COMPREHENSIVE PLAN

ADOPTED DECEMBER 2, 2024

City of University Place

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University Place
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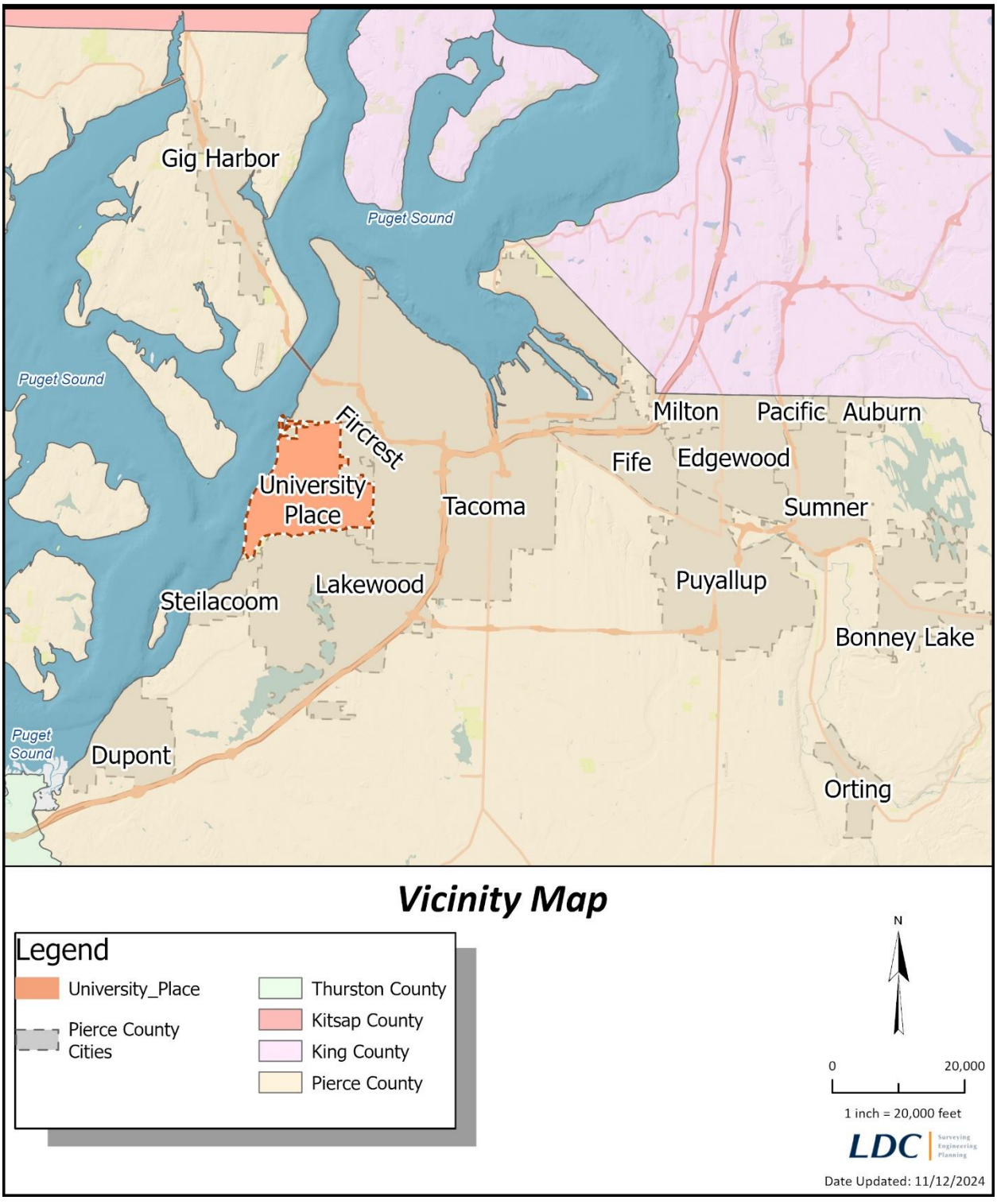

University Place
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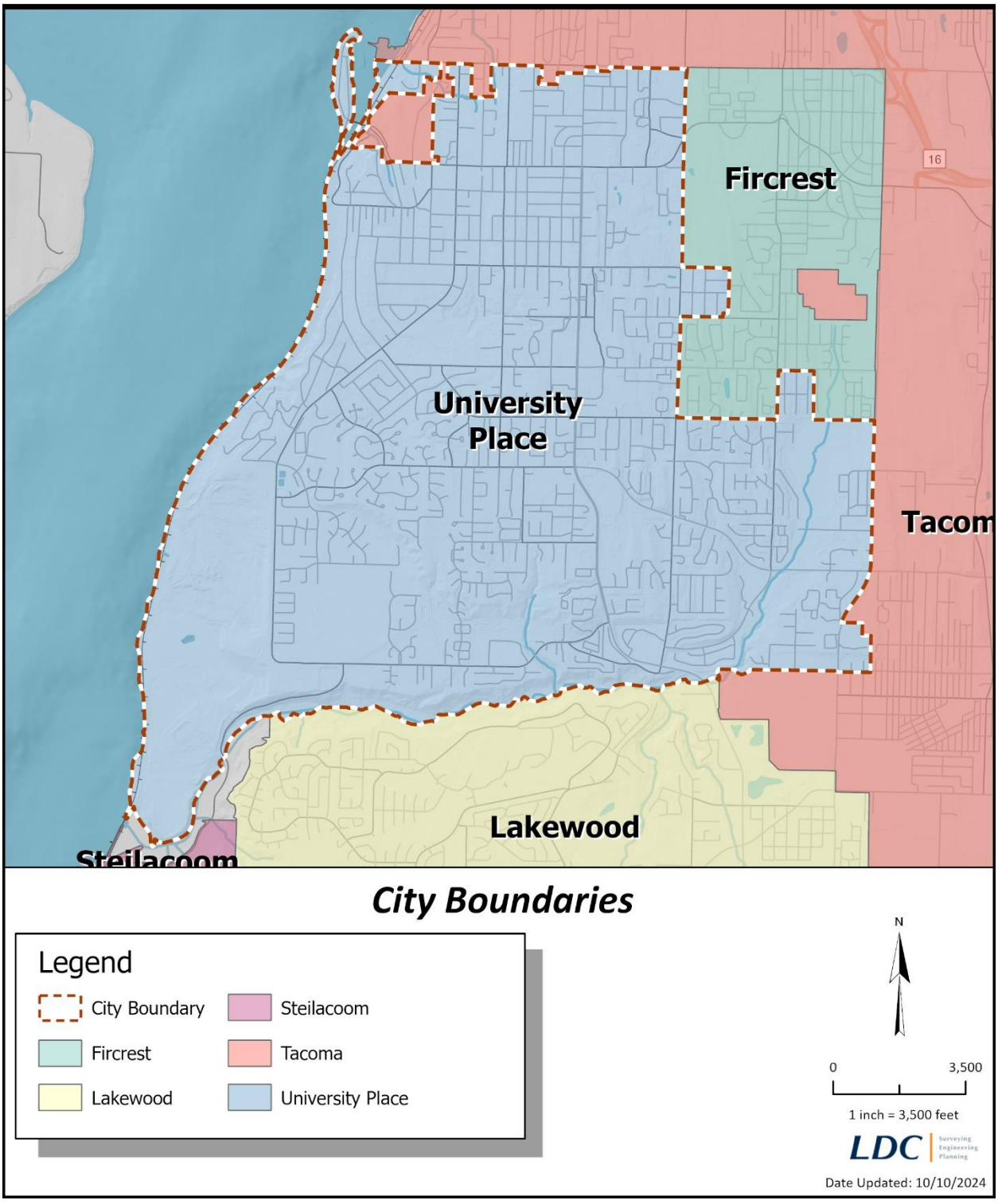

Chapter 1 – Introduction

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ABOUT UNIVERSITY PLACE

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

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

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

arterial route and commercial business corridor in University Place.

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

The basic form of the City, including its arterial streets and predominant land uses, was established prior to incorporation. The community is now focused on transforming these arterials into complete streets and developing a vibrant mixed use town center centered on Bridgeport Way. The City is continuing to improve its local parks and open space areas to further enhance the quality of life. University Place's stunning setting on the bluffs overlooking Puget Sound provides great views of the Sound and the Olympic Mountains beyond and opportunities for the development of paths and walkways. Scenic territorial views of Mt. Rainier and the Cascade Range are visible from numerous locations within the community. The City is supportive of Pierce County's ongoing efforts to redevelop large portions of the former 900-acre Chambers Creek/Lone Star Northwest Gravel Mine site into a regional park with a wide variety of improvements including trails, shoreline access, playground and the Chambers Bay Golf Course – the site of the 2010 U.S. Amateur Championship, 2015 U.S. Open and 2022 U.S. Women's Amateur Championship.

Table 1.1 — Profile of University Place

Population***		
	2020 Population	34,866
	2023 Population Estimate*	35,580
	Median Age	39.5
	Population Under 5	5.4%
	Population Under 20	24.9%
	Population 55 and Older	30.8%
	Population 75 and Older	7.5%
	Sex Female	52.7%
	Sex Male	47.3%
Race/Ethnicity***		
	White	59.6%
	Black/African-America	8.6%
	Asian	10.7%
	Native Hawaiian and Other Pacific Islander	1.2%
	Other	0.5%
	Other – Two or More	9.4%
	Hispanic or Latino of Any Race	9.5%
Income*		
	Median Household Income****	$84,673
	Median Family Income*****	$103,098
	Income Below Poverty Level – All Families	5.1%
	Income Below Poverty Level – All People	7.6%
Housing Characteristics***		
	Number of Dwelling Units	14,427
	Single Family Units*	65.1%
	Multifamily Units*	34.2%
	Owner Occupied Units	55.5%
	Renter Occupied Units	44.4%
	Average Household**** Size**	2.53
	Average Family***** Size**	3.18
	Median Home Value**	$430,500
Geography		
	Land Area in Square Miles	8.3
	Park Acreage, excluding Chambers Creek Properties	130
	Chambers Creek Properties Acreage within University	700

* Washington State Office of Financial Management

** U.S. Census American Community Survey 5-Year Estimates 2021

*** U.S. Census Decennial Census 2020

**** A household consists of all people who occupy a housing unit regardless of relationship. A household may consist of a person living alone or multiple unrelated individuals or families living together.

***** A family consists of two or more people (one of whom is the householder) related by birth, marriage, or adoption residing in the same housing unit.

CITY OF UNIVERSITY PLACE VISION

Adopted August 5, 1996

Revised July 6, 1998, May 1, 2000, March 18, 2002, October 4, 2004

University Place is a safe, attractive city that provides a supportive environment for all citizens to work, play, obtain an education and raise families. Children and youth are nurtured and encouraged to develop into competent, contributing citizens in a changing world. The physical and mental well-being and health of all individuals is valued. Violence is not tolerated. 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. People enjoy expansive views, access to Puget Sound, world-class golf facilities at Chambers Bay, and additional recreational opportunities at Chambers Creek Properties.

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 has a mix of housing densities and maintains a friendly neighborhood and community atmosphere. The proportion of residents who own their homes has increased. A mix of housing styles and types is affordable to households at various income levels.

Transportation, Capital Facilities, and 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. Sanitary sewer services are available city-wide.

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, services, and 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 regional shopping, arts, recreation, and special community events and festivals.

Parks and Recreation

Expansion of parks and recreation services has been achieved through cooperative efforts of the City, Pierce County, school districts and many citizen volunteers. Residents enjoy 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 needed community services through partnerships and contracts with other agencies.

Coordination with human service agencies results in the delivery (and outcome) of human services that promote(s) empowerment and self-determination for individuals in need.

Local government, school districts and private schools work together in planning for quality education. The City has increased public safety by partnering with the Fire District and by implementing a community-policing program, which maintains a partnership between community and the police, promotes respect for neighbors, and encourages individual responsibility.

PLANNING FRAMEWORK

Growth Management Act

In 1990 Washington's Legislature passed the Growth Management Act (GMA), which established 13 planning goals and a system of planning for cities and counties that have experienced rapid growth. A 14th goal, climate change and resiliency, and 15th goal, shorelines of the state, were subsequently added. These goals, which guide development of the City's Comprehensive Plan, are:

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 will reduce greenhouse gas emissions and per capita vehicle miles traveled and are based on regional priorities and coordinated with county and city comprehensive plans.

Housing - Plan for and accommodate housing affordable 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, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, 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 landowners shall be protected from arbitrary and discriminatory actions.

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

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

Open Space and Recreation - Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

Environment - Protect and enhance 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, including the participation of vulnerable populations and overburdened communities, 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.

Climate change and resiliency Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

Shorelines of the State - For shorelines of the state, the goals and policies of the Shoreline Management Act as set forth in RCW 98.58.020 shall be considered an element of the county's or city's comprehensive plan.

VISION 2050 Multicounty Planning Policies (MPP)

The Puget Sound Regional Council (PSRC) is the designated forum for collaborative work on regional growth management and transportation planning in Pierce, King, Kitsap, and Snohomish counties. VISION 2050, adopted in 2020 by the PSRC, promotes an environmentally friendly growth pattern that will contain the expansion of urban growth areas, conserve farm and forest lands, support compact communities where people may both live and work, and focus new employment and housing in vibrant urban centers. VISION 2050 includes a set of multicounty planning policies (MPPs) that provide an integrated framework for addressing land use, economic development, transportation, public facilities, and environmental issues. Under the GMA, consistency between regional transportation plans, countywide planning policies and the transportation elements of local comprehensive plans is required. MPPs serve as the regional guidelines and principles used for the Regional Council's consistency certification of policies and plans within the four-county area.

VISION 2050 provides clear and specific guidance for the distribution of population and employment growth into types of places defined as "regional geographies." University Place is one of 16 Core Cities with designated regional growth centers which obligates the City to accommodate an assigned share of regional growth envisioned for this particular geography. Population, housing and employment targets for individual cities within each geography are set by Pierce County in consultation with municipalities.

Pierce County Countywide Planning Policies (CPP)

Also, in accordance with the GMA, Pierce County adopted, and the cities within the County endorsed, the Pierce County Countywide Planning Policies (CPP). The CPP addresses issues that transcend city boundaries, such as setting Urban Growth Areas, accommodating housing and job demand, supporting health and wellness, and addressing capital facilities that are regional in nature. The CPP provides a framework to promote consistency among a multitude of municipal comprehensive plans within Pierce County.

Cities and counties are required to periodically update their plans to comply with updates in regional and state requirements, as well as changes in local conditions. The University Place Comprehensive Plan satisfies the 2024 GMA Periodic Update requirement.

The University Place Comprehensive Plan

The Comprehensive Plan ("the Plan") is a broad statement of the community's vision for the future and contains policies primarily to guide the physical development of the City, as well as certain aspects of its social and economic character. The Plan directs regulations, implementation actions and services that support the vision. The Plan reflects the long-term values and aspirations of the community as a whole and shows how various aspects, such as land use, housing, transportation, capital facilities and services, work together to achieve the desired vision.

While the Comprehensive Plan is meant to provide a strong and constant vision for the future, it is also a living document that must be able to accommodate change, such as new technology, an unforeseen impact or an innovative method of achieving a component of the vision. It is therefore regularly updated to account for changing issues or opportunities facing University Place, while still maintaining the core values of the community.

University Place's Comprehensive Plan was initially developed and then updated through public involvement processes conducted by the Planning Commission. The Plan reflects a community vision of how University Place should grow and develop over a 20-year planning horizon. The Plan aims to protect residents' high quality of life and equitably share the public and private costs and benefits of growth. The Plan establishes overall direction for residential, commercial and industrial growth in a pattern that maintains and enhances the character of residential neighborhoods.

The Plan comprehensively integrates "health and well-being" into its goals and policies. Examples include: (1) improving opportunities for easy, everyday physical activity by providing outlets for physical activity, such as open spaces, parks and plazas; (2) increasing access to nutritious food choices; and (3) encouraging the increased availability and integration of housing and transportation to support flexibility, mobility, independent living, and services for all age groups and those with special needs.

The Plan protects public health and safety, while enhancing community character, natural beauty, environmental quality and economic vitality. The Plan guides University Place's efforts to achieve these ends by directing a large share of future growth towards the City's regional growth center -- where adequate public facilities and services can be provided in a timely and cost-effective manner. Finally, the Plan conserves open space, protects wildlife habitat and sensitive areas, supports public shoreline access, and maintains and improves the quality of air, water, and land resources.

Citizen Involvement – Who Plans and How?

City of University Place residents, business owners, employees of businesses located in University Place, owners of property in University Place, or just about anyone who is affected by the Plan is invited to help develop and update the Comprehensive Plan.

Generally, planning begins with the identification of issues and of the stakeholders. Planning may be focused on refining the overall vision of the City, for subareas, or for neighborhoods, or may be related to particular subjects such as housing choice or shoreline management. Participants may vary depending upon the scope of the issue.

The City Council established a Planning Commission and charged this body with the

responsibility for initially developing, and then reviewing proposed changes to, the Comprehensive Plan – considering the community vision. The Commission meets regularly and addresses planning issues on an ongoing basis. It is the Planning Commission's job to hold public hearings, discuss updates and make recommendations to the Council. At times, Council has established ad hoc advisory committees to focus on specific topics within a limited scope or time frame. These temporary committees typically provide recommendations on planning matters to the Planning Commission.

Over the years, the City has used a number of methods to encourage community participation in planning. These methods have included community meetings for citywide visioning, neighborhood meetings for smaller planning areas, and stakeholder meetings for topical interests. Community forums, open houses and design charrettes have been held to present ideas and to discover new ones. City newsletters, newspaper articles, surveys and questionnaires have been used to reach those who may not be able to attend meetings.

University Place's website and a variety of communication technologies provide a way to advertise meetings and seek ideas on planning questions. Ultimately, all major planning decisions fall to the City Council, which is responsible for establishing regulations, programs, planning policies, and for adopting the City budget.

Table 1-2 — Planning for University Place – Major Highlights

1995	Incorporation of City of University Place
1995	Adoption of Interim Comprehensive Plan, Interim Shoreline Master Program, and Interim Development Regulations (Zoning, Critical Areas, etc.). Interim Plan based largely on the Pierce County Comprehensive Plan, but included modifications to make it more relevant to University Place
1995	Establishment of Interim Planning Commission, charged with developing a permanent Comprehensive Plan and development regulations in compliance with the Growth Management Act
1996	Formulation of Community Vision Statement; Planning Commission-sponsored Community Vision Forum held; adoption of Vision Statement by City Council
1996	Adoption of Amendments to Interim Comprehensive Plan relating to establishment of Urban Growth Area/Urban Service Area
1996	Adoption of ESHB 1724 Compliance Regulations pertaining to timely permit processing
1997	Annexation of West End Addition
1997	Establishment of Planning Commission
1997	Publication of Draft Environmental Impact Statement for Comprehensive Plan
1998	Publication of Final Environmental Impact Statement for Comprehensive Plan
1998	Adoption of first Comprehensive Plan (non-interim) and major Amendments to Zoning Regulations
1999	Annexation of Fircrest Acres
1999	Adoption of Town Center Plan

1999	Adoption of Design Standards for Town Center, Mixed Use, Mixed Use – Office, and Commercial zones
2000	Adoption of new Shoreline Master Program and Amendments to Comprehensive Plan
2001	Adoption of new Zoning Regulations
2002	Adoption of new Critical Areas Regulations
2003	Adoption of Joint Procedural Agreement and Design Standards and Guidelines for Chambers Creek Properties
2004	Adoption of Comprehensive Plan Update
2006	Adoption of Interim Zoning for Town Center
2009	Adoption of Housing Choice (Small Lot, Multifamily and Streetscape) Design Standards and Guidelines
2010	Adoption of Comprehensive Plan Amendments designating Regional Growth Center
2013	Adoption of amendments to Comprehensive Plan, and Zoning and Critical Areas Regulations, related to new Shoreline Master Program
2014	Adoption of Amendments to Design Standards and Guidelines for Chambers Creek Properties
2014	Puget Sound Regional Council Certification of Regional Growth Center
2015	Adoption of 2015 GMA Periodic Update Amendments to Comprehensive Plan and Development Regulations
2020	Adoption of Amendments Implementing the Regional Growth Center Subarea Plan
2024	Adoption of GMA Periodic Update to Comprehensive Plan and Development Regulations

Policies That Encompass the Entire Plan

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

- University Place's planning shall address the issues, resources, and needs that make a community a satisfying place to live and work.
- University Place shall recognize, protect and enhance local neighborhood character and values.
- University Place shall actively inform and involve citizens in all stages of plan development, implementation, monitoring, and revision.
- 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 Comprehensive Plan consists of nine elements. The GMA prescribes five specific elements that must be contained in a city comprehensive plan – land use, housing, transportation, utilities, and capital facilities. The City has added three optional elements: parks, recreation and open space; environmental management; and community character. In addition, the Comprehensive Plan includes a shoreline management element that references policies contained in the City's Shoreline Master Program. The nine elements and introduction chapter are summarized below.

