regulations and standards.

Should. Ought to. If a policy contains should, the decision maker is to follow the policy where it applies unless the decision maker finds a compelling reason against following the policy. These policies often are carried out in guidelines, projects or programs. They could involve specific regulations.

Single Family, Detached. A dwelling unit that is not attached to another dwelling unit by any means.

Single Occupant Vehicle. Vehicles carrying only one passenger.

Surface Waters. Streams, rivers, ponds, lakes or other waters designated as "waters of the state" by the Washington Department of Natural Resources (WAC 222-16-030).

Traffic Calming. Measures or strategies designed to reduce the amount of traffic and its effects on residents or to reduce traffic speeds, while still providing the same level of mobility.

Transportation Demand Management Strategies (TDM). Strategies aimed at changing travel behavior rather than at expanding the transportation network to meet travel demand. Such strategies can include the promotion of work hour changes, ride-sharing option, parking policies, and telecommuting.

Transportation System Management. The use of low capital expenditures to increase the capacity of the transportation system. TSM strategies include, but are not limited to signalization, channelization, and bus turn-outs.

Undergrounding. The construction or conversion of electrical wires, telephone wires, and similar facilities underground.

Urban Governmental Services or Urban Services. Includes those public services and public facilities at an intensity historically and typically provided in cities, specifically including storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services, and other public utilities associated with urban areas and normally not associated with rural areas.

Urban Sprawl. The inefficient use of land.

Undisturbed Vegetation. Plant life which has not been altered by action such as tree cutting, clearing, or grading.

Utilities. Enterprises or facilities serving the public by means of an integrated system of collection, transmission, distribution, and processing facilities through more or less permanent, physical connections between the plant of the serving entity and the premises of the customer. Included are systems for the delivery of natural gas, electricity, telecommunication services, and water and for the disposal of sewage.

VISION 2020. The adopted regional growth strategy that describes linking high-density residential and employment centers throughout the region by high-capacity transit and promoting a multi-modal transportation system. Vision 2020 was adopted by the Puget Sound Regional Council.

Watershed. The geographic region within which water drains into a particular area, stream or other body of water.

Wetland or Wetlands. Areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. Wetlands do not include those artificial wetlands intentionally created from non-wetland sites, including, but not limited to irrigation and drainage ditches, grass lined swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were intentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from non-wetland areas to mitigate conversion of wetlands.

Zoning. The process by which the city (and other cities) legally controls the use of property and physical configuration of development upon tracts.

Zoning Map. The official Zoning Map which classifies all land within the city with a zoning designation such as "Mixed Use", "Multi-Family Residential", "Town Center".

Appendix B Transportation Plan

Appendix C Parks, Recreation and Open Space Plan

Appendix B and C are separate documents, available for review and purchase at the City Department of Planning and Community Development, 3715 Bridgeport Way West.

Acknowledgements

City Council
Debbie Klosowski, Mayor
Lorna Smith, Mayor Pro Tem
Linda Bird
Jean Brooks
Stan Flemming
Ken Grassi
Ron Williams (former Councilmember 1995-1997)
Gerald Gehring

Planning Commission
Pat Clifford, Chairperson
Mark Kahley, Vice-Chairperson
Caroline Belleci
Sue Harwood
Gary Hochstrasser
Dr. Imad Al Janabi
Peggy Lingwall
Bonnie Lynn Meyer
Robert Miraldi

Parks and Recreation Commission
Brian Halquist
Vicki Matlock
Mike Mays
Linda McCallum
Kris Stroad-Moore
Kyle Eakin
Javier Figueroa
David Dooley
Sylvia Sass
Don Mears
Val Zeeck

Planning Commission Focus Group
Arnie Jensen
David Hartley
Dan Scamporlina
Vern Lange
Hugh Leach
Lauren Murphy
Val Kramer
Dan Cagle
Janine Redmond
John Lunkes
Tiffany Ewing
Bob Lynch
Kerry O'Connell
Donald J. Nidek
Jim Brown
Rick Tanis
Katherine Coghill

Staff

Robert Jean	City Manager
Joann Smith	Director, Planning and Community Development
David Swindale	Planning Manager
Dave Osaki	Senior Planner
Shane Jensen	Associate Planner
Pete Kilga	Assistant Planner
Cynthia Salzman	Administrative Secretary
Angela Feser	Parks and Recreation Manager
Ben Yazici	Director, Public Works
Steve Sugg	Engineering Manager/City Engineer
Claudia Ellsworth	Director, Community Services
John Caulfield	Finance Manager

KJS Transportation Consultants