Each element typically contains goals, policies, explanatory text and, in some cases, charts, tables and maps. The goals and policies are the guiding principles – the heart of the Plan; however, they are often preceded by explanatory text that describes the context of the goal or policy, or the reasoning behind it. Each element presents part of the picture for managing change and guiding University Place's growth. The Land Use Element provides the overall community vision and interconnections among the other elements. Certain planning objectives, such as health and well-being, are addressed in the goals and policies of multiple elements. Elements typically include the following components, subject to variation as appropriate:

Table 1-3 — Summary of Chapter and Elements

Element or Chapter	Goal /Policy Abbreviation	Primary Function
Introduction		Provides overview of the purpose of the document, its organization, and an explanation of how it was developed
Community Character	CC	Defines how University Place views its character
Land Use	LU	Guides physical placement of land uses
Housing	HS	Addresses needs and strategies for supporting the provision of a variety of types of housing
Environmental Management	EN	Addresses stewardship of the natural setting
Transportation	TR	Addresses the movement of people and goods
Capital Facilities	CF	Describes how the City plans for and finances capital infrastructure
Utilities	UT	Addresses utility infrastructure needs and design
Parks, Recreation, and Open Space	PRO	Addresses parks, recreational facilities, design of facilities and program objectives, and conservation of land through open space
Shoreline Management	SH	Addresses planning issues and challenges affecting certain shorelines designated by the State per the City's Shoreline Master Program

Table 1-4 — Element Components

Components	Intent and Purpose
Introduction	Provides an overview of the planning issues and challenges to be addressed in each element.
State and Regional Planning Context	Provides an overview of Growth Management Act, Puget Sound Regional Council, and Pierce County Regional Council goals, policies and objectives as they relate to University Place.
Local Planning Context	Looking ahead 20 years illustrates a vision of where the community would like to be positioned in responding to major planning issues and challenges.
Goals and Policies	Goals define what the community wishes to achieve over a 20-year planning horizon while policies provide guidance for creating and implementing development regulations and taking other actions to achieve the goals.
Background Information	Provides factual data that help inform the statements, goals, and policies

Comprehensive Plan Amendments

Amendments to the Comprehensive Plan are necessary, from time to time, to respond to the changing conditions and needs of University Place citizens. The Growth Management Act requires that amendments to a comprehensive 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 the extent to which they support the public interest, their intent and consistency with the Comprehensive Plan as a whole, the need for particular land uses, and the availability of land for specific uses. Amendments to the Plan are reviewed by the Planning Commission, which makes recommendations to the City Council.

Chapter 2 – Community Character Element

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Introduction

University Place is located on the eastern shoreline of the south Puget Sound. The City's stunning hillside setting overlooking Puget Sound provides great views of islands and other coastal shorelines, plus the Olympic Mountains beyond. Other natural features that have influenced the City development over the past century include the Chambers Creek Canyon, Chambers Bay, Morrison Pond wetlands, the Leach Creek and Peach Creek drainages, and moderately hilly terrain that is mostly forested in large Douglas fir, Hemlock and Western Red Cedar trees -- where it remains undeveloped. Views of Mt. Rainier add greatly to the character of the community.

The visual landscape has changed significantly over the past 200 years as development has occurred, but hints of University Place's past remain. In the early 1800s Pierce County was home to the Nisqually, Steilacoom, Squaxin, Puyallup, and Muckleshoot Indians. By the middle of the 19th century, the land that is being redeveloped as Chambers Creek Properties, including the Chambers Bay Golf Course, was being used for industry. Over the years it was used by the lumber industry, as a railroad center, and as a gravel mine before being reinvented as the site of a world-class golf course today.

In the early 1890s, the area that is now University Place was chosen as a location for the University of Puget Sound, at the time named Puget Sound University. The school purchased 420 acres for the campus, but financial difficulties in 1893 forced them to forfeit the land prior to establishing a campus and the university never made the move. However, the area continued to be known as University Place.

In the early 1990s, approximately one hundred years after the community received its name, community members began pushing for local government and more local control and initiated an incorporation drive. In 1994, proponents succeeded in passing a ballot measure that established almost eight square miles of unincorporated Pierce County as the City of University Place. Since incorporation in 1995, the City Council, City staff, appointed officials and numerous other community members have poured untold hours into making University Place what it is today – a great place to live, work, and play.

Today, University Place is planning for additional growth in the future that will continue to shape the character of the community. As growth occurs, there are characteristics that residents would like to retain, such as University Place's green character; a safe, friendly and sustainable community; and some physical remnants of the past as reminders of its early history.

Local Planning Context

The Community Character Element provides a design framework for new development and redevelopment and addresses natural features and historic character preservation. The Element is meant to address the goals of retaining University Place's distinct character and creating gathering places and cultural opportunities for people of diverse backgrounds. It addresses University Place's desire to maintain and enhance a successful business climate and to foster innovative thinking. It addresses the vision of respect for the natural environment. It is also intended to help carry out the vision of keeping University Place a safe, healthy, friendly and attractive city in the future.

This Element is complementary to other elements of the Comprehensive Plan. Specific aspects of community character are addressed in other elements. For example, University Place's locations for various uses are addressed primarily in the Land Use Element. The Community Character Element focuses more closely on design goals and historic resource opportunities and challenges for the City over a 20-year planning horizon. It considers the following aspects of Community Character:

- People and Public Places
- Events and Community Building
- View Corridors, Entrances and Landmarks
- Buildings and Site Design
- Street and Pathway Linkages
- Urban Forest Management
- Streetscape Landscaping
- Residential Character
- Historic Resources

Community and Character Aspirations

Looking ahead 20 years…

University Place has maintained its distinctive character.

The quality design of new development is a reflection of the value University Place's community members place on the community's appearance. The design also reflects the diversity of the community. University Place honors the heritage of its diverse cultures by creating a sense of place that respects its past and the diverse faces of the community. Care has been taken to create distinctive streets and pathways and to enhance the comfort, safety and usability of public places. Public view corridors and entryways have been preserved and enhanced. The City's historic roots are still apparent through preservation of special sites, structures and buildings. Interpretive signage has also been used to enhance the community's sense of its heritage.

Community gathering places are found throughout the City.

Spaces for parks have been acquired and improved by the City, and plazas have been incorporated into new developments. Both public and private investment into place-making creates and maintains spaces where informal social gatherings and community building occur. The City and private partners continue to sponsor a wide variety of community events in an array of public places. The Curran Apple Orchard Park provides an especially unique venue for such events and is recognized for its historical significance

to the community. Community members also enjoy community gardens, parks and plazas, and walkable and bike-able neighborhoods that support healthy lifestyles and a sustainable future.

Care has been given to preserve elements of the natural environment.

Landscaping regulations have ensured the preservation of special natural areas and significant trees that help define the character of the City. New landscaping has, when appropriate, incorporated native plants and low-impact development design elements. Areas of open space and forested groves within Chambers Creek Canyon, Adrianna Hess Wetland Park, Paradise Pond Park, Colegate Park, Homestead Park, the Leach Creek drainage, and in other locations have been preserved where possible through public/ private collaboration. Through creative design, such as in combination with neighborhood entryways, public and private projects have incorporated natural features and enhanced natural systems. University Place continues to promote the value of the natural environment by inventorying and monitoring the elements that define the City's green character, including forested parks and open space

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 character, while the policies provide more detail about the strategies and other steps needed to meet the intent of each goal.

People and Public Places

Community cohesiveness develops in many ways. It can come from a shared vision for the community. It can be developed through the use of public places for interaction.

Successful public places have the following qualities: accessibility, comfort or image, activity, a welcoming feeling and sociability. Accessibility means having good links from surrounding areas, by foot, bike, transit, or other means. It also means visual accessibility and can mean the absence of cultural barriers. The comfort and image come from several characteristics, including a perception of safety, cleanliness and availability of seating, both formal and informal. Identifying features, such as a fountain, artwork or a unique building, may also enhance the community's image. Activity may be a natural outcome from a collection of uses or may be programmed through music presentations or performing arts. People typically feel welcome at public places that provide basic features, such as lighting, shelter and play areas for children, along with spaces for meetings or other gatherings. Sociability is when a space becomes a place sensitive to diverse cultural context for people to go or to meet, usually because it has elements of the first four qualities.

Goal CC1

Facilitate the success of public places that foster community cohesiveness by ensuring well-designed spaces that support activity and community interaction.

Policy CC1A

Provide community gathering places in recreation facilities, parks and public plazas throughout the City and encourage development of new culturally sensitive community gathering places, especially in underserved areas of the community.

Policy CC1B

Preserve, develop and enhance informal community gathering places, such as plazas, in mixed-use centers that include local cafes and coffee shops with comfortable outdoor seating, and spaces within parks. Regional Growth Center subarea planning should explore opportunities for establishing new informal gathering places. Adoption of development standards and incentives in support of such gathering places should be considered. This can be accomplished by:

- Providing seating opportunities with multi-seasonal amenities, such as canopies or other cover from the elements and heating during periods of cooler temperatures;
- Encouraging art or water features;
- Installing outdoor plantings and other landscape features;
- Providing visual access to sites, such as wayfinding signage;
- Providing for active uses for all ages and abilities in the space; and
- Promoting partnerships and implementing incentives where appropriate to create public places, such as plazas in combination with outdoor cafes.

Policy CC1C

Ensure that public places are designed and managed to encourage high levels of activity by including:

- Multiple entrances;
- Flexible spaces;
- Linear urban parks;
- Focal points that create activity throughout the space;
- A signature attraction that provides a compelling identity;
- Multi-seasonal attractions; and
- Active management of space and activities.

Policy CC1D

Design and build University Place's public buildings and indoor/outdoor facilities to enhance their function as community gathering places.

Policy CC1E

Incorporate and provide opportunities for art in and around public buildings and facilities. Encourage additional opportunities throughout the City for art as design elements or features of new development, as well as placement of significant art. Support creative designs for lighting, railings, walls, benches and other public and private improvements that can be made more visually interesting through the participation of artists. Support opportunities for filmmaking in the community.

Events and Community Building

Community cohesiveness can also be nurtured by community events. Community events provide an opportunity to help foster people's interest in getting to know the diverse cultures of the community and their neighbors and form friendships and collaborative networks. These events can also enhance awareness of diversity, cultural traditions, and University Place's heritage throughout the community. By providing or supporting community events the City serves as a conduit supporting these interactions and possible community-building outcomes that can support a myriad of other objectives from disaster preparedness to economic vitality.

Goal CC2

Promote activities and events that enliven public spaces, build community, and enrich the lives of University Place citizens.

Policy CC2A

Provide links to public places to encourage their use through such means as:

- Redeveloping arterials into complete streets;
- Providing safe and convenient pedestrian walkways;
- Providing bikeways;
- Developing nearby transit stops and other transit-supportive facilities; and
- Designing for visual access to and from the site.

Policy CC2B

Encourage and support a wide variety of community festivals or events, such as Duck Daze, Curran Orchard Cider Squeeze, Christmas Tree Lighting, Music on the Square, Movie in the Park, Oktoberfest, National Night Out, Curran Orchard Concerts in the Park, as well as a wide variety of other public activities reflecting the diversity, heritage and cultural traditions of the University Place community.

Policy CC2C

Facilitate the continued development and support of a diverse set of inter-generational recreational and cultural programs and organizations that celebrate University Place's heritage and cultural diversity, such as:

- Visual, literary and performing arts;
- An active parks and recreation program; and
- The University Place Historical Society.

Policy CC2D

Facilitate the development of farmers' markets, community gardens and school gardens that increase residents' access to fresh produce and other healthy food, support local and regional agriculture, and increase community interaction.

View Corridors, Entrances and Landmarks

People orient themselves by remembering certain features that include unique public views, defined entries and landmarks. These features also can set apart one community from another and are part of

what defines the unique character of a place. Preserving key features and creating new ones can help define University Place and its neighborhoods.

Goal CC3

Preserve and enhance key features and create new ones that can help define University Place and its neighborhoods.

Policy CC3A

Identify and establish distinctive gateways or entryways into the City, support neighborhood efforts to identify and maintain unique neighborhood entryways, and emphasize these locations with design elements, such as landscaping, signage, art or monuments. Continue development and enhancement of gateway features at key locations to help define the sense of arrival for those entering University Place. Develop design standards and guidelines for gateway areas to ensure that gateway and entryway features are consistent with planning goals and objectives, and adopted site-specific plans, where applicable. Gateway locations include, but may not be limited to, the intersections of 19th Street and Bridgeport Way, 19th Street and Mildred Street, Regents Boulevard West and 67th Avenue West, Orchard Street and Cirque Drive, and Bridgeport Way and 67th Avenue West.

Policy CC3B

Design and maintain streets, trails, parks and structures to preserve and enhance views that help define University Place, such as those of Mount Rainier, Puget Sound and the Olympic Mountains, through such means as:

- Site, building and landscape design that is sensitive to such views;
- Plan review to encourage view-sensitive design;
- Identifying, preserving and enhancing public viewpoints, either panoramic or focused;
- Aligning paths to create focal points;
- Removal of invasive plants; and
- Proper pruning of trees and shrubs while including them as a part of the vista.

Policy CC3C

Encourage schools, religious facilities and other public or semi-public buildings to locate and design unique facilities to serve as community landmarks and to foster a sense of place.

Policy CC3D

Prohibit new billboards and other large signs, and use design review for new signage, to protect views of significant land forms and community features, ensure more focused views of buildings, landscaping and open space areas, and avoid distracting visual congestion. Ensure development of appropriate design standards that address compatibility of signage to community character.

Policy CC3E

Encourage and require, when practicable, underground installation of utility distribution lines to reduce visual clutter that detracts from territorial views of Puget Sound, Mt. Rainer, and the Olympic Mountains, and more focused views of buildings, landscaping and open space areas. The City may work with utility providers, citizens and developers to find ways of funding the undergrounding of existing utilities.

Buildings and Site Design

There is a high expectation for quality design in University Place, and adopted design standards and guidelines provide local guidance. Commercial, multifamily, mixed-use, civic, and small lot development projects receive a higher level of scrutiny than detached single-family homes. Generally, these projects are reviewed at an administrative level using the City's adopted design standards and guidelines, which may apply to specific locations or to types of uses.

Goal CC4

Maintain a Form-Based Code and design standards and guidelines that will achieve design excellence, desired urban form, and community character goals consistent with citizens' preferred design parameters.

Policy CC4A

Maintain, periodically review for effectiveness and modify as necessary the Form-Based Code for the City's Regional Growth Center to achieve the Vision of a center that will continue to transform into a vibrant and walkable regional destination with a dense mixed use and transit-oriented development in neighborhoods that offer a variety of housing and employment opportunities, shopping, services, culture, art, entertainment, and parks. Design standards for new development and redevelopment will help achieve unique, high-quality built environments within each of the City's mixed-use zones. Maintain design standards and guidelines that apply to Mixed Use – Neighborhood, Mixed Use – Urban, Mixed Use – Urban/Industrial, and Mixed Use – Center zones to preserve Regional Growth Center subarea planning goals and objectives.

Policy CC4B

Apply design standards through an administrative design review process to help achieve or accomplish the following:

- A human-scale character that creates a pleasant walking environment for all ages and abilities. Design buildings to provide "eyes-on-the-street";
- Elements of design, proportion, rhythm and massing that are desirable and appropriate for proposed structures and the site;
- Places and structures in the City that reflect the uniqueness of the community and provide meanings to its diverse residents;
- Building scale and orientation that are appropriate to the site;
- The use of high-quality and durable materials, as well as innovative building techniques and designs;
- Minimization of negative impacts, such as glare or unsightly views of parking;
- The use of environmentally friendly design and building techniques such as Leadership in Energy and Environmental Design (LEED) for the construction or rehabilitation of structures;
- Incorporation of historic features whenever possible; and
- A design that fits with the context of the site, reflecting its character, historic and natural features.

Policy CC4C

Design and build University Place's civic buildings with high-quality materials to serve as innovative and sustainable models for the community.

Policy CC4D

Ensure safe environments by strongly encouraging the use of building and site design techniques, consistent with the National Crime Prevention Institute's Crime Prevention through Environmental Design (CPTED) guidelines, to:

- Distinguish between publicly accessible open space and private open space;
- Provide vandal-resistant construction;
- Provide opportunities for residents, workers, parents, caregivers and others to view spaces and observe activities nearby; and
- Encourage or enforce the maintenance or improvement of "unclaimed" areas, such as unmaintained easements between fence lines and street or trail right-of-way that can offer areas for unwanted activities.

Policy CC4E

Foster the natural environment and maintain and enhance the green character of the City, while integrating healthy built environments through techniques such as:

- Encouraging design that minimizes impact on natural systems;
- Using innovations in public projects that improve natural systems;
- Preserving areas of open space; and
- Requiring the preservation, maintenance and installation of street trees and other vegetation in accordance with the City's Streetscape Design Standards and Guidelines.

Policy CC4F

Encourage design and installation of landscaping that:

- Creates character and a sense of place;
- Retains and enhances existing green character;
- Preserves and utilizes native trees and plants;
- Enhances water and air quality;
- Minimizes water consumption;
- Provides aesthetic value;
- Creates spaces for recreation;
- Unifies site design;
- Softens or disguises less aesthetically pleasing features of a site; and
- Provides buffers for transitions between uses or helps protect natural features.

Street and Pathway Linkages

Streets can be more than just a means of getting from one point to another. They can define how the City is viewed as one passes through it and create a sense of unique character. Elements of street design, such as width, provisions for transit or bikes, pavement treatments, street-side vegetation, and provisions for stormwater and utility facilities affect the quality of a traveler's trip and the sense of place. Those design elements also can affect the behavior of motorists, such as their speed, their decisions to yield or take the right-of-way, and the degree of attention that is paid to pedestrians, bikes and other vehicles.

Linear urban parks that incorporate pathways and complement the street system can create a park-like setting for the community.

Goal CC5

Pay special attention to street design to create a sense of unique character that distinguishes University Place from neighboring communities.

Policy CC5A

Promote the conversion of arterial streets originally designed primarily to move motor vehicles quickly to complete streets that support safe and convenient access for all users within uniquely designed corridors that are visually differentiated from arterial streets in adjacent cities. Complete streets may include a mix of design elements including sidewalks, bike lanes, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, landscaped median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and roundabouts.

Policy CC5B

Ensure that complete street designs result in active urban streets, vibrant and accessible public spaces, a unique community character, and safe and convenient linkages for all users, especially within and between the Regional Growth Center's Town Center District, 27th Street Business District, and Northeast Business District.

Policy CC5C

Integrate utilities and Low Impact Development stormwater components, where feasible, into complete street project designs in a manner that will not significantly impair the functionality of these streets for providing convenient access for all users.

Policy CC5D

Identify and create destination streets within the City's Regional Growth Center districts by utilizing neighborhood-specific treatments, including recommendations from each District Plan, such as:

- Specially designed landscape;
- Unique crosswalk treatments and frequent crosswalks;
- Sidewalk design that allows and encourages activities such as outdoor café service;
- Art elements;
- Pedestrian-scale lighting; and
- Character-defining materials and accessories, such as seating and wayfinding elements.

Policy CC5E

Design and create trails, urban linear parks, sidewalks, bikeways and paths to increase physical activity and connectivity for people by providing safe, direct or convenient links between the following:

- Residential neighborhoods;
- Schools;
- Parks, open spaces, greenbelts and recreation facilities;
- Employment centers;

- Shopping and service destinations;
- Civic buildings and spaces; and
- The Chambers Creek Properties, including the Chambers Bay Golf Course. Chambers Creek Canyon, and the Puget Sound shoreline.

Urban Forest Management

An urban forest refers to the natural and planted vegetation in an urban area -- both public and private. A community's urban forest is comprised not just of trees and other vegetation in parks but also trees and other landscaping that line the roadways and vegetation on private property. A well-managed, healthy urban forest:

- Provides opportunities to develop neighborhood and community partnerships that benefit the participants physically, sociologically and psychologically;
- Can lessen the impacts of drought, tree diseases, insect pests, construction, storm damage and stormwater runoff;
- Benefits the entire community economically, aesthetically, and ecologically;
- Supports the conservation, protection and enhancement of University Place's watershed and the Puget Sound, and promotes the health of fish habitat; and
- Has a positive effect on surrounding businesses and residences and people's sense of well-being.

Trees and other vegetation within the urban forest provide a unique green infrastructure that, if maintained and cared for, will continue to give back to the community. Trees also have great potential to shape the character of a community. A worthwhile challenge is to find ways to increase the tree canopy and enhance its health, and to properly maintain and diversify the urban forest while achieving, over time, the community character desired by University Place citizens.

Goal CC6

Promote the planning, management and preservation of a safe and healthy urban forest that reflects community character goals by establishing effective programs, practices, landscaping standards, and guidelines.

Policy CC6A

Encourage the use of native, drought-tolerant plants to provide for an attractive urban setting; support the urban citywide tree canopy and wildlife; buffer the visual impacts of development; help reduce storm water runoff; and, contribute to the planting, maintenance, and preservation of a stable and sustainable urban forest. Require landscaping with a drought-tolerant native plant component (trees, shrubs and groundcovers) to be installed when development activities, including new construction and substantial alterations of existing structures, parking areas, streets and sidewalks, take place.

Policy CC6B

Ensure that City landscaping standards and guidelines promote plant retention, selection, installation and maintenance. These standards are intended to maintain existing trees when practicable, more effectively ensure that plants survive and thrive, minimize conflicts with infrastructure, and in some cases provide a substantial visual screen or buffer. The City should periodically review the effectiveness of its landscaping and tree retention requirements and amend them as necessary to ensure they will achieve desired urban forest goals and objectives.

Streetscape Landscaping

Street trees and other landscaping treatments are essential for creating beauty and improving the quality of life within urban mixed-use centers, residential neighborhood settings and other areas of a community. Benefits include: providing shade and cooling effects; providing a sense of enclosure; providing definition and scale to the street; protection from wind; separation from vehicular traffic; and reducing airborne dust and pollutants.

Many opportunities exist for street tree planting and other landscaping treatments in existing and developing neighborhoods of University Place. The most favorable locations in terms of making a positive visual and functional impact are within sidewalks and planting strips to enhance the streetscape environment — and within traffic medians to reinforce traffic calming measures.

Goal CC7

Achieve community character and urban design goals through the preservation, installation and maintenance of street trees and other landscaping in accordance with Regional Growth Center subarea plans, the City's Approved Street Tree Palette, and other applicable design standards and guidelines.

Policy CC7A

Prepare streetscape landscape guidelines for the Regional Growth Center's Town Center District, 27th Street Business District, and Northeast Business District to achieve unique streetscapes that support each district's unique character and sense of place.

Policy CC7B

Periodically review and update, as needed, the City's Approved Street Tree Palette and associated design standards and guidelines to ensure that they reflect current science as to tree selection, installation and maintenance. Ensure proper management of the urban forest by paying attention to diversity of plantings, the arrival of insect pests and disease that may affect existing trees and future selections, and the long-term performance of trees previously identified as being suitable for specific applications. As new selections are identified as being good candidates for street tree plantings in University Place, or as other trees on the current list are identified as being ones to avoid in the future, the list of approved street trees should be updated to reflect this new information. Use the Approved Street Tree Palette as a public outreach tool to disseminate information to the community regarding beneficial tree selection, installation and maintenance.

Residential Character

Much of the City's projected housing unit and population growth over the next couple of decades will be accommodated through construction of higher-density housing in the University Place Regional Growth Center, including mixed-use development within the Town Center District, 27th Street Business District, and Northeast Business District. Additional growth will occur in the form of infill middle housing development in established residential and multifamily residential neighborhoods.

Today, factors such as an aging population, changes in family size and composition, and shifting generational preferences for different housing types and neighborhood designs and functions are contributing to changes in the social and economic factors relating to housing choices. These factors

have the potential to influence greatly the character of the community. As such, it is important that the City guide future residential development in a manner that will be compatible with surrounding areas and build upon the positive aspects and character of the neighborhood.

GOAL CC8

Support residential infill development and redevelopment, including middle housing types, that responds to local preference and demand for innovative, high quality housing, that is sensitive to surrounding residential areas, and that supports community character goals and objectives.

Policy CC8A

Periodically review and update the Form-Based Code and design standards and other zoning provisions that apply to residential mixed-use development and infill housing to assess their effectiveness in accomplishing design objectives and community character goals, and to assess the extent to which they successfully respond to neighborhood compatibility issues and concerns.

Policy CC8B

Incorporate objective design standards for middle housing types to ensure consistent and compatible design with respect to existing residential neighborhoods.

Historic Resources

Historic resources offer a way to connect with the City's past and provide a sense of continuity and permanence. Those resources represent development patterns and places associated with University Place's notable persons and community events. The historic fabric together with unique qualities of new development patterns define the character of a community. It is essential to preserve some historic resources to maintain the character of University Place and to continue to honor its past. Adaptive reuse of historic structures also helps reduce the need to obtain additional resources for new building construction.

University Place has a rich history but very few "surviving" historic structures and identified cultural and archaeological sites. Nonetheless, the community prides itself in providing a variety of cultural and historic opportunities. The University Place Historical Society, incorporated in 2000, connects with the community at scheduled meetings and special events. Public projects help foster this connection and build community awareness by incorporating elements of University Place's history into design features. The Society was recently successful in obtaining federal landmark status for the Curran House, a mid-century home designed by nationally recognized architect, Robert Price. The home is now listed on the National Register of Historic Places.

GOAL CC9

Support the preservation and active use of cultural and historic resources to enhance University Place's quality of life, environmental stewardship, and economic vibrancy.

Policy CC9A

Encourage preservation, restoration, and appropriate adaptive reuse of historic properties to serve as tangible reminders of the area's history and cultural roots.

Policy CC9B

Coordinate the development of parks and trails and the acquisition of open space with the preservation, restoration and use of historic properties.

Policy CC9C

Support the acquisition of historic properties when feasible. Consider cost sharing for acquisition, lease or maintenance with other public or private agencies, organizations or governments.

Policy CC9D

Incorporate features such as interpretive signage, historic street names and other elements reflecting original historic designs into park projects, transportation projects and buildings on historic sites, when feasible, as a means of commemorating past events, persons of note and City history.

Policy CC9E

Partner with the University Place Historical Society to establish an ongoing process of identification, documentation, and evaluation of historic properties. Coordinate with Historical Society efforts to maintain and update the historic property inventory as new information arises to guide planning and decision making, as well as to provide reference and research material for use by the community. Make use of property evaluation forms, deed documents, news articles and other information to help evaluate a property. Use knowledge of the history and significance of properties to foster stewardship by owners and the public.

Policy CC9F

Encourage nomination of historic resources that appear to meet Historic Landmark criteria by individuals, community groups and public officials. Support designation of properties at appropriate levels: local, county, state or national. Pierce County, the State of Washington and the United States -- through the United States National Park Service (Secretary of the Interior) -- all maintain registers of Historic Landmarks. Consider establishing a local University Place historic landmark register.

Policy CC9G

Emphasize the preservation of historic properties through methods such as adaptive reuse for promoting economic development and/or public use. Consider applying special code provisions for historic or cultural sites to ensure that adaptive reuse (placing new uses in a building once intended for another use) or modification of a building to make it more functional or economically competitive will not trigger a requirement to bring the structure up to existing codes.

Policy CC9H

Encourage restoration and maintenance of historic properties through code flexibility, fee reductions, and other regulatory and financial incentives. Recognize that historic resources reflect a use of certain materials, an architectural style, or an attention to detail -- and discourage improper alterations or additions that may eliminate the very reason that a structure gives character to an area. Consider providing incentives to actively encourage both preservation

of existing structures and restoration of structures to resemble the original style and setting more closely.

Policy CC9I
Protect Historic Landmarks from demolition or inappropriate modification.

Policy CC9J
Protect Historic Landmarks and significant archaeological resources from the adverse impacts of development. Encourage sensitive design of new development to allow new growth, while retaining community character.

Policy CC9K
In instances where alteration or demolition of a Historic Landmark is reasonable or necessary, mitigate adverse impacts to the following by methods such as documentation of the original site or structure, interpretive signage, or other appropriate techniques:

- Landmark or archaeological sites; and
- Properties proposed to be demolished or significantly altered that are eligible for landmark designation, or are of sufficient age and meet a portion of the other criteria for landmark designation.

Policy CC9L
Share survey and inventory information with Pierce County, the State Department of Archaeology and Historic Preservation, federal agencies, the public, historical societies, museums and other appropriate entities. Use technical assistance from other agencies as appropriate.

Policy CC9M
Support efforts by residents, property owners, cultural organizations such as the University Place Historical Society, public agencies and school districts to support the development of a more active historic preservation program, including:

- Brochures and plaques;
- Online information; and
- Educational efforts to foster public awareness of University Place's history.

Policy CC9N
Explore grant opportunities and maintain resources with technical knowledge to assist with the preservation and sharing of the history and historic character of University Place

Chapter 3 - Land Use Element

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INTRODUCTION

The Land Use Element is designed to help University Place achieve its vision for a city that gracefully accommodates growth and change, while ensuring that the community's high quality of life, cherished natural features, distinct places and character are retained. By the year 2044, University Place expects to grow to a population of 48,748 people and an employment base of 10,088 jobs. The Land Use Element provides the basis for planning for this growth, including needs for transportation, parks and open space, and other public facilities and services to serve future growth.

STATE AND REGIONAL PLANNING CONTEXT

Growth Management Act

The Washington State Growth Management Act identifies that for cities such as University Place that are required to plan under RCW 36.70A.070, a comprehensive plan must include a map or maps, and descriptive text covering objectives, principles, and standards used to develop the Comprehensive Plan. The Plan shall be an internally consistent document and all elements shall be consistent with the future land use map. Each comprehensive plan shall include:

> *"A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, and green spaces, urban and community forests within the urban growth area general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state. 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 Puget Sound or waters entering Puget Sound. The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to adoption of portions or all of the wildland urban interface code developed by the international code council or developing building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risk to residential development in high risk areas and the wildland urban interface area. Separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaption measures". [RCW 36.70A.070(1)]*

VISION 2050 Multicounty Planning Policies (MPPs)

Under the Growth Management Act, multicounty planning policies (MPPs), as required for certain counties (including Pierce County), provide a common region-wide framework for countywide and local planning in the central Puget Sound region, particularly regarding transportation planning and its relationship to land use. MPPs provide a unified framework for updating countywide planning policies. They have both practical and substantive effects on the development and implementation of comprehensive plans, including land use elements.

The MPPs provide guidance for implementing Puget Sound Regional Council's VISION 2050 Regional Growth Strategy. This strategy is a preferred pattern for accommodating a significant share of the region's residential and employment growth in designated centers and near transit stations. It is designed to minimize environmental impacts, support economic prosperity, improve mobility, and make efficient use of existing infrastructure. The strategy promotes infill and redevelopment within urban areas to create more compact, walkable, and transit-friendly communities.

PSRC designated the core area of University Place as a Regional Growth Center under Vision 2040, a designation that continues under VISION 2050 and the updated Regional Growth Strategy. The Regional Growth Strategy sets a goal of 65 percent of the region's population growth and 75 percent of its employment growth occurring in regional growth centers and within walking distance of high-capacity transit. This designation influences strongly the vision, goals, objectives and policies contained within the Land Use Element.

Pierce County Countywide Planning Policies (CPP)

The Pierce County Countywide Planning Policies (CPPs) is a written policy document that establishes a countywide framework from which county and city comprehensive plans are developed and adopted. The framework is intended to ensure that county and city's comprehensive plans are consistent. The CPPs are developed by county and the cities within the county via the Pierce County Regional Council and adopted and ratified according to an interlocal agreement between the county and the cities adopted in 1991.

The CPPs are intended to provide the guiding goals, objectives, policies and strategies for the subsequent adoption of comprehensive plans. CPPs that offer guidance for the development of the Land Use Element include ones that address:

- Buildable Lands,
- Centers,
- Community and Urban Design,
- Economic Development and Employment,
- Growth Targets,
- Health, Healthy Communities, and Healthy Community Planning,
- Tribal Consultation, Coordination, and Lands Compatibility; and
- Urban Growth Areas.

LOCAL PLANNING CONTEXT

The pattern of uses that make up University Place helps support the community's long-term vision and goals by describing locations where development is appropriate and what the desired intensity and general character should be. The Land Use Element is intended to ensure the land use pattern in University Place meets the following objectives:

- Takes into account the land's characteristics and directs development away from environmentally critical areas and important natural resources;
- Supports a healthy community by encouraging physical activity, promoting social and mental wellness, and establishing itself as a destination for arts, recreation, and special community events and festivals;
- Encourages redevelopment of properties that are underutilized or being used in a way that is inconsistent with the Comprehensive Plan designation;
- Provides for attractive, affordable, high-quality and stable residential neighborhoods that include a variety of housing choices;
- Focuses and promotes employment growth and office, housing and retail development in the Town Center, 27th Street Business, and Northeast Business districts of the University Place Regional Growth Center;
- Supports creation and enhancement of community gathering places, including civic center facilities such as Market Square, public parks and recreation facilities that accommodate special events, and privately developed venues;
- Provides opportunities to meet daily shopping or service needs close to residences and workplaces;
- Maintains and enhances an extensive system of parks, trails, open space and public shoreline access that meets residents' needs;
- Supports further development of regional facilities such as Chambers Creek Properties, including Chambers Bay Golf Course, to help meet the local and regional demand for recreational services and facilities; and
- Advances best management practices, multimodal travel, a high-quality natural environment, and development that provides long-term benefit to the community.

Land Use Aspirations

Looking ahead 20 years…

In the 2040s, University Place is treasured for its character, natural assets, friendly and welcoming atmosphere, diversity, safety and quiet settings.

> University Place includes a broad choice of housing types at a range of prices, including affordable homes. During the past 20 years, there has been more variety in the types and prices of newly constructed homes, including more cottages, accessory dwelling units, attached homes, two-three unit homes, live-work units and other smaller single family homes. New homes blend with existing homes and the natural environment, retaining valued characteristics of neighborhoods as they continue to evolve. While single-family neighborhoods have remained stable, the number and variety of multifamily housing choices, including units oriented towards

seniors and millennials, have increased significantly, especially within mixed-use developments along Bridgeport Way, 27th Street, and Mildred Street. Through careful planning and community involvement, changes and innovation in housing styles and development have been embraced by the community. Residents enjoy a feeling of connection to their neighborhoods and to the community as a whole.

University Place has acted to create and maintain a strong economy and diverse employment base.

University Place is the home to many small, medium-size and locally owned businesses and services. Businesses are proud to be partners in the community. The City provides a positive business climate that supports innovation and attracts development resulting in long-term benefit to the community, while retaining existing businesses.

In the 2040s, University Place's Regional Growth Center, which includes the Town Center, 27th Street Business, and Northeast Business Districts, is a thriving center of commercial activity supported by a mix of newly constructed housing.

The center is a destination for many in University Place and the region. Attractive offices, stores, services and residential developments have contributed to a new level of vibrancy in the community, while retaining a comfortable, connected feel that appeals to residents, business and visitors. Redevelopment of these areas has brought retail storefronts closer to the street and improvements to streetscapes to reflect the green character of University Place, making the area more hospitable to transit, pedestrians and bicyclists. These neighborhoods are well-connected to a network of parks and open space areas.

University Place in the 2040s has enhanced and maintained a green character.

Citizens benefit from its livability, which contributes to the general quality of life. An abundance of trees continues to define University Place's physical appearance, including those within the Chambers Creek canyon, along the bluffs above the Puget Sound shoreline, and within smaller parks and open space facilities. A system of interconnected open spaces provides habitat for a variety of wildlife. University Place maintains an extraordinary park, recreation and open space system that serves all age groups and a wide variety of interests.

The City prides itself for its environmental stewardship, including placing an emphasis on supporting land use and development patterns that: mix commercial and residential land uses; provide safe transportation options including biking, walking and mass transit; preserve open space, natural beauty and critical environmental areas including shorelines; and foster a distinctive, attractive community that stimulates civic pride and offers residents a high quality of life and a strong sense of place.

Major Land Use Issues

As part of Puget Sound Regional Council's VISION 2050, the Regional Growth Strategy categorizes University Place as a Core City – where significant population and employment growth should be accommodated. The Pierce County Council has assigned population, housing and employment targets to University Place for 2044 consistent with the Regional Growth Strategy. To accommodate this growth the City intends to direct a large share to its Regional Growth Center, which includes the Town Center, 27th Street Business, and

Northeast Business Districts, and to other areas already designated and zoned for multifamily housing and mixed-use development. A challenge will be to achieve such growth in a manner that adds to the vibrancy of the community without generating unacceptable impacts. A goal of this strategy will be the preservation and enhancement of the most desirable characteristics of the community's existing, lower density, single-family neighborhoods.

The City has invested considerable time and financial resources to support the development of a Town Center, which is becoming a pedestrian-oriented gathering place with housing, shops, entertainment, services, and civic facilities. The Center will increasingly contribute to the community's "sense of place" and economic vitality, and will act as a catalyst for future economic growth in University Place. A challenge will be to achieve an "authentic" center that has long-lasting value and benefit to the community.

The City completed a Regional Growth Center Subarea Plan (adopted November 20, 2017) and a business district plan for the Northeast Business District (adopted November 6, 2023), one of three districts in the Regional Growth Center.

The City is continuing to redevelop arterial streets, designed and built prior to incorporation primarily to move motor vehicles quickly, to complete streets that support safe and convenient access for all users. Although the City has been successful in securing numerous grants to fund a large portion of costs associated with these transformations, additional funding will be required to achieve complete street goals.

The Pierce County-owned Chambers Creek Properties, located in the southwest corner of the City, offers many opportunities and challenges for the community. The Properties include the Chambers Bay Golf Course (site of the 2010 U.S. Amateur Championship, 2015 U.S. Open, and 2022 U.S. Women's Amateur Championship), public open space that includes shoreline access and a pathway system, and other public amenities. The County's Wastewater Treatment Plant and Environmental Services Building occupy additional portions of the site. Proposals for private-sector development, possibly including hotel, restaurant and conference facilities and an additional golf course, may be considered in the future. A balanced approach will be needed to address community preferences and concerns, site constraints and opportunities, and the costs and benefits of the services proposed to be provided.

GOALS AND POLICIES

This Element contains the land use goals and policies for the City of University Place. The goals establish broad direction for land use, while the policies provide more detail about the steps needed to meet the intent of each goal. Goals are preceded by an initial background statement that provides an intent or purpose for each goal.

General Land Use

Growth Management

The goals that are the foundation of Washington's Growth Management Act are consistent with the hopes for the community expressed by people who live or work in University Place. These goals include encouraging

efficient development in urban areas to retain open space, providing a variety of housing types for all income segments of the community, enabling sustainable economic growth, focusing population and employment growth in cities, ensuring that public facilities and services are adequate, and investing in transportation to support planned land use and to provide travel choices.

VISION 2050 calls for compact communities and centers with densities that support transit service and walking. It also calls for each city to identify one or more central places for compact, mixed-use development that will reinforce effective use of urban land.

GOAL LU1

Provide sufficient land area and densities to meet University Place's projected needs for housing, employment and public facilities while focusing growth in appropriate locations.

Policy LU1A

Ensure that development regulations, including the allowed density, uses and site requirements, provide for achievement of University Place's land use designations.

Policy LU1B

Manage growth so that delivery of public facilities and services will occur in a fiscally responsible manner to support development and redevelopment. Allow new development only where public facilities and services meet adequate or above levels of service.

Policy LU1C

Support development of both public and private lands in University Place that provides long-term benefit to the community through the use of energy efficient techniques, such as retrofitting existing buildings, green building, and green infrastructure.

Policy LU1D

Provide an appropriate level of flexibility through development regulations to promote efficient use of buildable land. Balance this flexibility with other community goals and the need for predictability in decision making. Achieve this through measures such as clustering that preserve open space and administrative variances for minor variations.

Policy LU1E

Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels. Ensure that the height, bulk and design of infill and redevelopment projects are compatible with their surroundings.

Policy LU1F

Provide opportunities for shops, services, recreation and access to healthy food sources within walking, rolling, or bicycling distance of homes, work places, and other gathering places, especially for communities which have been historically underserved and face disproportionate barriers to access such opportunities.

Policy LU1G

Design developments to support access by active, public, or electric transportation methods to reduce greenhouse gases, such as walking, bicycling and transit, and to provide connections to the nonmotorized system.

Policy LU1H

Assess the use of tools such as a livability needs assessment or health impact assessment tool when evaluating planning projects or proposals focusing on disproportionately affected populations.

Land Use Compatibility

Retaining and enhancing University Place's high quality of life and special character are very important to University Place citizens. A variety of mechanisms are used to protect and enhance the City's quality of life and character as the community continues to grow. For example, height and bulk regulations are used to ensure that buildings within various areas of the City fit those locations and are compatible with adjacent structures. Intensity or density regulations control the amount of a particular use that is allowed and are used to achieve compatibility between uses, protect environmentally sensitive areas, and ensure that public facilities are not overloaded. Performance standards limit and often prohibit pollution discharges to the environment, stormwater drainage and sanitary sewers to ensure that uses are compatible and safe and that University Place's commercial and light industrial business park areas remain desirable places for business.

University Place's land use designations recognize that many uses can be good neighbors if designed and developed well. Some activities such as noise or fumes may create impacts that adversely affect other uses. University Place's overall policy is to minimize adverse impacts on sensitive, lower-intensity uses, such as residences.

GOAL LU2

Ensure that future growth and development complements and enhances the quality of life and community of the City.

Policy LU2A

Refine and maintain development regulations to promote compatibility between uses; provide a sense of community; ensure adequate light, air, and open space; protect and improve environmental quality; and manage potential impacts on public facilities and services. Through these regulations address features, including but not limited to:

- Impervious surface area and lot coverage;
- Building height, bulk, placement and separation;
- Development intensity;
- Access and connections for protected walking, rolling, and bicycling; and
- Landscaping.

Policy LU2B

Use design standards and guidelines for residential development to:

- Provide variety in building and site design in residential developments of several dwellings or more;
- Minimize significant impacts, such as loss of light or privacy, from large residential infill buildings on adjacent residents;
- Promote better air quality and the movement of air through residential areas;
- Promote compatibility with University Place's residential neighborhoods and avoid an appearance of overcrowding when rezones will increase residential development capacity or when density bonuses or flexibility in site standards are utilized; and
- Promote design standards such as pitched roofs, single points of entry and substantial window trim, as part of residential structures containing two or more dwelling units.

Policy LU2C

Promote compatibility between land uses and minimize land use conflicts when there is potential for adverse impacts on lower-intensity or more sensitive uses by:

- Ensuring that uses or structures meet performance standards that limit adverse impacts, such as noise, vibration, smoke and fumes; and
- Creating an effective transition between land uses through building and site design, use of buffers and landscaping, or other techniques.

Community Facilities and Human Services

A well-functioning community depends on the availability of and equitable access to a variety of community facilities and human services. Schools, libraries and facilities for enjoying recreation and art are essential to the social and cultural vibrancy of the community. Human services can include childcare, food assistance, medical and dental care, counseling and transitional shelter.

The health of the community also depends on the availability of safe drinking water, adequate wastewater collection, sustainable stormwater management, a coordinated public safety system, access to healthy food and opportunities for active living.

GOAL LU3

Support the provision of community facilities and human services that are commensurate with the needs of the community, especially those which have been historically underserved.

Policy LU3A

Encourage the provision of needed facilities that serve the general public, such as facilities for education, libraries, parks, culture and recreation, police and fire, transportation and utilities. Ensure that these facilities are located in a manner that is compatible with the City's Comprehensive Plan, and promotes public health, walkability, and rollability, or location near public transit. Support siting of human services facilities and community facilities in the Regional Growth Center.

Policy LU3B

Ensure equitable delivery of and access to human services by incentivizing their creation in locations where they are most needed in consultation with communities. Innovative measures and bonuses shall be considered to achieve this by using findings from communities and the equity analysis.

Policy LU3C

Incorporate consideration of health and well-being into local decision making by equitably locating, designing and operating public facilities and services in a manner that:

- Uses building and development practices that provide long-term benefit to the community;
- Accommodates protected walking, rolling, and bicycling access to public facilities;
- Supports creation of community gardens on public open space in accessible locations throughout University Place;
- Provides tools such as educational and demonstration programs that help foster a healthy environment, recreation and well-being, and public safety, especially for historically marginalized communities;
- Considers findings from Health Impacts Assessments and other health equity analysis tools, focusing on disproportionately affected populations, and;

- Accounts for current and future impacts of climate change, ensuring resiliency of facilities and services for communities.

Green Infrastructure

Green infrastructure refers to services that natural systems provide University Place, including:

- Cleaning the water in streams, wetlands and ponds;
- Reducing flooding;
- Improving air quality; and
- Providing wildlife habitat.

In addition, green infrastructure provides benefits to University Place, such as:

- Making the City more beautiful;
- Providing peaceful, restful places;
- Increasing recreational opportunities; and
- Improving the health of members of the community.

Many elements of green infrastructure are natural places within University Place – places such as urban forests, parks, protected open spaces, streams, wetlands and shorelines. University Place should, when possible, build or support the building of facilities that mimic natural systems to improve the capacity of, and complement the services provided by, the City's natural systems.

These facilities can also be considered green infrastructure and include such structures as constructed wetlands, rain gardens and green roofs. The City and the community are dedicated to supporting, and in some cases requiring, green infrastructure through a combination of green development techniques and preserving environmental assets into the future as land use becomes more intense to accommodate growth.

GOAL LU4

Support development of green infrastructure in order to improve the capacity of, and complement the services provided by, the City's natural systems as future land use becomes more intense to accommodate growth.

Policy LU4A

Recognize green infrastructure as a capital/public asset. Monitor and regularly report on the City's progress in preserving, enhancing and expanding upon its inventory of green infrastructure, including but not limited to:

- Natural areas, such as shorelines, critical areas and portions of public lands that are monitored and maintained by citizen stewards;
- Community gardens;
- Rain gardens and other natural stormwater management facilities; and
- Native habitat areas.

Policy LU4

Consider creation of a joint environmental monitoring program with neighboring jurisdictions in accordance with the City's Environmental Element.

Open Space and Resource Protection

University Place is framed within a beautiful natural setting, including the Puget Sound shoreline west of the City and the Chambers Creek Canyon to the south. Within the community, undeveloped green spaces, streams

and their associated buffers, and an abundance of trees have continued to be an important part of defining University Place's commitment to preserving and protecting the City's natural beauty and functionality. University Place's Comprehensive Plan is designed to protect the quality of the natural environment and retain open natural areas while accommodating growth.

GOAL LU5

Ensure protection of the natural environment and retention of open natural areas while accommodating growth.

Policy LU5A

Use techniques, such as current use taxation programs, stormwater utility funds, conservation easements, careful site planning, best land management practices and flexible regulations, to help retain and protect open space, environmentally sensitive areas, and unique natural features.

Policy LU5B

Maintain where practical, green buffers, habitat corridors, natural areas and distinctive gateways with features, such as native landscaping, art and markers to preserve University Place as a place distinct from adjacent communities.

Plan Map Land Use Designations

The Comprehensive Plan Map (**Figure 3-2**) graphically displays the City's preferred land use pattern. The different areas on the Plan Map are referred to as designations. These designations provide a framework for guiding development consistent with the City's vision, goals, objectives and policies. The Plan Map divides the City into areas where different types and intensities of land uses are allowed. The designations serve to protect areas from incompatible development, maintain property values and support development consistent with each designation. The purpose and intent of each designation, and the general types of uses allowed in each designation, are provided in the Background Information section of the Land Use Element.

GOAL LU6

Ensure that decisions on land use designations and zoning are consistent with the City's vision, goals, objectives and policies as articulated in the Comprehensive Plan and take into account Growth Management Act (GMA) goals regarding urban growth, sprawl, property rights, permits, economic development, and open space and recreation.

Policy LU6A

Consider the following when making decisions on land use designations and zoning:

- Land use and community design objectives;
- Whether development will be directed away from environmentally critical areas and other important natural resources and in a way that minimizes impacts on natural resources;
- The adequacy of the existing and planned transportation system and other public facilities and services;
- Projected need and demand for housing types and commercial space;
- The balance between the amount and type of employment in University Place and the amount and type of housing in University Place;
- Suitability of an area for the proposed designation or zone; and
- Opportunities to separate potentially incompatible uses by topography, buffers, zoning transitions or other techniques.

Policy LU6B
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.

Policy LU6C
Coordinate with neighboring cities and Pierce County, to ensure current and future adjacent land uses are compatible and impacts of future development are appropriately addressed.

Policy LU6D
Maintain vesting regulations in accordance with the recommendations of the Washington Cities Insurance Authority. In Washington State, the vested rights doctrine refers generally to the notion that a land use application, under the proper conditions, will be considered only under the land use statutes and ordinances in effect at the time of the application's submission. The City's zoning code should identify those regulations considered to be land use regulations subject to vesting laws. Application forms and supporting documentation should identify those rights that vest and those rights that do not vest when an application for a project permit is made.

Policy LU6E
Apply zone classifications and overlays consistent with the Comprehensive Plan Map land use designations, as follows:

Table 3-1
Designations, Classifications and Overlays

Plan Map Land Use Designation	Consistent Zone Classifications and Overlays
Low Density Residential	Residential 1; Residential 2; Sunset Beach Overlay; Day Island Overlay; Day Island South Spit Overlay; Chambers Creek Properties Overlay; Public Facility Overlay
Moderate Density Residential	Multifamily Residential-Low; Multifamily Residential- High; Public Facility Overlay
Mixed Use	Mixed Use, Mixed Use Office, Mixed Use Neighborhood 45, Mixed Use Urban 75, Mixed Use Urban / Industrial 75, Mixed Use Center 110, Transition Overlay, Public Facility Overlay
Mixed Use-Maritime	Mixed Use Maritime; Public Facility Overlay
Neighborhood Commercial	Neighborhood Commercial; Public Facility Overlay
Parks and Open Space	Parks and Open Space; Public Facility Overlay

Residential Land Use

University Place residents treasure their neighborhoods. Each neighborhood has characteristics that are unique and make it special. There are also qualities that many residents throughout University Place frequently cite as

ones they value about their neighborhoods. These qualities include safety, quiet, friendliness, attractiveness, and a feeling of connection to their neighborhoods and to the community as a whole.

Residents also value being near open space, parks, trees, and other greenery, and having good transportation connections, including walking and bicycling, that enable easy access to stores and services. They emphasize the importance of having a diverse range of housing choices in University Place. There is recognition of the value in having a community where people in all economic segments of the community, as well as the full spectrum of ages and needs, can live and remain in University Place through various life stages, regardless of changes in circumstances. Examples of housing types that can help meet this desire or preference include additional smaller detached and attached homes, cottages, townhouses, duplexes, triplexes, and fourplexes, stacked flats, courtyard housing, accessory dwelling units, live-work units, senior housing, and housing for families. In thinking about the future, citizens also emphasize that new development needs to be well designed and fit well with the surrounding area.

The following residential policies in the Land Use Element provide general guidance for development in residential areas, including density, allowed uses and development standards. This Element is complementary to the Housing and Community Character Elements. The Housing Element addresses a range of housing topics, including choice, affordability, special needs and neighborhood preservation. The Community Character Element addresses residential neighborhood compatibility issues and concerns.

GOAL LU7

Achieve a mix of housing types in which people of all income ranges, backgrounds, ages and needs can live healthy, happy lives, guiding new housing into areas where it is most needed, prioritizing historically underserved communities, while maintaining and enhancing the community-centered environment of residential neighborhoods.

Policy LU7A

Promote attractive, friendly, safe, quiet and diverse qualities in all residential neighborhoods throughout the City.

Policy LU7B

Designate allowed residential densities and housing types, including “missing” middle housing, to provide for a housing stock that includes a range of choices to meet all economic segments and household types, including – individuals with disabilities, historically underserved youth, veterans, seniors, and those requiring transitional, permanent supportive, or emergency housing while taking into account existing development patterns, community values, proximity to facilities and services, and protection of the natural environment.

Policy LU7C

Allow some compatible nonresidential uses in residential neighborhoods, such as appropriately scaled schools, religious facilities, home-based small businesses, parks, open spaces, senior centers and day care centers.

Policy LU7D

Promote compatibility of new innovative housing (such as, but not limited to Accessory Dwelling Units, Cluster Housing, Cottage Housing, Tiny Homes, etc.) with the character of surrounding detached single-family residences, especially in the R-1 Residential zone. Achieve this through techniques, such as:

- Requiring that innovative housing complements the architectural style of surrounding homes;
- Ensuring that new residences do not appear oversized for their lot size;

- Ensuring that the height, bulk, and design of new residences do not overwhelm existing adjacent residences through the application of floor area ratio standards and other bulk regulations; and
- Maintaining adequate separation between new residential structures to avoid overcrowding.

Policy LU7E
Maintain and enhance features that make existing residential neighborhoods unique.

Policy LU7F
Enhance the Bridgeport Way corridor between 19th Street West and the 27th Street Business District. As complete street improvements are made in this section of Bridgeport Way, special attention should be given to landscaping and lighting that complement the residential environment.

Policy LU7G
Support the low- to moderate-intensity residential use of the Bridgeport Way corridor between the commercial nodes centered on Bridgeport Way and Cirque Drive, and Bridgeport Way and 67th Avenue West, by preserving trees, providing enhanced landscaping, and implementing complete street improvements.

Policy LU7H
Support greater residential density consistent with allowed building heights in the Regional Growth Center (Town Center, 27th Street Business, and Northeast Business districts) to accommodate growth consistent with Puget Sound Regional Council's VISION 2050 and Pierce County population and housing allocations. Accommodate this growth without significantly impacting existing residential neighborhoods.

Policy LU7I
Ensure that multifamily residential development is designed and scaled in a manner that is compatible with surrounding neighborhoods. New multifamily development and redevelopment should comply with the City's adopted multifamily design standards and guidelines.

Commercial Land Use

Commercial areas provide for the development and operation of retail and service businesses in support of community needs. Developments should be thoughtfully designed and located in a manner that encourages and promotes walkability and bike-ability. Transit service access, avoiding conflicts with nearby uses, reducing traffic problems, and providing for methods of easy delivery and pickup of goods should be considered. Allowing small-scale commercial areas near residential zones reduces the distance people have to travel for frequently purchased goods and services. Neighborhood commercial areas also help provide small-scale gathering places that are accessible from neighborhoods and support many aspects of University Place's long-term vision and goals, including economic vitality.

GOAL LU8
Achieve a mix of commercial land uses that serves the needs of the City's residents, businesses and visitors.

Policy LU8A
Maintain and enhance a well-distributed system of commercial uses that serve the needs of residential neighborhoods, workplaces and the greater University Place community. Commercial land uses should support or provide services to adjacent land uses to encourage nonmotorized travel.

Policy LU8B

Maintain the Regional Growth Center (Town Center, 27th Street Business, and Northeast Business districts) as the major retail, service, entertainment and cultural center for the City. Other commercial areas in the City shall assist in meeting the community's demand for commercial goods and services without diminishing the vitality of the Regional Growth Center.

Policy LU8C

Ensure that commercial areas of all types are located, designed and developed to:

- Maintain high visual quality, especially for commercial areas located within the Regional Growth Center and at entryways to the City;
- Have buildings rather than parking lots abutting the street;
- Encourage compact accessible commercial development and walking between businesses;
- Avoid the creation or expansion of long, narrow strip development;
- Be easily accessible to an arterial, and be served or be capable of being served by transit and other public services; and
- Avoid impacts on adjacent residential and other noncommercial uses, including impacts that could result in pressure to convert these adjacent uses to commercial uses.

Policy LU8D

Allow and encourage mixed-use development in all commercial designations. Design these developments to achieve compatibility among the uses and with adjacent uses.

Policy LU8E

Incentivize infill development and redevelopment of vacant and underutilized commercial sites while encouraging the consolidation of properties zoned for commercial or mixed-use development containing detached single-family dwellings to facilitate long-term, viable commercial redevelopment.

Policy LU8F

Encourage development of new businesses and expansion of existing businesses by supporting small business owners and those from historically marginalized backgrounds through land use decisions that create equitable opportunities for development; for example: tax deferrals, impact fee waivers, small business incubator program, and frontage improvement assistance.

Work with the private sector, Chamber of Commerce, community organizations, and others to identify barriers and opportunities for providing a supportive environment for unemployed, disadvantaged persons, minorities, and small business.

Policy LU8G

Attract and recruit new businesses to the City to expand and diversify the City's employment base including living wage jobs, especially women and minority owned businesses. Plan ahead to support changes in employment opportunities as the economy changes, especially for people and groups with low and very low access to opportunities.

Policy LU8H

Provide a hospitable development atmosphere and support increased diversity in the range of goods and services being made available to the community by supporting the region's culturally, ethnically diverse, and underrepresented communities and Native Tribes.

Policy LU8I
Support the City's Economic Development Strategic Action Plan, which provides a framework of actions designed to stimulate economic development over seven-year periods.

Policy LU8J
Encourage, attract, and enhance grocery stores of diverse sizes within walking or rolling distance of major residential areas or mixed-use areas, especially near historically undeserved communities.

Policy LU8K
Allow small-scale "home-based" businesses (home occupations) in residential areas provided they follow the design standards of the area.

Policy LU8L
Encourage nonprofit and not-for-profit organizations, which may provide valuable services to the community, especially those which have been historically underserved, to locate in the City.

Policy LU8M
Regulate adult entertainment facilities, which are retail and entertainment uses that have special zoning protection under the U.S. Constitution (as interpreted in judicial decisions), in a manner that protects residential areas and public gathering places such as parks, schools, churches and community business areas from the negative impacts associated with such establishments.

Light Manufacturing/Industrial And Business Park Use

Business parks and other light industrial areas provide locations for a variety of businesses that supply employment opportunities and services for the greater University Place community and region. For larger companies, business parks enable firms to integrate their research and development, office, small warehouse and light manufacturing uses in one location.

On a smaller scale, opportunities exist within University Place to support the maker movement, an umbrella term for independent inventors, designers and tinkerers. Typical interests enjoyed by individuals who consider themselves to be part of the maker culture include engineering-oriented pursuits such as electronics, robotics, 3-D printing, and the use of computer numerical control (CNC) tools, as well as more traditional activities such as metalworking, woodworking, and traditional arts and crafts. The movement stresses new and unique applications of technologies, and encourages invention and prototyping. Some of these examples, which may not be highly visible to or have any measurable impact on surrounding land uses, may be integrated into the community in live-work units and other appropriate locations. Small-scale production, where individuals make items in limited quantities for retail or wholesale markets, can be a key to a stronger local economy.

GOAL LU9
Provide for light manufacturing/industrial and "business park" land uses within the City.

Policy LU9A
Concentrate light manufacturing/industrial 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 and protect those uses from encroachment by incompatible uses and development on adjacent land.

Policy LU9B
Support water-oriented industrial uses within areas designated Mixed Use – Maritime (MU-M) located on the mainland side of the Day Island waterway. Support mixed-use development and redevelopment

in the MU-M area that includes water-oriented light industrial, commercial, transportation, and moderate density residential uses, plus marinas, yacht clubs with boat moorage, and other boating facilities.

Policy LU9C
Support incubator and small-scale light industrial uses in appropriate locations within the City's Regional Growth Center. Support activities pursued by individuals that fit under the "maker movement" umbrella in appropriate locations while ensuring that sensitive land uses located near such businesses are protected from potential impacts.

Policy LU9D
Prohibit heavy manufacturing uses, which generally require large parcels of land and separation from sensitive land uses such as parks, schools, and all residential land uses.

Policy LU9E
Protect industrial zoning and manufacturing/industrial centers from encroachment by incompatible uses that create impacts from incompatible uses through techniques, such as creation of buffers or zoning that enables transitions from more intensive to less intensive uses.

Identify potential adverse impacts on manufacturing operations due to other proposed uses during site plan review as well as potential adverse impacts on nearby uses due to manufacturing operations.

Policy LU9F
Address potential health impacts associated with industrial uses under the SEPA process or when environmental impact assessment is required, especially to surrounding residential land uses with communities of color and areas with higher concentrations of low-income, non-English speaking, seniors, youth, and disabled populations.

Park And Open Space Land Use

An important community goal is to retain and enhance University Place's distinctive character and high quality of life, including an abundance of parks and open space. Parks and open space help to maintain a high quality of life in University Place and to meet recreational, social and cultural needs. They encourage physical activity and promote social and mental wellness. The Park and Open Space designation on the Comprehensive Land Use Plan Map helps to describe the system of parks and open space that is in place and its connection with the rest of the existing and future land use pattern.

GOAL LU10
Create a connected system of parks, open space and recreational land with safe and walkable access for all people in the City.

Policy LU10A
Reserve portions of the City's limited remaining undeveloped land for public use including parks, play areas, and bike and walking trails. Encourage developers to set aside land for recreational use through incentives and other mechanisms. As the population grows, provide additional space in both residential and business neighborhoods for visual relief, outdoor recreation, and the enjoyment of natural features, where feasible.

Policy LU10B
Manage City-owned parks and open space areas through implementation of a Park and Open Space zoning classification that supports the maintenance and enhancement of these areas for active and

passive recreation, protection of critical areas, development of trails, and preservation of historic sites, identified with the support of community organization and tribal input.

Policy LU10C

Develop an accessible system of distinctively designed pedestrian, jogging, and bicycle trails throughout the City that will connect to regional trail systems through the implementation of the Regional Conservation Plan. Support additional recreational trails and pedestrian linkages between existing parks and other areas of the City to enhance public enjoyment of natural features and benefit transportation mobility and circulation.

Policy LU10D

Work with Pierce County and other landowners to acquire trail right-of-way and construct a trail along Leach Creek, through Chambers Creek Canyon to Chambers Bay. Work to connect the trail to public access pathways within the Chambers Creek Properties and to neighboring trail systems in Tacoma, Lakewood, Fircrest, and Steilacoom. Seek regional assistance in raising funds for trail corridor acquisition, development of the trail itself, and work associated with updating the Regional Open Space Conservation Plan.

Policy LU10E

Identify, maintain, and enhance wildlife habitat, historical, unique geological and archeological resources as open space and natural areas. Ensure that environmental safeguards are in place and enforced. Provide educational materials to the community that foster respect for open space and natural areas.

Essential Public Facilities

GOAL LU11

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

Policy LU11A

Administer a process to site essential public facilities that: (1) requires consistency of the proposed facility with University Place's Comprehensive Plan; (2) emphasizes public, regional, and tribal involvement; (3) identifies and minimizes adverse impacts; (4) is retrofitted to be resilient against severe weather and other climate events; and, (5) promotes equitable location of these facilities throughout the city, county, and state. Essential public facilities may include, but are not limited to, regional utility lines, drinking water reservoirs, power substations, fire stations, hospitals, schools, jails, solid waste transfer stations, highways, and stormwater and wastewater treatment plants.

Policy LU11B

Implement adopted siting criteria to protect surrounding uses and mitigate impacts of any specific facility on neighborhoods and the City. Justify the need to site facilities that have service areas extending substantially beyond the City and evaluate the potential for alternative locations. Ensure that public facilities include improvements and mitigation, if necessary, to achieve compatibility with surrounding uses and to compensate for impacts of the facility on a neighborhood or the City.

Policy LU11C

Allow essential public facilities in those zones in which they would be compatible. Classify the type of land use review, such as whether the use is permitted or conditionally allowed, based on the purpose of the zone and the facility's potential for adverse impacts on uses and the environment. Consider allowing all essential public facilities in the Mixed Use – Urban / Industrial 75 (MU-U/175) zone if such uses are not compatible elsewhere.

Policy LU11D

Work with Pierce County to facilitate expansion and continued operation of the Chambers Creek Wastewater Treatment Facility, which provides for existing and long- term projected needs of Pierce County citizens. Minimize impact from the facility by avoiding early over-capacity or future lack of capacity. Support Pierce County's ongoing efforts to provide mitigation through the development of regional-scale open space facilities, including shoreline access, within Chambers Creek Properties. Require additional mitigation for impacts associated with plant expansion and its continuing operations, if warranted.

Policy LU11E

Encourage co-location of essential public/community facilities, such as schools, medical offices/hospitals, recreation centers and libraries, near the Regional Growth Center, historically underserved communities, and major residential areas to promote active transportation and support transit.

Special Planning Areas

Regional Growth Center

University Place's Regional Growth Center is a major activity and employment center. The Comprehensive Plan directs the majority of the City's employment and housing growth to this area. In recognition and support of this continued growth, the Center is designated as a Regional Growth Center by the Puget Sound Regional Council under VISION 2050 and pursuant to the Pierce County Countywide Planning Policies.

Center designations are a strategy employed in Pierce County and in the central Puget Sound region for purposes of growth management and transportation planning and for programming of regional transportation funds to areas of concentrated growth. Regional Growth Centers are envisioned as higher-density focal points within communities, attracting people and businesses to an excellent multimodal transportation system and diverse economic opportunities, a variety of well-designed and distinctive places to live, and proximity to shopping, recreation and other amenities. Regional Growth Centers are also intended to accommodate growth in urban locations and reduce sprawl – to the long- term benefit of a community and region.

GOAL LU12

Recognize the Regional Growth Center as such in all relevant local, regional policy, planning, and programming forums.

Policy LU12A

Maintain the University Place Regional Growth Center designation for the core of the city, including areas developed primarily for commercial, mixed-use, and multifamily uses located on:

- Mildred Street between 19th and 27th Streets;
- 27th Street between Mildred Street and Grandview Drive; and
- Bridgeport Way between Olympus Drive and the 5000 block of Bridgeport Way just south of Cirque Drive West.

Policy LU12B

Ensure that development standards, design guidelines, level of service standards, public facility plans, and funding strategies support focused development within University Place's Regional Growth Center.

Policy LU12C

Maintain the Regional Growth Center Subarea Plan's Strategic Action Plan, by ensuring the Comprehensive Plan, Zoning Code, and other development regulations are consistent with the plan.

Policy LU12D

Complete specific area plans for the three subarea plan districts – the Town Center District, 27th Street Business District, and the Northeast Business District by addressing the following:

- Safe, accessible, bikeable, rollable, and walkable road grid systems to improve circulation and redevelopment opportunities where many of the properties have poor access and visibility.
- Mixed-use development along arterial streets and at intersections of arterial and secondary streets, and support stand-alone "missing middle" housing, especially when it is located behind commercial mixed-use development near the street.

Policy LU12E

Develop a Strategic Economic Development Toolbox including tools and incentives to accelerate, facilitate, and leverage public and private resources to realize development of the three subarea districts as outlined in the Subarea Plan, and other areas, where appropriate.

Policy LU12F

Encourage and accommodate focused retail, office, and housing growth, and a broad array of complementary land uses, through plans and implementation strategies.

Prioritize capital investment funds to build, maintain, and enhance the necessary infrastructure for the Regional Growth Center, improving and addressing disparities in transportation, utilities, stormwater management and parks.

Support transit use, protected rolling, walking, and bicycling for infrastructure connecting residential neighborhoods to the Regional Growth Center.

Policy LU12G

Leverage local, regional, state, and federal agency funding for needed public facilities and services within University Place's Regional Growth Center.

Prioritize transit service and access improvements that address existing disparities, as well as for other transportation projects that will increase mobility to, from, and within this Regional Growth Center to ensure affordable and equitable access to all communities, especially the historically underserved.

Policy LU12H

Periodically review development within the Regional Growth Center to identify and resolve barriers to efficient and predictable permitting. Consider City preparation of SEPA review documents if issues can be addressed on an area-wide basis to resolve barriers.

Incentivize efficient use and reduction of current energy use of infrastructure and buildings in the Regional Growth Center through green building and retrofit of existing buildings.

Policy LU12I

Support effective administration of policies, regulations, and strategies to achieve the goals and objectives of the Regional Growth Center Subarea plan.

Policy LU12J

Apply and implement applicable comprehensive plan goals and policies on growth and development in the Regional Growth Center including but not limited to those that address the community's design, population and employment growth, mixed-uses, housing, transportation and utility infrastructure, and urban form.

Policy LU12K

Partner with the business community to promote vibrant, successful mixed-use districts within the Regional Growth Center. Collaborate with existing and prospective business owners in each district to develop district-centered plans. Identify a market position or focus for each district and develop marketing materials to promote the district and its businesses.

Table 3-2
Designations, and Zoning in Growth Center Districts

District	Designation	Zones & Overlay Zones
Town Center District	Mixed Use	Urban / Industrial 75 and Mixed-Use Center 110
Northeast Business District	Mixed Use	Mixed-Use Urban 75, Mixed-Use Urban / Industrial 75 and Mixed-Use Center 110
27th Street Business District	Mixed Use	Mixed Use Urban 75 and Mixed-Use Neighborhood 45

GOAL LU13

Collaborate as a strategic economic development partner with Pierce County in planning for Chambers Creek Properties.

Policy LU13A

Maintain the Chambers Creek Properties Overlay, which allows existing and planned uses subject to development review processes and compliance with design standards that promote the development of the Chambers Creek Properties Master Site Plan, mitigate impacts and maintain consistency with the City's goals and objectives.

Policy LU13B

Work with Pierce County to periodically review, and when necessary, revise the Master Site Plan to ensure that planned projects will be developed at a level of quality commensurate with community standards.

Policy LU13C

Collaborate with Pierce County in the evaluation of potential revenue generators including lodging, golf course and restaurant development.

Policy LU13D

Coordinate with Pierce County to ensure that any potential negative impacts resulting from the continued development and operation of Chambers Creek Properties be mitigated as necessary to protect community interests.

Policy LU13E

Work with Pierce County and other public agencies and the private sector to achieve redevelopment of Chambers Creek Properties through a variety of funding sources. Achieve enhanced public use of the

site through cooperation and the combining of resources from various levels of government and the community.

Policy LU13F
Encourage the timely development of park and recreation facilities at the Chambers Creek Properties to help meet local and regional recreation needs.

Shorelines of the State

The City guides future development of "shorelines of the state" through the adoption and implementation of a Shoreline Master Program (SMP). The SMP consists of the Shoreline Management Element of this Comprehensive Plan and UPMC Title 18 Shoreline Management Use. SMP goals, policies and regulations apply to shorelines adjoining Chambers Creek, Chambers Bay and Puget Sound.

GOAL LU14
Administer the City's Shoreline Master Program in a manner consistent with the Washington State Shoreline Management Act (SMA) and Shoreline Master Program Guidelines.

Policy LU14A
Guide the future development of shorelines in University Place in a positive, effective, and equitable manner consistent with the SMA and SMP Guidelines. Ensure, at minimum, no net loss of shoreline ecological functions and processes. Plan for restoring shorelines that have been impaired or degraded by adopting and fostering the policy contained in RCW 90.58.020.

Day Island/Sunset Beach

GOAL LU15
Maintain and enhance the development of a vibrant shoreline along Day Island and Sunset Beach.

Policy LU15A
Maintain special overlay districts to allow flexibility in building setbacks and other requirements to accommodate future development on Day Island and Sunset Beach that is complementary with their existing development patterns.

Policy LU15B
Address private encroachments on Day Island public street rights-of-way in a consistent manner that protects the public interest while being sensitive to investments previously made by individual property owners.

Policy LU15C
Involve the residents of Day Island, the Department of Ecology, Tribes, and other stakeholders in future public access planning for the area.

Support areas to improve the walking environment in conjunction with improved public access.

When considering the creation of additional public access to the Day Island shoreline, the City shall account for the limited circulation and parking capacity of Day Island streets and private property rights of residents.

GOAL LU16
Encourage maintenance of existing marinas, yacht clubs and other boating facilities and support redevelopment for mixed use development where appropriate to further economic development goals.

Policy LU16A

Maintain a Mixed Use – Maritime zoning district that is consistent with shoreline policies and regulations applicable to the Day Island Medium Intensity Shoreline Environment Designation to properties currently developed with non-residential uses on the mainland side of the Day Island waterway.

Policy LU16B

Support and allow potential activities and uses along the Day Island waterway shoreline that are in line with commercial, light industrial, marina, yacht club, residential, and recreational uses, and within the Mixed Use – Maritime District, with preference given to water-oriented uses.

Prohibit non-water-oriented uses along the Day Island waterway shoreline, except as part of mixed-use development that is predominantly water-oriented in terms of use.

Policy LU16C

Ensure that redevelopment of shoreline facilities provide all area residents, regardless of race, social, or economic status, with a clean and healthy shoreline environment that accounts for climate change impacts, such as sea level rise and increased coastal flooding, and reduces greenhouse gas emissions in improvement designs.

Policy LU16D

Design and locate all development and uses on navigable waters and submerged lands to minimize interference with navigation, reduce impacts to public views, and to allow for the passage of fish and wildlife, particularly those species dependent on migration such as anadromous fish.

Prohibit new over-water structures except for water-dependent uses, public access, or ecological restoration.

Leach Creek Area

GOAL LU17

Establish a coordinated development plan for the Leach Creek area that includes determination of uses and densities as it relates to the surrounding development and critical areas as well as planning for public facilities and services to meet future development needs of the area.

Policy LU17A

Work with landowners in the Leach Creek area to develop and implement a plan providing an expanded sanitary sewer system that will adequately serve the area and reduce water quality impacts through a reduced reliance on on-site sewage disposal systems (septic drain fields) that are in close proximity to Leach Creek and its associated wetlands. Such plan will:

- Support privately funded construction of new Pierce County sewer mains in conjunction with future land development in the area to support the extension of sewer service to the larger area.
- Work with the property owners and the sewer service providers to ensure the entire area is adequately served at a reasonable cost and the system is developed with attention to the sensitive nature of Leach Creek and the associated wetlands.
- Take proactive climate resilient measures as necessary to avoid potential future costs to the system and area.

Policy LU17B

Work with landowners in the Leach Creek area to develop a coordinated transportation and circulation plan to provide adequate transportation facilities and circulation. Such plan will avoid the development of a series of dead-end streets by individual property owners, each providing access to Orchard Street or Cirque Drive but no means of circulation or connection between new developments.

_Require, if warranted, project designs that will result in improved emergency vehicle access, increased safety, and better vehicle circulation.

Policy LU17C

Determine appropriate land uses for the Leach Creek area accounting for adjacent residential densities, nearby commercial and industrial uses, and the critical areas of Leach Creek.

Support clustering and low impact development to mitigate the impacts of development in the Leach Creek area.

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, housing 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 provides background information on existing conditions and estimates future population and employment. Based on existing conditions and growth estimates, a residential land capacity analysis and employment capacity analysis examine the ability of the City to accommodate growth. Provides consistency with other Plan elements and protection of ground and surface water is a requirement of the Land Use Element. This section also demonstrates consistency with Pierce County growth allocations for population, housing and employment. It includes the Plan Map and descriptions of Plan Map designations.

The City Of University Place

The City of University Place is approximately 8.4 square miles in area or 5,379 acres. 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 northeast, and the Town of Steilacoom to the southwest.

Existing Conditions

The first step in determining how the City will implement the Community Vision and comply with growth management regulations is to create an inventory of existing conditions. In 2024, the City updated its land use inventory to identify uses of each parcel. The inventory map is shown in **Figure 3-1**, and the inventory is summarized in **Table 3-3**.

According to the inventory, approximately 44.7% of the City's land area is in low density residential use, 5.5% is in moderate density residential use, 5.9% is in commercial and industrial uses, 5.9% is in parks and open space, 4.6% is in schools and religious assemblies, and 5.2% is in public facilities and utilities. 14.8% of the land area is devoted to streets and railroad rights-of-way and finally 3% of the land area is vacant.

Table 3-3
2024 Land Use Inventory

Land Use	Acres	Percent
Low Density Residential	2389.9	44.7%
Moderate Density Residential	295.2	5.5%
Government	9.9	0.2%
Schools	220.7	4.1%
Parks and Open Space	873.6	16.3%
Religious Services	28.6	0.5%
Funeral and Cemetery	130.9	2.5%
Office	36.6	0.7%
Personal Services	11.7	0.2%
Commercial	97.1	1.8%
Marinas	4.9	0.1%
Utilities	264.6	5.0%
Manufacturing and Storage	31.9	0.6%
Vacant	159.2	3.0%
Roads & Railroad	788.6	14.8%
Total	**5343.5**	**100%**

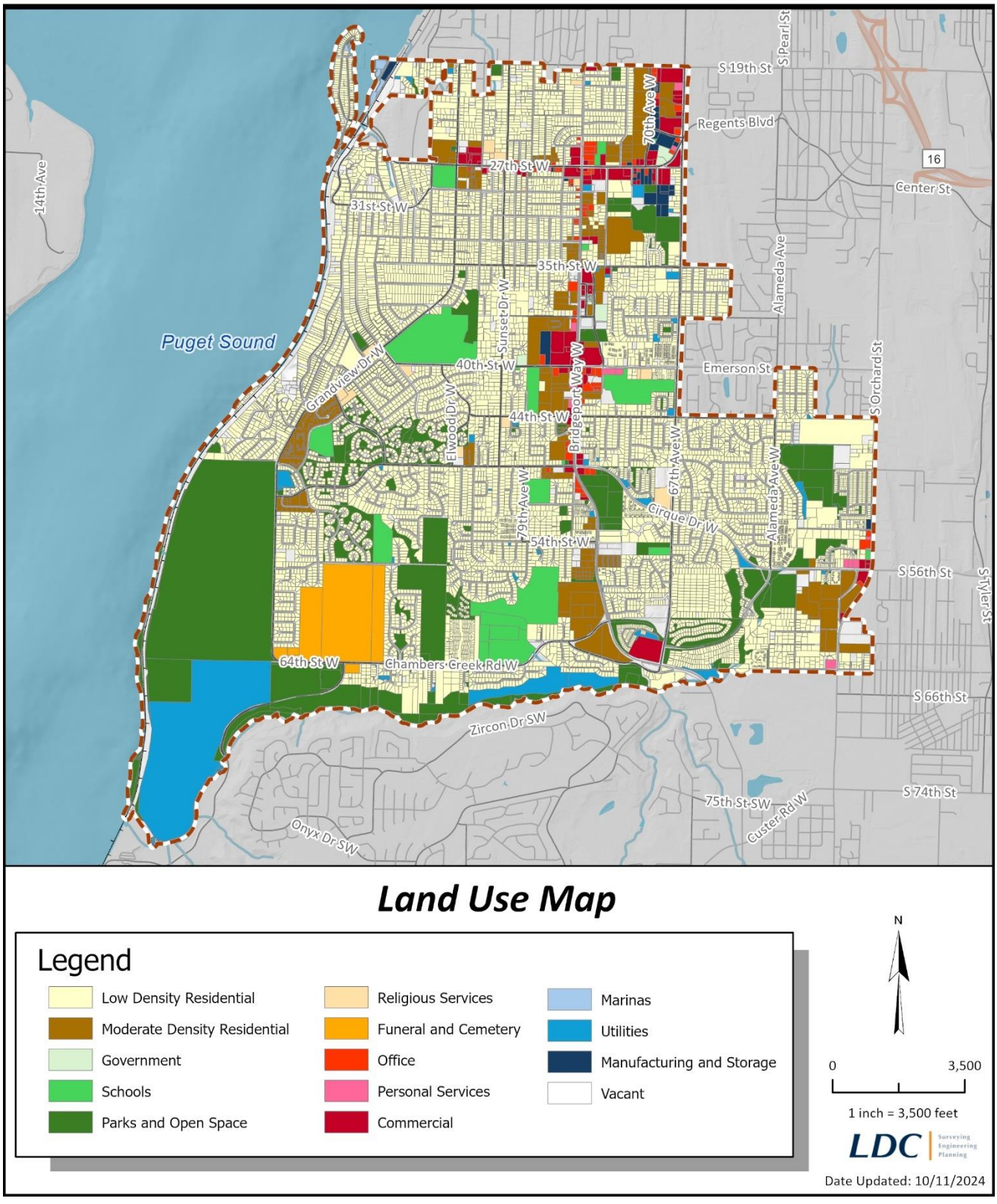
Single-Family

University Place is primarily a residential community with nearly 2,390 acres detached of single-family and duplex residential zoning. The area north of 40th Street West developed first and has little vacant property. The historic downtown area 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 (a large subdivision). From there, residential development proceeded south. Sunset Beach was subdivided in 1933 and Soundview Drive in 1939.

The City began rapidly developing in the mid-1950s and has continued to experience growth. Except for two areas of moderate density residential (**Figure 3-2**) the area west of Sunset Drive is developed for low density detached single family homes. Other predominately single-family residential areas were constructed in the south-central and southwestern areas of the City in the 1950s through the early 1980s. Numerous planned developments were constructed during the 1990s and 2000s in southeastern University Place along Cirque Drive, 67th Avenue West, and Alameda Avenue, and along Chambers Creek Road in the southern end of the City.

University Place
WASHINGTON

Figure 6-1



Multifamily

Multifamily developments are concentrated in six distinct areas of the City (**Figure 3-1**). These include:

- The Northeast Business district, on 70th Avenue West;
- Morrison Road, between 29th Street West and 35th Street West;
- The west side of Bridgeport Way, between 35th Street West and Cirque Drive;
- Grandview Drive, south of Beckonridge Drive;
- Chambers Creek Road and Bridgeport Way, south of 54th Street West; and
- South Orchard Street, between Cirque Drive and 70th Street West.

Commercial

Commercial development occurs mainly in three districts that are located within the City's Regional Growth Center. The City's original commercial area, the 27th Street Business District, developed west of Bridgeport Way along 27th Street West and has extended east along 27th to 67th Avenue West. This area now contains a mix of small businesses (retail, office and services) and residential uses. Many of the businesses in the area west of Bridgeport Way are in buildings converted from detached single-family dwellings.

A second Regional Growth Center district – the Northeast Business District, is in the northeast corner of the City between 67th Avenue West to the east, 70th Avenue to the west, 19th Street to the north and 27th Street West to the south. This area contains amusement and recreation uses such as a family fun center and gym. It also contains numerous small businesses including retail, office, service, and restaurants.

The third, and most prominent, Regional Growth Center district, Town Center, is located along Bridgeport Way between 27th Street West and 52nd Street West. Within this area, there are three primary commercial centers. The Green Firs retail center anchored by Safeway and the University Village retail center are located at the intersection of Bridgeport Way and 40th Street West. The Village at Chambers Bay, formerly known as the University Place Town Center, has undergone major development between 35th Street West and Homestead Park and includes properties fronting on both sides of Bridgeport Way. This collaborative ongoing project between the City of University Place and the private sector includes a mix of uses including retail, multifamily residential, civic functions and a publicly accessible plaza. Other smaller retail and office centers and individual commercial properties are located throughout the Town Center district. In addition, compact neighborhood commercial areas are located at the intersections of Cirque Drive and Bridgeport Way, and Cirque Drive and Orchard Street. These business areas typically include service stations, convenience stores, and other smaller-scale businesses. A Fred Meyer store stands alone at another neighborhood commercial area located at the intersection of Bridgeport Way and 67th Avenue West.

Industrial/Manufacturing

The primary light industrial manufacturing area in University Place is located south of 27th Street between Morrison Road and 67th Avenue West. The uses in this area include University Place Refuse, a former wrecking yard, towing facility, small-scale warehousing, contractor yards, vehicle repair shops, small-scale manufacturing enterprises and other industrial and commercial businesses. Additional light industrial uses are located to the south and west of Narrows Plaza generally adjacent to 70th Avenue West. All industrial and manufacturing areas fall within the City's Regional Growth Center.

Public Facilities

Public facilities include the University Place School District high school, junior high school, two intermediate schools and four primary schools. In addition, there are various city- owned parks and open space areas, Pierce County police and library facilities, West Pierce Fire and Rescue facilities, and city government offices. The Pierce County Chambers Creek Properties (Properties), located in the southwest corner of the City is comprised of approximately 928 acres, of which 700 acres are located within University Place. The Properties is owned and managed by the Pierce County Department of Public Works and Utilities and the Department of Parks and Recreation Services. The Properties include the Chambers Bay Golf Course, Chambers Creek Canyon (an undeveloped open space area located within University Place, Lakewood and unincorporated Pierce County), maintenance facilities, Pierce County Environmental Services administrative offices, the Chambers Creek Wastewater Treatment Plant and related facilities. The Chambers Creek Properties Master Site Plan, and a Joint Planning Agreement among Pierce County, University Place and Lakewood, guide redevelopment of the Properties for public use and benefit.

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 and regional planning goals. The Washington State Office of Financial Management (OFM) provides counties with projections of population growth based on the census, birth and mortality rates, migration, and economic indicators. The OFM has estimated that the population of Pierce County in 2044 will be between 944,339 and 1,263,409 with a midrange of 1,116,236. The County has chosen a mid-range figure to allocate growth among cities, towns, and the unincorporated area based on recommendations by the Pierce County Regional Council (PCRC).

Regionally, the Puget Sound Regional Council (PSRC) and the PCRC establish regional planning policies including population, housing and employment allocations in their respective planning policy documents. On October 29, 2020 the PSRC adopted VISION 2050, which allocates population and employment growth by Regional Geographies. According to VISION 2050 the City of University Place is a “Large City”. Other Regional Geography categories include small cities, core cities and metropolitan cities. According to VISION 2050, the City should accommodate a population of approximately 52,000 and employment of 11,450 jobs by 2050.

Capacity for Population Growth

On August 16, 2022, the Pierce County Council adopted population and housing allocations for 2044. These allocations are based on regional geographies established in VISION 2050, OFM projections, actual growth trends and regional, county and city planning policies. With the passing of HB 1220 in 2021, GMA now requires that jurisdictions plan to accommodate housing unit needs for very low-, low-, and moderate-income levels. Following HB 1220, the Washington State Department of Commerce developed the Housing for All Planning Tool (HAPT). On June 20, 2023, the Pierce County Council adopted new housing targets by income level for all jurisdictions. Based on this

allocation, University Place should accommodate the following growth by 2044:

- An additional 13,892 people for a total population of 48,758 people.
- An additional 5,620 housing units for a total of 20,047 housing units.
- An additional 2,943 jobs for a total of 10,088.

To determine the City's ability to accommodate population growth and housing, the City has identified the number of persons that occupy different types of housing, the amount of land available for growth, and the existing and allowed residential densities. This information is in the City's Land Capacity Analysis, published separately. The capacity analysis conducted by the City uses persons per household data from the Pierce County Buildable Lands Report. Because the capacity analysis demonstrated the City did not have enough capacity to meet the 2030 housing target, much less the extended 2035 and updated 2044 housing target, the city rezoned a large Commercial zoned area (where housing was not allowed) to Mixed Use, Other commercial areas within the Regional Growth Center were re-designated as mixed-use consistent with the Regional Growth Center Subarea Plan. The City also significantly increased maximum allowable densities in the Mixed Use, and Multifamily-Low and Multifamily-High zones.

There have been no rezones or density increases in the R1 and R2 residential zones. In these zones there is an existing capacity for 672 additional single-family dwelling lots. At 1.5 persons per household, these lots can accommodate a population of 1,008 people.

Table 3-4 provides a comparison between the growth necessary to achieve targets under the current CPPs and the assessed capacity to meet these growth demands. Based on the assumptions of the assessment, the current growth capacity under the Comprehensive Plan Map (**Figure 3-2**) will be sufficient to accommodate both residential and employment growth in the City over the next 20 years.

Table 3-4
University Place Growth Targets and Capacity (2020-2044)

	2020 Estimates	2044 Targets	2020-2044 Growth	Growth Capacity
Population	34,866	48,758	13,892	22,673*
Employment	7,145	10,088	2,943	2,943**
Housing	14,427	20,047	5,620	8,139**
Emergency Housing	0	344	344	***

** Housing capacity calculations assume 2.53 persons per household.*

*** See Land Capasity Analysis (LCA), prepared by LDC, dated December 10, 2024.*

**** University Place development regulations will be amended to allow sufficient siting of Emergency Housing (bed) to meet the 2044 target allocated to the city. See the LCA and Housing Policy HS4B and HS4C for further details.*

The total residential growth capacity is 8,139 housing units, which can accommodate 22,673 people. This capacity enables the City to exceed its 2044 housing unit target of 20,047 by 2,519 units and its 2044 population growth target of 48,758 by 8,781 people. The City's existing housing unit supply by income level is estimated by the Housing for All Planning Tool adopted by Pierce County in **Table 3-5** below.

Table 3-5
Existing Housing Unit by Income Level

0 - 30%		30 - 50%	50 - 80%	80 - 100%	100 - 120%	120% Plus	Emergency Needs Housing
PSH	Non-PSH						
0	286	787	4,439	2,180	1,831	4,904	0 beds

The allocations by income level are shown in **Table 3-5** below. This further demonstrates the City has the capacity to meet its allocated housing needs by income level with the exception of the higher income (>120% AMI) households. New housing in University Place's Low Density Residential zones is assumed to be market rate and meet the needs for this income level. Furthermore, RCW 36.70A.070 focuses on meeting the capacity targets for moderate, low, very low, and extremely low-income households and does not explicitly require the City to meet the needs of higher income households. Zoning changes that would increase the available capacity for the higher income level would likely contradict the goal of HB 1220.

Table 3-5
Housing Need Allocation by Income Level

Income Level	Projected Housing Need	Zone Categories Serving	Aggregated Housing Needs	Total Capacity	Capacity Surplus / Deficit
0-30% PSH	981	Low-Rise, Mid-Rise	3,573	7,555	3,982
0-30% Non-PSH	726				
>30-50%	1,042				
>50-80%	824				
>80-100%	355	Middle Housing, ADUs	676	825	149
>100-120%	321				
>120%	1,371	Low Density	1,371	583	-788
Total	**5,620**		**5,620**	**8,962**	**3,343**

Capacity for Employment Growth

Estimates of employment growth help determine the amount of commercial and industrial land needed to accommodate economic development envisioned by the community and are required by the Growth Management Act and the Countywide Planning Policies. Further, State buildable lands legislation requires an evaluation of commercial and industrial land needs for the 20-year planning period, implying the need to develop local employment targets.

Multicounty planning policies in VISION 2050 call for each of the four counties within the central Puget Sound region to adopt employment targets

to be used in local land use planning. The 20-year employment targets are required to be consistent with the Regional Growth Strategy in VISION 2050. PSRC forecasts the region will grow by 1,159,000 jobs by 2050. The Regional Growth Strategy in VISION 2050 calls for Pierce County to plan to accommodate 17% of the region's employment growth. Larger Cities, including University Place, are expected to accommodate 12% of that increase.

Using a process similar to developing population allocations, the PCRC develops and adopts employment targets for Pierce County and its cities and towns. On April 21, 2011 the PCRC adopted 2030 employment targets. As of 2020 with PCRC's Buildable Lands Report (adopted on November 11, 2022), the University Place 2030 employment target of 9,593 jobs represents an increase of 3,519 jobs from 6,074 jobs in 2010. University Place estimates 7,145 jobs in 2020 (PSRC Employment Estimate 2019), which means the City will need 2,448 jobs to meet the 2030 Target.

Because the current planning period is 2024 – 2044, the number of new jobs required to meet targets within this time period needs to be updated from 2018 and the 2030 employment target must be extended to 2044. According to employment data, employment in the City increased between 2010 and 2020 from 6,074 to 7,145. A reasonable extension of the adopted employment target would assume that the city maintains its proportional share of the additional jobs in the county, which results in a 2044 projected employment growth target of 10,088. This increase equates to 2,943 jobs to meet the 2044 Employment Growth Target.

Table 3-6 shows employment in University Place and provides an employment forecast based on employment growth targets adopted by Pierce County and Regional Geographies adopted in VISION 2050 by PSRC extended to 2044.

Existing employment numbers are derived from and made available through agreements with the PSRC and Pierce County. Existing employment and employment forecasts are provided by North American Industry Classification System (NAICS) categories and include both covered and non-covered jobs.

Covered employment refers to positions covered by the Washington Unemployment Insurance Act. The Act exempts the self-employed, proprietors and corporate officers, military personnel, and railroad workers. Covered employment accounts for approximately 85-90% of all employment. The unit of measurement is jobs, rather than working persons or proportional full-time employment (FTE) equivalents; part-time and temporary positions are included.

Table 3-6 Employment Forecast

Type	2018	2020	2030	2044	2050
Construction and Resources	485	419	467	537	548
Finance, Insurance, Real Estate Services, and Services	256	225	249	309	333
Retail Trade	1,844	1,813	2,358	2,871	3,095
Manufacturing, Wholesale Trade, Transportation, and Utilities	3,156	2,969	3,496	4,307	4,673
Government	415	409	451	539	540
Education	1,320	1,310	1,350	1,525	1,635
Total	**7,476**	**7,145**	**8,371**	**10,088**	**10,824**

Sources: Puget Sound Regional Council & Pierce County Planning and Land Services

Historically the City developed largely as a suburban residential area with commercial and industrial uses along major arterials. The community vision, goals, and policies in the Comprehensive Plan promote University Place supporting a vibrant regional retail and office center while preserving existing single-family residential areas.

Commercial and mixed-use areas have scattered vacant parcels, many under-used sites, and vacant commercial spaces in existing buildings. Zoning additional areas for commercial use would continue extending a strip pattern along major arterials and affect the economic vitality of core business areas. It would also conflict with regional and county land use and transportation policies that favor directing growth into concentrated urban centers to help reduce automobile trips and miles traveled. Therefore, this Plan does not support adding new acreage for commercial use. Instead, the emphasis is on intensification of use in existing commercial and mixed-use zones.

The City's primary industrial area is constrained by a large wetland, Morrison Pond, and there are few vacant parcels for commercial or industrial development. There is no significant opportunity to expand industrial zones without negatively affecting adjoining residential areas.

The City has the capacity to accommodate extended employment targets. Most of this capacity lies within the Regional Growth Center where growth of existing businesses and redevelopment of underutilized sites is anticipated. In accordance with Policy LU12C the City developed and will maintain a Regional Growth Center Subarea Plan to encourage employment gains in the Village at Chambers Bay project, the redevelopment of the 27th Street Business District and the Northeast Business District. Significant employment gains are also anticipated as the result of the expansion of the Chambers Creek Wastewater Treatment Plant and buildout of the Chambers Creek Properties Master Plan.

THE PLAN MAP

Figure 3-2, the Land Use Plan Map, serves to implement the goals and policies of the Plan. The Plan Map divides the City into six plan designations, which are described below. These general descriptions will guide development in a direction to achieve the community vision and comply with state and local requirements. The descriptions provide a representative sample of land uses allowed in each designation and are not intended to be all-inclusive. For a complete listing of allowed uses, please review UPMC Title 19 Zoning. **Table 3-7** provides the number of parcels and size of each Plan Designation.

Table 3-7
Plan Map Designations

Land Use	Acres	Percent
Low Density Residential	4,151.9	77.70%
Moderate Density Residential	183.3	3.40%
Mixed Use	476.9	8.90%
Mixed Use - Maritime	14.8	0.30%
Neighborhood Commercial	21.5	0.40%
Parks & Open Space	495.0	9.30%
Total	**5,343.5**	**100%**

**Approximate. Excludes roads and rail road right-of-way*

Plan Designations

Low Density Residential (LDR)

Single-family residential neighborhoods with areas of middle housing comprise a large percentage of the City's land area. To protect and enhance the character of these neighborhoods, these areas are designated LDR. Zoning classifications in the LDR designation included Residential 1 and Residential 2 zones. These zones allow base densities ranging from 4 to 6 dwelling units per acre. Higher densities are allowed in small lot developments (6 to 9 dwelling units per acre) and cottage housing (8 to 12 dwelling units per acre) that meet specific design standards applying to architectural form, amenities, open space and landscaping. Uses allowed are restricted to single-family attached and detached dwellings, duplexes, triplexes, fourplexes, townhomes, courtyard homes, accessory dwelling units, adult family homes, schools, home-based day care, assisted living and nursing homes, religious assembly, public parks, community and cultural services, home occupations, and minor utility distribution facilities. The character of LDR areas shall be protected and enhanced by eliminating and disallowing inappropriate uses; limiting traffic impacts; requiring compliance with design standards for adjacent high density residential, commercial, mixed use 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.

Moderate Density Residential (MDR)

Higher density residential development shall be located in the MDR designation along major arterials and transit routes, close to shopping, public facilities and services, and in areas of existing higher density residential development. Base densities of 35 to 55 dwelling units per acre are allowed depending on the zoning classification, with up to 40 to 60 units per acre permitted subject to compliance with multifamily design standards and the inclusion of affordable units qualifying for low income housing tax credits. Uses allowed in the MDR designation include multifamily housing, single-family attached and detached housing, adult family homes, nursing homes and assisted living facilities, schools, public and private parks, community and cultural services, home-based day care, religious assembly, home occupations, and minor utility distribution facilities. Compliance with design standards is required and buffers, open space, landscaping and other design elements shall be incorporated into all development to mitigate adverse impacts that may be associated with the transition between different densities and land uses. Pedestrian sidewalks, trails and bicycle facilities shall be provided for access to schools, shopping, services, and recreational facilities.

Mixed Use (MU)

The Mixed-Use Plan Designation includes all three Regional Growth Center Districts-the Town Center District, 27th Street Business District, and the Northeast Business District. Zoning classifications tied to the MU Plan Designation include Mixed Use, Mixed-Use Neighborhood 45, Mixed-Use Urban 75, Use Urban / Industrial 75 Mixed Use Center 110 and Mixed Use - Maritime. The number associated with each zone indicates the allowed height; taller buildings may be allowed by variance. Building types will differ based on building height. The Mixed-Use and Mixed-Use Neighborhood 45 support construction of a four-level wood frame building (or other construction type) while the Mixed-Use Urban and Mixed-Use Urban / Industrial would allow a five wood frame stories over a one- or two- level concrete podium. The form of development under in Mixed Use Zones would generally be mixed use with a focus on residential upper floors with active uses at the ground floor level. On arterial streets, such as Bridgeport Way and 27th Street, the ground floor level may support retail, restaurants, office space, and other active uses, while on other street frontages, the ground floor level could be designed to

support residential use. Density ranges from 30 to 100+ units per gross acre depending on building height and zone, but there is no base or maximum density in the MU Plan Designation. In the Mixed-Use Urban / Industrial Zone the focus is on providing employment through support of office, light manufacturing, light industrial, flex-tech, start-ups, and other employment uses, along with retail use. On arterial streets the form of development should be mixed use with office and/or residential in upper floors and active uses on the ground floor level.

Mixed Use – Maritime (MU-M)

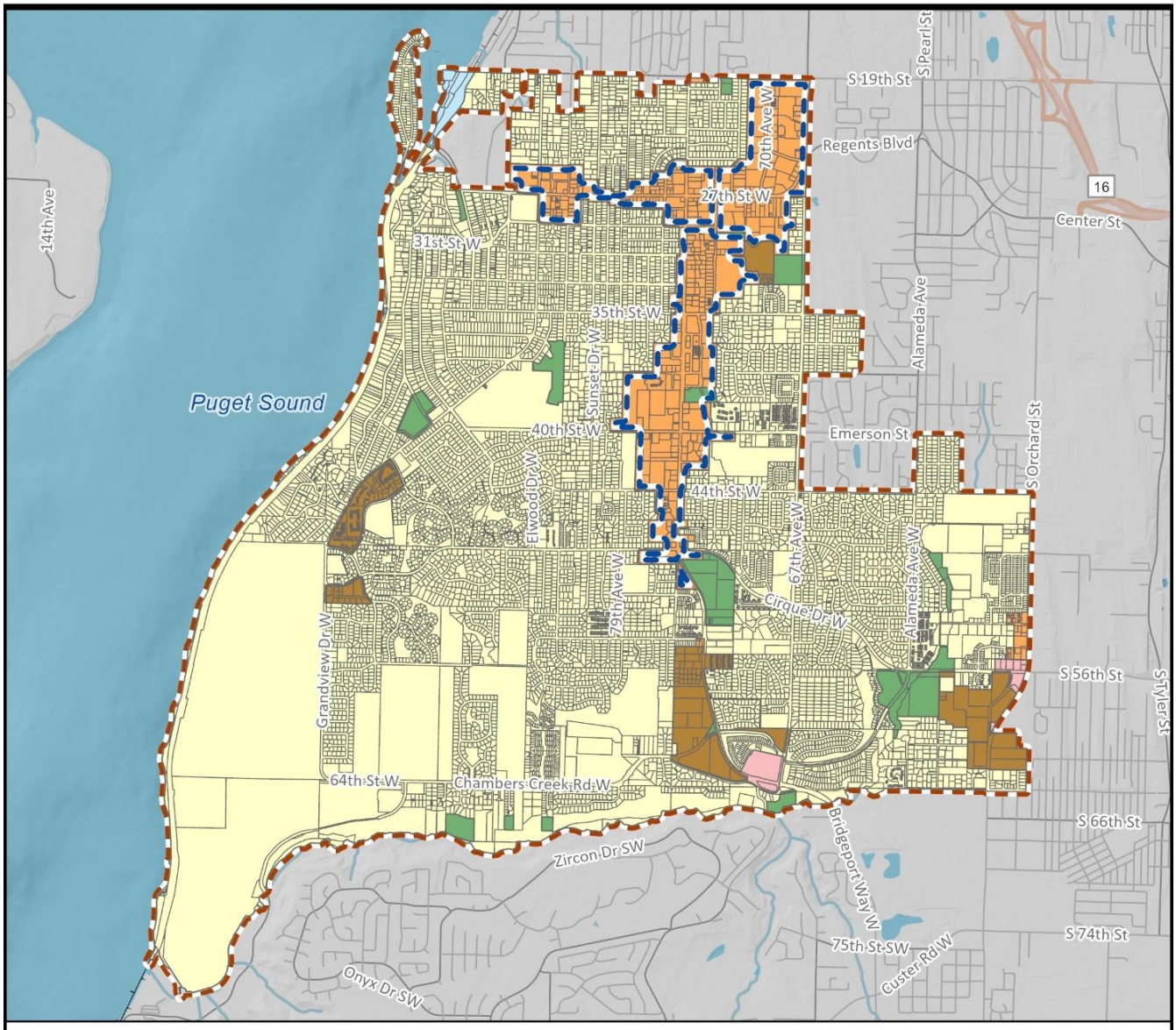
The Mixed Use - Maritime designation supports the operation of marinas, yacht clubs with boat moorage and related facilities and activities, and other boating facilities. The MU-M designation also accommodates mixed-use development that may include a variety of water-oriented commercial, transportation and light industrial uses, and moderate density residential uses, located on the mainland side of the Day Island waterway. A base density of 30 dwelling units per acre is allowed, with up to 35 units per acre permitted subject to the inclusion of affordable units qualifying for low income housing tax credits. Additional purposes are to provide public access to the shoreline and recreational uses oriented toward the waterfront, and to accommodate non-water-oriented uses on a limited basis where appropriate. Under the MU-M designation, existing ecological functions are to be protected and ecological functions restored, where restoration is reasonably feasible, in areas that have been previously degraded, consistent with the intent of the Day Island Medium Intensity Shoreline Environment and other Shoreline Master Program requirements in UPMC Title 18, when applicable.

Neighborhood Commercial (NC)

To help achieve a mix of commercial uses that primarily serve the needs of local residents and businesses, NC designations are located, at 67th and Bridgeport Way, and at Cirque Drive and Orchard Street. Neighborhood Commercial areas are compact centers that provide a mix of retail shopping, personal services, banks, professional offices, public, and service stations that serve the daily needs of the portion of the City where they are located. Buffers, landscaping, and other design elements shall be incorporated into all developments to mitigate adverse impacts that may be associated with the transition between the NC zones and adjoining residential zones. Landscaping, sidewalks, and public open spaces shall be provided to encourage a pedestrian friendly atmosphere.

University Place
WASHINGTON

Figure 6-2



Comprehensive Plan Designations

Legend

- Regional Growth Center
- Comprehensive Plan Designations
- Low Density Residential
- Moderate Density Residential
- Mixed Use
- Mixed Use - Maritime
- Neighborhood Commercial
- Parks & Open Space

N

0 3,500

1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 10/11/2024

Chapter 4 – Housing Element

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Introduction

Housing conditions have a direct impact on the community of University Place's quality of life, with the community placing a high value on having safe, accessible, and affordable housing within vibrant, interconnected neighborhoods that contain nearby services and amenities. All University Place residents and workers should have access to affordable, safe, and accessible housing now and in the future, regardless of their race or ethnicity, household type and size, ability level, life stage, or income level. These factors must be taken into consideration when planning for housing needs to ensure that University Place's high quality of life is maintained.

During the past several decades, the composition of housing stock in University Place has expanded to offer more choices beyond single-unit detached homes. This shift has helped to accommodate multigenerational households and households wanting to downsize, rent, live in smaller spaces, or live near more services and amenities in walkable communities. The housing supply in 2021 was estimated to primarily include single-detached homes (a little over one-half of total housing units), multifamily apartments and mixed use complexes (a little under one-third), condominiums (almost one-tenth), and middle housing (about eight percent of the total). Housing has emerged as a regional concern particularly due to the shortages in housing production, lack of affordable options, and rising costs.

Consequently, the city prioritized housing planning by developing a new housing strategy, analyzing existing unmet housing needs along with housing needed for the next two decades. The University Place Housing Action Toolkit (2021) includes strategies intended to inform this Housing Element update. The housing strategies focus on increasing the variety of housing types, adding housing incentives and anti-displacement strategies, and reducing the costs and timelines for needed housing development. Top concerns were highlighted such as the growth in an aging population, changes in household size and composition, rising housing costs and high rental cost burden, and shifting generational preferences for different housing types. Recent data shows that between 2011 and 2021, the share of the aging population over 65 increased by 5% (Exhibit 4-3) and correspondingly their demand for age-friendly housing has grown. In addition, the South Sound Housing Affordability Partners Racial Equity Analysis (2023) informed this Housing Element update.

This Element addresses the major housing issues facing University Place over the next 20 years. These issues include:

- The need to preserve and enhance the special qualities of existing residential neighborhoods;
- Support housing availability that is affordable inclusively for all economic segments of the community and for those in need of transitional or emergency housing (in compliance with Pierce Countywide Planning Policies and HB 1220);
- Include strategies to provide broader homeownership opportunities and housing for those working in University Place;
- Expand attainable housing options available for those wishing to downsize or age in place or in the same community;
- Provide strategies to prevent and minimize displacement of people from their housing particularly due to redevelopment of housing currently used by low to moderate-income residents;
- Increase the range of housing choices that are reflective of rapidly changing demographics, preferences and needs; and
- Accommodate a substantial increase in population and housing units consistent with the PSRC VISION 2050 Regional Growth Strategy and PSRC growth projections for 2050, and meeting the Pierce County GMA population and housing targets for 2044 as outlined in this Housing Element, through support of innovative, high quality design that is functional -- as well as livable.

STATE AND REGIONAL PLANNING CONTEXT

University Place's efforts to plan for its housing needs must fit within the planning framework established through the enactment of state, regional and county laws, directives, goals and policies.

At the state level, the Growth Management Act requires local jurisdictions to adopt housing elements that are consistent with statewide goals and objectives.

At the regional level, the Puget Sound Regional Council has established multi-county housing policies in VISION 2050, which encourage local jurisdictions to adopt best housing practices and innovative techniques to advance the provision of affordable, healthy, and safe housing for all the Puget Sound region's residents. Updates to the Puget Sound region's local comprehensive plans must be reviewed for consistency with PSRC policies as a part of the plan certification process.

At the county level, the Pierce County Countywide Planning Policy establishes a countywide framework to ensure that municipal and county comprehensive plans are consistent.

Consistent with the Pierce County Countywide Planning Policies and RCW 36.70A.070, this element includes:

- A housing inventory describing the diverse housing needs among different household income levels and special housing needs including permanent supportive and emergency housing.
- Review of racially disparate impacts and measures to address these impacts.
- Displacement risk and anti-displacement measures.
- Evaluation of land capacity to meet housing needs.

University Place must comply with GMA requirements and consider the guidelines and policies of the other documents that have already been endorsed or accepted by the City Council. Consistency at all levels – state, regional and county – is required in order for the City to qualify for loans and grants for transportation and other infrastructure improvements.

GROWTH MANAGEMENT ACT

The Washington State Growth Management Act Housing Goal mandates that counties and cities encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of the existing housing stock. [RCW 36.70A.020(4)]

The GMA also identifies mandatory and optional plan elements. [RCW 36.70A.070 and .080]. A Housing Element is a mandatory plan element that must, at a minimum, include the following [RCW 36.70A.070(2)]:

- An inventory and analysis of existing and projected housing needs that identifies the number of housing units by income level necessary to manage projected growth including permanent supportive and emergency housing;
- A statement of goals, policies and objectives, and mandatory provisions for the preservation, improvement and development of housing, including single-family residences;
- Identification of sufficient land for housing, including, but not limited to, government assisted housing, housing for low income families, manufactured housing, multifamily housing, group homes, and foster care facilities; and
- Adequate provisions for existing and projected housing needs of all economic segments of the community.

Since the Comprehensive Plan must be an internally consistent document [RCW 36.70A.070] and all Plan elements must be consistent with the future land use map prepared as part of the required land use element [RCW 36.70A.070], these other Plan elements dictate, to a great extent, what is in the housing element.

Thus, the Land Use Element, relying upon estimates of future population, growth, average numbers of persons per household, and land use densities, indicates the amount and location of land that needs to be made available to accommodate the identified housing needs. The Capital Facilities, Transportation, and Utilities elements indicate when and how public facilities will be provided to accommodate the projected housing, by type, density, and location. The Community Character Element contains policies that support infill development and redevelopment that will be sensitive to surrounding residential areas and help enhance the quality of neighborhoods – consistent with housing element policies. A full understanding of University Place's housing policies and plans should include an examination of these other elements of the Comprehensive Plan.

Recent state legislation calls for cities to expand middle housing allowances in single family residential zones (HB 1110) and support Accessory Dwelling Unit development (HB 1337). Recent changes to state law require cities to allow middle housing types at varying densities of units per lot, as well as to allow up to two Accessory Dwelling Units (ADUs) on all lots zoned to allow single-family homes. Lots with critical areas or their buffers are exempt from the requirements of both HB 1110 and HB 1337.

VISION 2050 MULTICOUNTY PLANNING POLICIES (MPP)

The overarching goal of VISION 2050's housing policies is for the Puget Sound region to "preserve, improve, and expand its housing stock to provide a range of affordable, healthy, and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people."

VISION 2050's housing policies respond to changing demographics and the need to diversify the region's housing supply. The policies address housing diversity and affordability, achieving a jobs-housing balance, focusing housing in centers, and innovations in housing.

VISION 2050 policies place an emphasis on preserving and expanding housing affordability, incorporating quality and environmentally responsible design in homebuilding, and offering healthy and safe home choices for all the region's residents. Goals and policies in the Land Use, Housing, and Community Character elements of this Plan address these topics.

PIERCE COUNTY COUNTYWIDE PLANNING POLICIES (CPP)

The Pierce County Countywide Planning Policies are a set of written policy statements that establish a countywide framework from which county and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that municipal and county comprehensive plans are consistent.

The GMA's housing affordability requirements are expounded upon in greater detail in Pierce County's 2022 County-Wide Planning Policy, in the Affordable Housing section. This Countywide Planning Policy provides Affordable Housing goals, objectives, policies, and strategies relating to:

- Exploring and identifying opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective.[1]
- Planning to meet the jurisdiction's affordable and moderate-income housing needs goal by utilizing a range of strategies that may include a Housing Action Plan and will result in the preservation of existing housing, and the production of new, affordable and moderate-income housing that is safe and healthy.
- Determining the extent of the need for housing affordable for all economic segments of the population[2], with special attention paid to the historically underserved, and encouraging the availability of housing affordable to all economic segments of the population for each jurisdiction.
- Establishing a countywide housing affordability program by an organization capable of long-term consistent coordination of regional housing planning, design, development, funding, and housing management.
- Exploring and identifying opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing.

[1] Provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation and with Policy AH-8 regarding displacement.

[2] Both existing and projected for its jurisdiction over the planning period.

- Periodically monitoring and assessing jurisdictional success in meeting the housing needs to accommodate each jurisdiction's 20-year population allocation.
- Supporting and encouraging homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.
- Identifying potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressure.
- Using a range of strategies to prevent and minimize, the cultural and physical displacement and mitigate its impacts to the extent feasible.

LOCAL PLANNING CONTEXT

HOUSING ASPIRATIONS

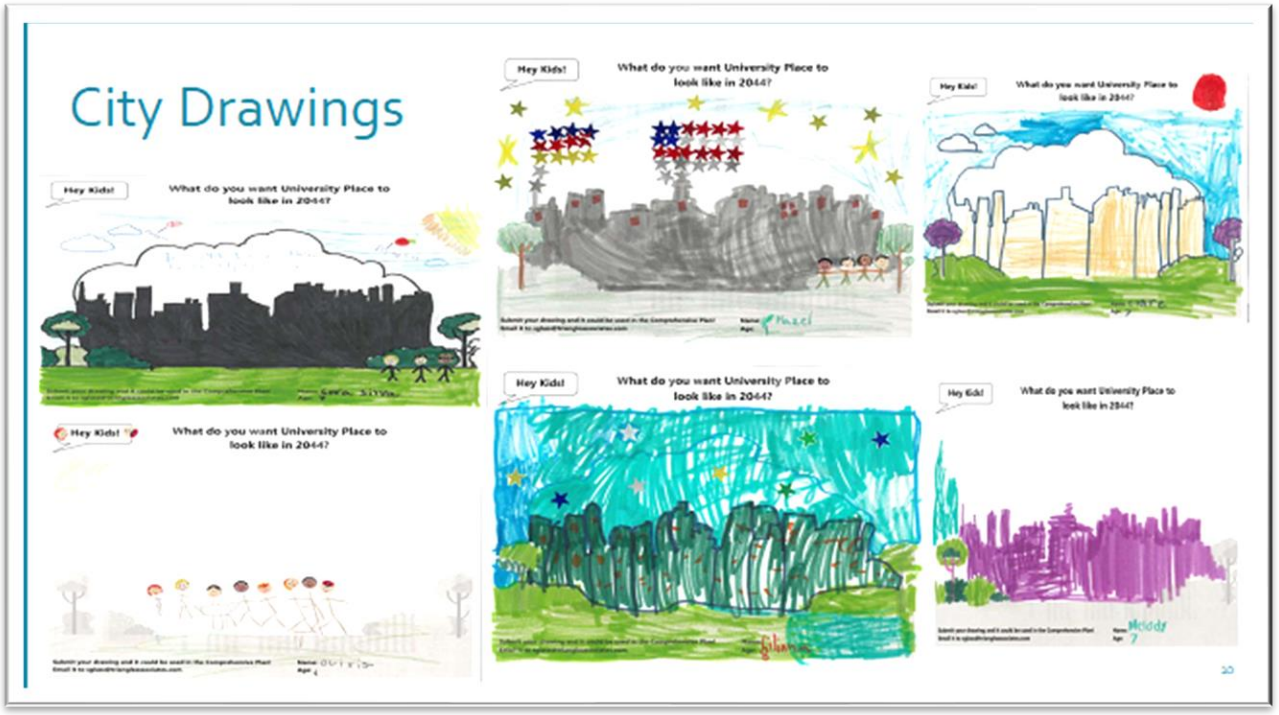
Looking ahead 20 years…

In the 2040s, University Place is treasured for its charm, natural assets, friendly and welcoming atmosphere, access to community amenities, diversity, safety and quiet setting.

University Place includes a broad choice of diverse housing types at a range of prices, sizes, accommodations for different life stages, and tenures (e.g., homes owned or rented), including affordable homes, middle housing, and permanent supportive housing. During the past several decades, there has been more variety in the types and prices of newly constructed homes, including more cottages, accessory dwelling units, attached homes, multi-unit housing, live-work units and other smaller homes. New homes blend with existing homes and the natural environment, retaining valued characteristics of neighborhoods as they continue to evolve. Diverse housing is located in opportunity rich neighborhoods with access to transit, active transportation infrastructure, shopping, schools, and parks nearby employment centers.

While residential neighborhoods have remained stable and welcoming to smaller forms of house and middle housing, the number and variety of multi-unit housing choices increased, especially in mixed-use developments. Many more people live in the Town Center and other locations within the University Place Regional Growth Center close to employment opportunities, small-scale shopping and services, connections to parks and trails, transit and other amenities.

Through careful planning and community involvement, changes and innovation in housing styles and development have been embraced by the whole community. Residents enjoy a feeling of connection to their neighborhoods and to the community as a whole.



MAJOR HOUSING ISSUES

University Place has a mixture of household types and sizes but the range of housing being built does not fully reflect these diverse needs. The two predominant types of University Place households growing in prevalence are married-couple family households with children and unrelated households without children. Both of these household types have grown over the last decade with the share of married-couple family with children increasing the most, likely leading to a slight increase in the average household size. The households comprised of married couples with children tend to be larger while the unrelated households without children tend to be smaller (includes individual householders, unmarried partners, roommates, or other shared living arrangements, including senior housing). This implies that a broad mixture of housing sizes should be provided.

The most common type of housing in University Place today, however, is a relatively large, single-family detached dwelling in a low density-development. While there is clearly a demand for this type of housing in the area, it does not meet the needs or match the preferences of a large portion of the market such as the growing senior population, often seeking smaller types of housing with less of a yard to maintain. Many people who fall within these groups do not want to live in a single- family dwelling on a large lot, even if they could afford to do so. However, the housing choices currently available to them generally have been quite limited and the slow pace of new construction starting after the market crash in 2008 further exacerbates the situation. Multi-unit housing has begun to rebound in the last decade after the city adopted a Multifamily Tax Exemption Program in 2013. The multi-unit apartment construction has picked up, adding over 400 new units.

Over the last several decades across the nation, home sizes have begun declining somewhat in response to higher energy costs, more

expensive construction materials, a slightly greener perspective toward consumption of resources, continued decreases in household size, and other factors. Were this trend to continue or even accelerate in the future, it would not begin to address the mismatch between what is being constructed, what is allowed by regulation, and what may be preferred by an increasingly large share of the market.

There is an affordability gap for both renters and homeowners in University Place. The affordability gap is especially pronounced for very low-income, low-income, and moderate-income households. Housing prices and rents have risen rapidly in the City with the median home sales price more than doubling from $262,750 in 2012 to $670,000 in 2023 and average monthly rents for 2-bedroom apartments soaring by 73% since 2012 from $966 to $1,657 per month in 2023. University Place's median home sales price ($670,000) would not be affordable to either low-income or above moderate-income households (2021 data). Rising housing costs have contributed to increasing cost burden especially for renters, suggesting a need for more affordable rental units. While the average asking rent in University Place ($1,657) is affordable to low-income households, it is unaffordable for very and extremely low-income households in the City, as very low-income households can afford a maximum of $1,344 in monthly rent.

Low to moderate-income households are most impacted by the high cost of rental and for-sale housing in University Place. These households include cashiers, construction workers, firefighters, and teachers — all vital members of the workforce experiencing financial hardships due to the lack of affordable housing. These families experience financial hardships because they are often forced to pay more than 30% of their monthly income on housing costs.

The City of University Place paired with the South Sound Housing Affordability Partners (SSHA^{3}P) and BERK Consulting for a racial equity analysis for housing in the region, along with the Cities of Edgewood, Fife, Gig Harbor, and Milton. This Racial Equity Analysis looked at racially disparate impacts and examined how the comprehensive plan for the City of University Place may have led to these impacts. A full detail of the Racial Equity Analysis and Policy Recommendations can be found on City of UP's website.

Because few large undeveloped tracts of land remain available for new residential development, the City will need to rely on the maintenance of existing housing stock, construction of new infill housing on smaller lots and underutilized properties, and redevelopment of existing properties to meet some of its housing needs.

Current residents' desires to maintain or enhance existing neighborhoods will need to be considered. The development of policies and regulations enacted to support PSRC's VISION 2050 goals and objectives should be carefully coordinated through increasing residential densities in key areas, with transit facilities and transportation infrastructure planned to avoid increased traffic volumes and associated noise, air quality, and safety impacts in neighborhood areas. Potential impacts will need to be mitigated through careful planning, design, and construction.

Residents are concerned about the incursion of commercial development into residential areas. The City should refine its regulatory tools as needed to more effectively minimize impacts that could result from additional commercial development in areas where a transition to more intensive use is supported by this Comprehensive Plan.

As the City's population ages, the demand for housing for people with limited physical and mental abilities will increase. The City will need to encourage fair and equal access to housing in accordance with state and federal law.

Finally, the City has been assigned population and housing targets by the Pierce County Council for 2044 consistent with the PSRC VISION 2050 Regional Growth Strategy. This action directs University Place to accommodate a population increase of 13,892 between 2020 and 2044, and a housing unit increase of 5,723 for the same period, or a total of 20,150 housing units.[3]

As the City had an estimated 14,427 housing units in 2020, the additional units would represent a nearly 39.7% increase in the number of units through 2044. University Place will need to be creative and comprehensive in its approaches to accommodating an increase of this magnitude.

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. References to specific Countywide Planning Policies relating to affordable housing (CPP AH) and summarized above are intended to document this Element's consistency with these provisions.

NEIGHBORHOOD PRESERVATION

The policy intent is to apply a number of community values in support of approaches that may be used to preserve and enhance existing residential neighborhoods.

GOAL HS1

Preserve and enhance existing residential neighborhoods without implementing barriers to diverse housing types.

Policy HS1A

Implement zoning regulations, design standards, and guidelines, that complement and enhance existing neighborhoods without implementing barriers to the development of non-single family residential housing types.

Policy HS1B

Encourage repair and maintenance of the City's existing housing stock to provide cost-effective, affordable home options. Promote, support, and work directly with volunteer programs that offer home repair and maintenance assistance for extremely low- to low-income homeowners, elderly homeowners, and homeowners with a disability.

[3] Pierce County. Appendix A: Adopted 2044 Population/Housing/Employment for Pierce County and its Cities and Towns. Countywide Planning Policies.

Policy HS1C
Support the use of crime-reducing community efforts (i.e., Block Watch).

Policy HS1D
Promote home ownership opportunities for moderate-, low-, very low-, and extremely low-income households by allowing for a variety of housing types and densities.

Policy HS1E
Allow and encourage infill development where there is existing or planned utility and transportation infrastructure. Encourage residential development on vacant lots in areas that are already adequately served by utilities and transportation infrastructure. The availability of such infrastructure can facilitate more affordable development of these areas.

Policy HS1F
Allow for diverse housing types in residential neighborhoods to allow for changing households to remain in the same home or neighborhood.

HOUSING CHOICE

The policy intent is to promote a wider range of housing choices to meet the needs of a diverse and changing population, especially affordable housing choices for all income groups.

GOAL HS2
Achieve a mix of housing types to meet the needs of diverse households at all income levels.

Policy HS2A
Support innovative and creative incentives such as density bonus, financial incentives, fee waivers, impact exemptions, multi-family tax exemptions (MFTE), and inclusionary zoning methods to encourage the development of affordable, diverse, or permanent supportive housing units for a variety of household sizes, incomes, types and ages.

Policy HS2B
Promote increased housing choices, especially for smaller households, to help expand the housing supply to better match the needs of an increasingly diverse population. Effectively administer zoning and development regulations that allow development of housing that satisfies varied consumer preferences, including but not limited to: cottage housing, small lot development, cluster housing, duplexes, triplexes, and fourplexes that are designed to fit within the context of the neighborhood in which the new housing is located. As new and different housing styles become available, give consideration to how they might fit within existing neighborhoods to increase the availability of affordable housing options for moderate-, low-, very low-, and extremely low-income families and increase options for seniors and small households.

Policy HS2C
Encourage the development of small lot attached and detached housing, townhouses, live/work units, cottage housing, and cluster housing to provide more opportunities for affordable home ownership.

Policy HS2D

Adopt regulations that encourage the construction of live/work units in the City's Regional Growth Center in accordance with subarea planning goals and objectives.

Policy HS2E

Encourage increased density of residential development, especially within the City's Regional Growth Center, subject to compliance with appropriate development and design standards. Discourage new detached single-family dwellings in these areas to promote more intensive uses, such as multi-family residential, commercial, and mixed-use, to accommodate anticipated future population growth. Review mixed-use zones for opportunities to support multi-unit and middle housing development and more flexibility with ground-floor uses.

Policy HS2F

Encourage the preservation of the existing stock of mobile home parks as a viable source of affordable and permanent supportive housing.

Policy HS2G

Implement design standards for detached ADUs to be architecturally compatible with the principal residence and ensure that modifications to the exterior of an existing home to accommodate an attached ADU are architecturally consistent with the existing design. In addition, the city should evaluate changes to the existing ADU development regulations and standards to comply with state law (such as HB 1337 requiring that cities allow up to two ADUs on all lots zoned to allow single-family homes) and consider other changes to encourage ADU development (such as removing owner occupancy standards, increasing the maximum size of the ADU, and other measures highlighted in the HAP, 2021).

Allow attached and detached accessory dwelling units in conjunction with single family and duplex dwellings. Implement design standards for detached accessory dwelling units to address privacy between the unit and neighboring properties or open space areas. Support the ability for detached accessory dwelling units to be sold individually.

Policy HS2H

Allow manufactured homes in all zones where single-family detached housing is permitted, while also ensuring that such housing adheres to design standards applicable to all other residences within the zone.

Policy HS2I

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

Policy HS2J

Promote the use of Universal Design standards or visitability standards that reduces barriers to

access for people of all ages, sizes, abilities, and disabilities consistent with the Americans for Disabilities Act.[4]

HOUSING AFFORDABILITY

One of the most pressing and complex challenges facing the City is providing appropriate housing opportunities for all economic segments of the community. The quality of any city is defined, in large part, by whether families and individuals are able to find the type and size of housing that fits their household needs at a price they can afford.

Communities that offer a range of housing types and affordability provide more opportunity for families and individuals to live where they choose. This allows workers to live near their jobs, older family members to continue to live in the communities where they raised their families, and younger adults to establish new households. When housing options are provided close to where people work, there are increased opportunities for people to participate in community and family activities.

The policy intent is to increase the supply of housing that is affordable to residents of the community in a manner generally consistent with the Pierce County County-Wide Planning Policy on the "Need for Affordable Housing for All Economic Segments of The Population and Parameters for its Distribution" (CPP AH).

GOAL HS3

Support and allow the development of a variety of housing types that increase the availability of housing affordable to all economic segments of the population.

Policy HS3A

University Place shall determine the extent of the need for housing for all economic segments of the population, both existing and projected for its jurisdiction over the planning period.

Policy HS3B

Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation. Encourage use of the City's Technical Review Committee process to facilitate initial review of potential projects with respect to opportunities, challenges and obstacles.

Policy HS3C

Encourage the development of housing affordable to extremely low-to-moderate income households in a manner that reflects University Place's demographic characteristics and

[4] Universal design is the principle that people of all ages and ability levels can use buildings, products, and the built environment without adaptation. Examples of universal design in housing include wide doorways, adequate maneuvering space in kitchens and bathrooms, switches and handles that are easy to reach and operate, and slide-out shelves. These and other relatively simple features enable people to remain in their homes even as their needs change over time. Visitability features are a subset of universal design that addresses access to the main part of the house to ensure that visitors with mobility limitations are able to go to the homes of friends and relatives. Being able to do this supports important, life-enriching interactions. Visitability features include wide doorways, a zero-step entrance, and no-stair access to a toilet facility with adequate space for maneuverability. (AARP, https://www.aarp.org/livable-communities/housing/info-2020/homefit-guide.html).

projections, Comprehensive Plan vision, policies and objectives, development and infrastructure capacity, location and proximity to job centers, local workforce, and access to transportation.

Policy HS3D

Identify populations with a high risk of displacement and take into account those factors of displacement risk when implementing regulations. The city will make a special effort to ensure equitable access to housing such as by expanding housing options.

Policy HS3E

Focus a relatively large share of new housing in the City's Regional Growth Center, where transit is planned to be within walking distance.

Policy HS3F

Achieve and sustain the housing targets by income group allocation for University Place as adopted by the Pierce County Council.

Policy HS3G

Support efforts by Pierce County and other municipalities in the County to establish a countywide program by an organization capable of long-term consistent coordination of regional housing planning, design, development, funding, and housing management.

Policy HS3H

Meet affordable and moderate-income housing needs goal by utilizing a range of strategies that will result in the production of new, affordable and moderate-income housing that is safe, adequate and healthy. These strategies include:

- Seeking and securing state funds such as the Housing Trust Fund, and federal subsidy funds such as Community Development Block Grant, HOME Investment Partnership, and other sources to implement housing preservation programs.
- Promoting affordable housing and ensuring access to services and jobs by considering the availability and proximity of public transportation, governmental and commercial services necessary to support residents' needs.
- Promoting the use of reasonable measures and innovative techniques (e.g., clustering, accessory dwelling units, cottage housing, small lot developments and mixed use) to stimulate new higher density affordable and moderate-income housing stock on mixed-use- and residentially-zoned vacant and underutilized parcels.

Policy HS3I

Provide incentives to developers who choose to develop affordable housing for extremely low- to moderate-income households. Evaluate updates to the existing Multifamily Tax Exemption (MFTE) program to test out program changes and their associated costs and benefits helping to support overall housing production and affordable housing targets. This evaluation should consider the 12-year tax exemption option, expansions to the residential target areas, and other new program features.

Policy HS3J

Encourage property owners, housing developers and buildings to take advantage of the opportunities and incentives provided by the City's small lot development standards and

increased densities to build a variety of housing types that help meet the demand for more affordable housing.

Policy HS3K
Consider inclusionary zoning measures as a condition of major rezones and development.

Policy HS3L
As part of any rezone that increases residential capacity, consider requiring a portion of the housing units within future developments to be affordable to extremely low to moderate-income households with the amount of the portion and depth of affordability to be identified through a future study. Complete a study that analyzes different set aside scenarios in potential target areas to evaluate which options would most feasibly support affordable housing and housing supply production targets and other Comprehensive Plan goals and policies. Design such units to have an exterior appearance comparable to that of market rate units. Develop incentives to help achieve a higher percentage of affordable units within new development.

Policy HS3M
Use available reports to identify and update policies which do not effectively help achieve housing targets and goals for affordability.

Policy HS3N
Work with Pierce County, other municipalities, and entities such as the South Sound Housing Affordability Partnership, in the County to cooperatively maximize available local, state, and federal funding opportunities and private resources for the development of affordable housing.

Policy HS3O
Explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing by:

- Exploring options to dedicate or make available below market rate surplus land for affordable housing projects.
- Exploring and identifying opportunities to assemble, reutilize, and redevelop existing parcels.
- Periodically reviewing and streamlining development standards and regulations if warranted to advance their public benefit, provide flexibility, and minimize costs to housing.

Policy HS3P
Monitor and assess the City's success in meeting housing needs to accommodate its 20-year housing targets and population allocation at least every 5 years and revise strategies if projected housing needs are not on target to be met.

Policy HS3Q
Ensure that policies, codes and procedures do not create barriers to affordable housing opportunities. Ensure that existing regulations, procedures or practices do not increase the cost of housing without a corresponding public benefit. Strive to increase benefits to the community while lowering housing costs by periodically reviewing, at a minimum, the following areas for possible revision or amendment:

- Comprehensive plan policies
- Zoning and subdivision regulations
- Infrastructure requirements
- Development standards
- Building and fire codes
- Administrative procedures
- Processing times
- Fees and exactions
- Inspection procedures

Policy HS3R

Craft and implement regulations and procedures to provide a high degree of certainty and predictability to applicants and the community-at-large to minimize unnecessary time delays in the review of residential permit applications, while still maintaining opportunities for public involvement and review. Encourage the use of innovative development review processes to promote flexibility in development standards, affordability in housing construction, and the development of housing types and designs that can meet present, as well as future, needs of individuals and the community. Evaluate the permit related recommendations in the Housing Action Toolkit (2021) to determine additional improvements.

PERMANENT SUPPORTIVE HOUSING, EMERGENCY HOUSING, AND HOUSING FOR PERSONS WITH DISABILITIES

Supportive housing opportunities for populations with specialized requirements includes persons living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Older adults in University Place are increasingly representing the population with disabilities, demonstrating a much higher percentage in 2021 (49 percent) than 2012 (36 percent). This is not surprising since the share of population over age 65 has increased from 11 to 16 percent of the total population from 2000 to 2018. The older seniors are more likely to be frail and need housing with services. In some cases, persons who are homeless or at risk or being homeless, as well as pregnant and parenting youth or young adults, also need housing. Family living situations, institutional settings, social service programs and assisted housing all serve a portion of those with special needs.

This also means subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admission practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors.

The policy intent is to support cooperative efforts to help meet the needs of an increasing number of citizens who require such housing options. Supportive housing that increases residential stability may have a direct bearing on health – in particular, the mental and emotional well- being of those benefitting from such housing.

GOAL HS4

Direct resources and work with partners to provide opportunities for the provision of accessible

and assisted living housing, including group homes, assisted care facilities, nursing homes and other facilities.

Policy HS4A
Work with agencies, private developers and nonprofit organizations to locate and inventory housing in University Place intended to serve the community's at risk populations, particularly those with challenges related to age, health or disability.

Policy HS4B
Encourage and support the development of emergency, transitional and permanent supportive housing with appropriate on-site services.

Policy HS4C
Develop a strategy or action plan to secure grants and loans by agencies, private developers and nonprofit organizations that are tied to the provision of permanent supportive housing, emergency shelter beds, transitional housing, and other housing serving at risk populations.

Policy HS4D
Encourage the provision of a sufficient supply of permanent supportive and special needs housing. Such housing should be dispersed throughout University Place while avoiding the creation of impacts from inappropriate scale and design. Clustering of special needs housing may be allowed if proximity to public transportation, medical facilities, or other essential services is necessary.

Policy HS4E
Ensure development, zoning, and sub-area regulations allow for and have suitable provisions to accommodate a sufficient supply of housing opportunities for people with disabilities or accessible housing needs in University Place.

Policy HS4F
Encourage a range of housing types for seniors affordable at a variety of incomes, such as independent living, various degrees of assisted living and skilled nursing care facilities. Strive to increase opportunities for seniors to live in accessible housing.

Policy HS4G
Encourage and support accessible design and housing strategies, such as ADUs, that provide seniors the opportunity to remain in their own neighborhood as their housing needs change.

Policy HS4H
Support the strategic plan contained in the Consolidated Plan for Pierce County to increase the level of support for meeting the region's demand for special needs housing, as well as other types of affordable housing. Support efforts by the Urban County funding partnership, comprised of Pierce County and 19 of its cities, including University Place, to obtain funds from the federal government, including Community Development Block Grant (CDBG), Home Investment Partnership Program (HOME) and Emergency Shelter Grant (ESG) funds, for housing and community development activities. Ensure these funds will be used to meet priority needs locally.

Policy HS4I
Work with other jurisdictions and health and social service organizations to develop a coordinated, regional approach to risks of displacement and for those at risk of becoming homeless.

HOUSING INVENTORY

The GMA requires the Housing Element to include an inventory to "identify sufficient land for housing, including government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities". (RCW 36.70A.070(2)(c)).

This section summarizes the wide range of housing types allowed by City regulations. The Land Use Element contains a detailed analysis that identifies how much land is available for residential development in University Place, demonstrating how the City will accommodate PSRC growth projections for 2045 and meet the 2050 population and housing unit allocations assigned by the Pierce County Council.

HOUSING TYPES SUPPORTED BY POLICIES AND REGULATIONS

This Element's housing choice, housing affordability, and equitable access to housing goals and policies direct the City to accommodate and support the development of a mix of housing types to meet the needs of the City's residents for housing that is affordable, fits desired lifestyles, provides accommodations for those with disabilities, and satisfies a variety of special needs. The City has continually amended its development regulations to allow a wider range of housing types at higher densities to increase choice and affordability. Exhibit 4-1 below summarizes the housing types allowed by zoning classifications that permit residential uses.

Exhibit 4-1. Housing Types Allowed by Zone

Source: University Place Municipal Code Chapters 19.25 and 19.54, updated 2022 and 2020 respectively. A "P" indicates the use is permitted. A "C" indicates the use is conditionally permitted. A "D" indicates the use is permitted subject to design review. Additional details are available in Code Sections UPMC 19.25.110 and UPMC 19.54.050.

Zones	Single Family Attached, ADU	Single Family/ Duplex Housing	Small Lot, Cottage, Carriage, 2-3 Unit Home	Multi-family	Manu-factured	Mobile Home Park	Assisted Living, Nursing Home	Adult Family Home, Group Home
Residential 1 (R1)	P	P	D		P			P
Residential 2 (R2)	P	P	D		P		P, C	P
Multifamily Residential – Low (MF-L)	P	P		D	P	C	P	P
Multifamily Residential – High (MF-H)	P	P		D	P	C	P	P
Mixed Use (MU)	P			D			P	P
Mixed Use – Office (MU-O)	P			D			P	P
Mixed Use – Maritime (MU-M)				D				P
Mixed Use Neighborhood (MU-N 45)	P			D	P		P	P
Mixed Use – Urban (MU-U 75)				D			P	P
Mixed Use Urban/ Industrial (MU-UI 75)				D			P	P
Mixed Use - Center (MU-C 110)				D			P	P
Neighborhood Commercial (NC)	P	P						P

HOUSING PROFILE

The GMA requires the Housing Element to provide information pertaining to the adequate provision for existing and projected housing needs for all economic segments of the community. (RCW 36.70A.070(2)(d)). This section presents analysis of demographic and housing characteristics for University Place that strongly influence the ability of individuals and families to secure housing in the community that meets their needs and is affordable. The analysis below examines potential disparate impacts associated with housing needs (race, household income, and ability level) to help inform policy development in support of promoting more equitable outcomes.

These characteristics are summarized in the following section, organized by the list of topics provided below.

- Population Characteristics – Growth, Age and Race/Ethnicity
- Household Characteristics – Type, Tenure, Income, and Poverty Levels
- Housing Costs and Market Trends – Costs, Age of Housing, Mix of Housing, and Cost Burden
- Diverse Housing Characteristics – Disability and Inventories of Affordable and Senior Housing
- Housing Growth Targets and Projected Needs

The following Housing Profile section presents population, economic, social, housing, equity, and financial characteristics that strongly influence the ability of individuals and families to secure housing in University Place that is affordable and meets their needs.

Population Characteristics – Growth, Age and Race/Ethnicity

The City of University Place's experienced modest population growth over the last decade (2010 to 2023), slightly lower than Pierce County and Washington State. The city added around 4,000 people between 2010 and 2023, with an annual growth rate from 2017 to 2023 ranging from 1 to 0.5% slightly below the county and state's 1.5 to 1 % annual growth rate (see

Exhibit 4-2).

The University Place senior population (persons aged 65 years or older) has grown more substantially from 2011 to 2021 than any other age group, similar to the county as a whole. Exhibit 4-3 shows the share of people over age 65 increasing from 13 to 18% between 2011 and 2021. While the senior population has increased, the share of persons aged 20 to 65 years (the main working age population) decreased by 4 percentage points (from 60 to 56%). The share of youth and young adults below 20 years decreased slightly by one percentage point (from 27 to 26%). Given these trends, the City may need to consider what factors could be driving the working age population out of the area. The City may also

consider boosting the supply of housing types that are suitable to older adults and supporting age in place and age in community strategies.

Exhibit 4-2. Population Growth from 2011 to 2023

Source: Office of Financial Management, Washington. Note: Growth rate shows the annualized compounded growth rate.

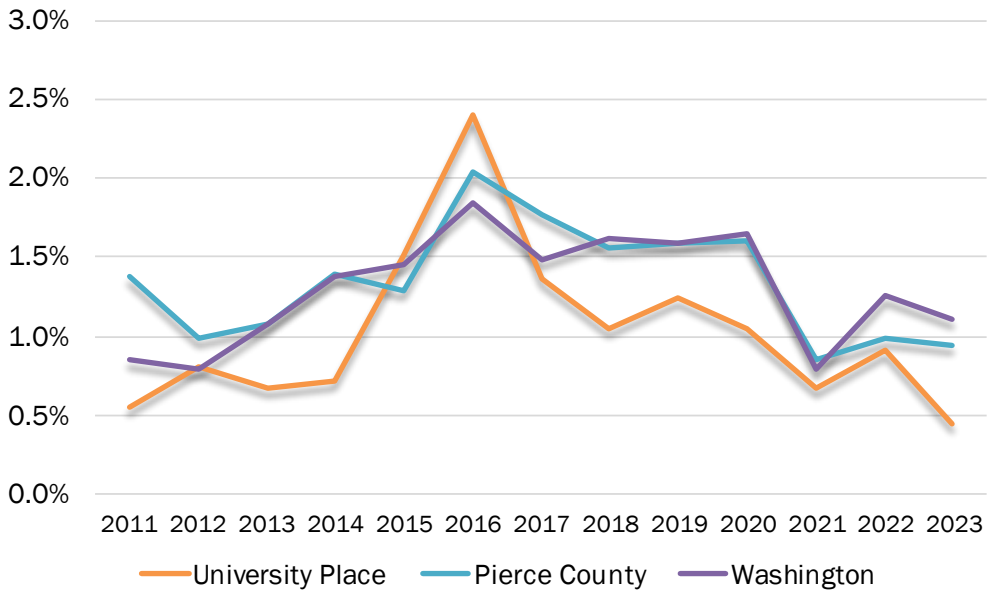
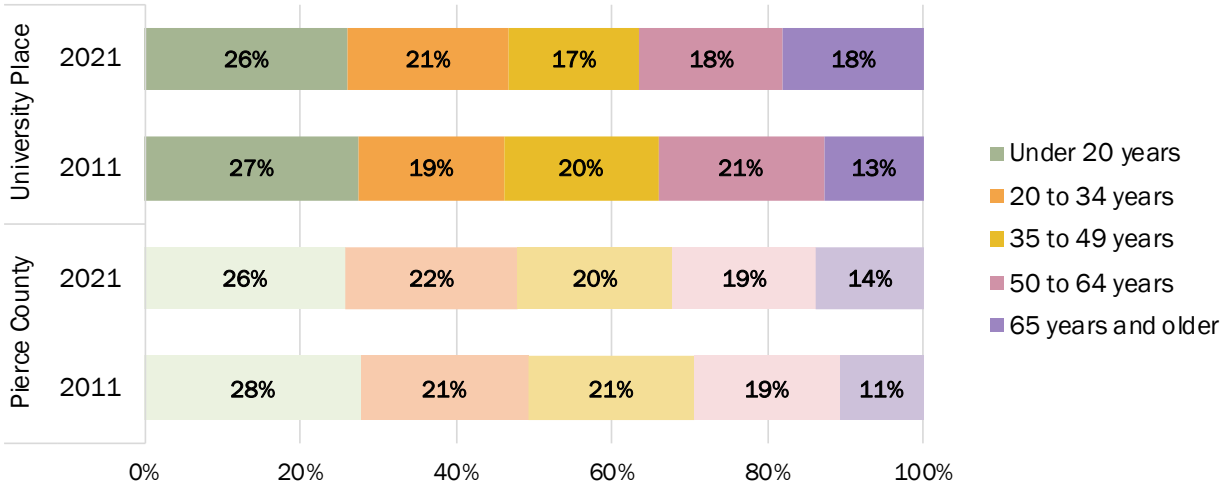


Exhibit 4-3. Change in Age Distribution, University Place and Pierce County, 2011-2021

Source: ACS 5-Year Data Tables, Table B01001, 2011, 2021

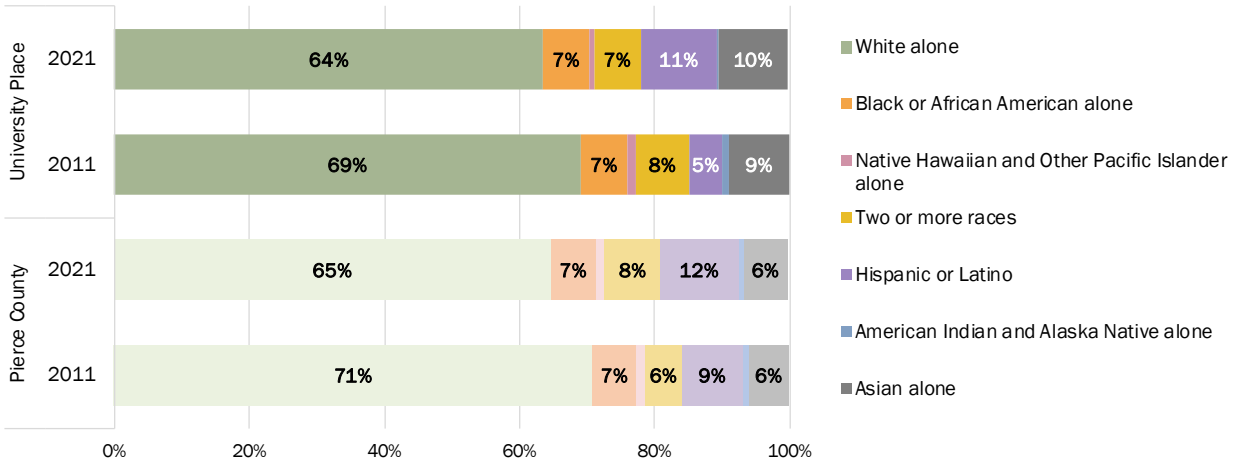
Geography	2010	2023	Change, 2010-2023	Percent Change, 2010-2023	Growth Rate
University Place	31,144	35,580	4,436	14.2%	1.0%
Pierce County	795,225	946,300	151,075	19.0%	1.3%
State of Washington	6,724,540	7,951,150	1,226,610	18.1%	1.3%



Similar to Pierce County, the City of University Place's population has become more racially and ethnically diverse over the last decade (2011 to 2021). The share of University Place's Hispanic/Latino persons increased the most by 6 percentage points from 5 to 11% followed by Asian people increasing slightly from 9 to 10%. As shown in Exhibit 4-4, the city's share of white people decreased by 5 percentage points since 2011, comprising 64% of the population in 2021. The share of Black, Native Hawaiian and Other Pacific Islander, and multiracial people either slightly decreased or remained unchanged.

Exhibit 4-4. Race and Ethnicity Distribution, Pierce County and University Place, 2011-2021

Source: ACS 5-Year Data Tables, Table B03002, 2011, 2021



Household Characteristics – Composition, Size, Tenure, Income, and Poverty Levels

The two predominant types of University Place households growing in prevalence are married-couple family households with children (45% of the total) and unrelated households without children (35%). Both of these household types have grown over the last decade with the share of married couple family with children increasing by 7 percentage points (38 to 45%) and unrelated households increasing slightly from 34 to 35% from 2011 to 2021. Other main household types include single parent households (12%), married couple family without children (6%), and single householder without children (2%) (see **Error! Reference source not found.**). The unrelated household category includes individual householders, unmarried partners, roommates, or other shared living arrangements, including senior housing.

Analysis of University Place senior (over 65 years) household trends showed that married couple, unrelated households, and single householders account for majority of the households, at 37%, 23%, and 11% of households, respectively (see Exhibit 4-6). It is likely that single households are older adults living alone and that unrelated households are seniors living with roommates.

University Place attracts family households with children (whether married couple or not) as seen by the increase in this household type to well over half of all households. Specifically, family households with children increased by 4 percentage points from 53 to 57% of the total from 2011 to 2021 (see Exhibit 4-7).

University Place's average household size slightly increased over the last decade and by 2021, over half of all households owned their homes. The overall average household size is 2.53 persons, which is a 3.7% increase since 2011, similar to Pierce County (see **Error! Reference source not found.**). Over half of all University Place households (59%) live in owner-occupied units and the average household size of these households is 2.71 persons which is higher than the average household size for renters at 2.28 persons (see Exhibit 4-9)[5]. The share of owner-occupied housing increased slightly while the share of renter housing decreased slightly from 2011 to 2021.[6]

[5] ACS 5-Year Estimates, Table B25010

[6] ACS 5-Year Data Tables, Table B25003, 2011 and 2021, and DP04, 2011, 2021.

Exhibit 4-5. Household Composition for Families, University Place, 2021

Source: ACS 5-year estimates, Table B25011, 2021. Note: Analysis examines families without and with children.

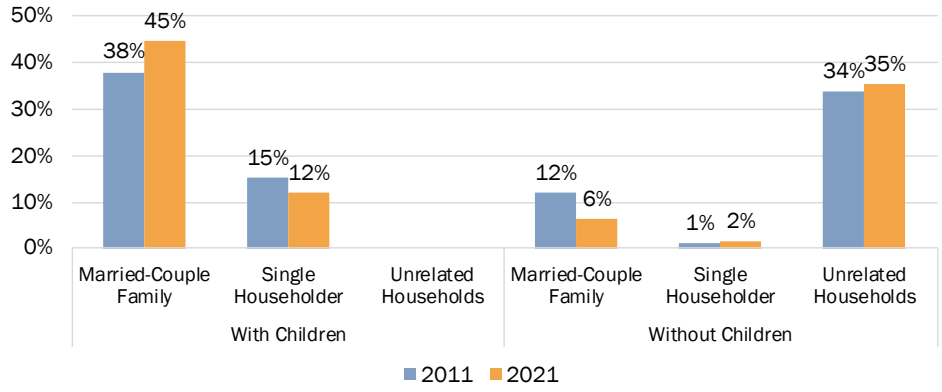


Exhibit 4-6. Household Composition for Families with and without Adults Over 65, University Place, 2021

Source: ACS 5-year estimates, Table B25011, 2021

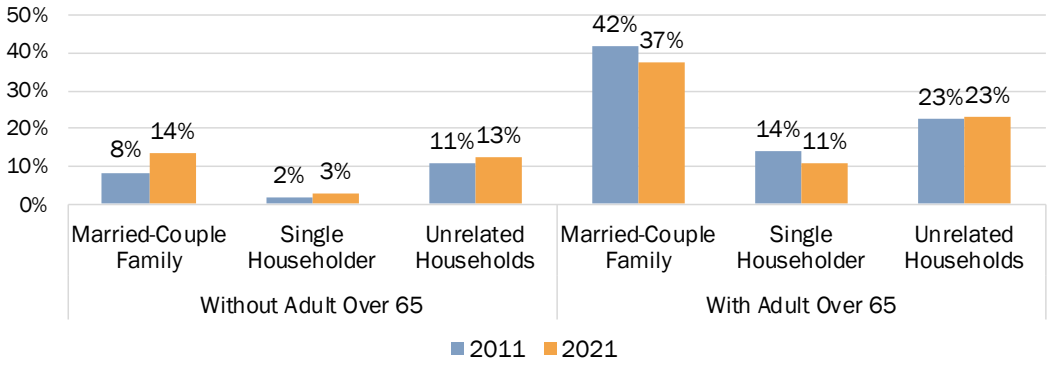


Exhibit 4-7. Change in Household Composition, 2011-2021

Source: ACS 5-year estimates, Table B25011, 2021

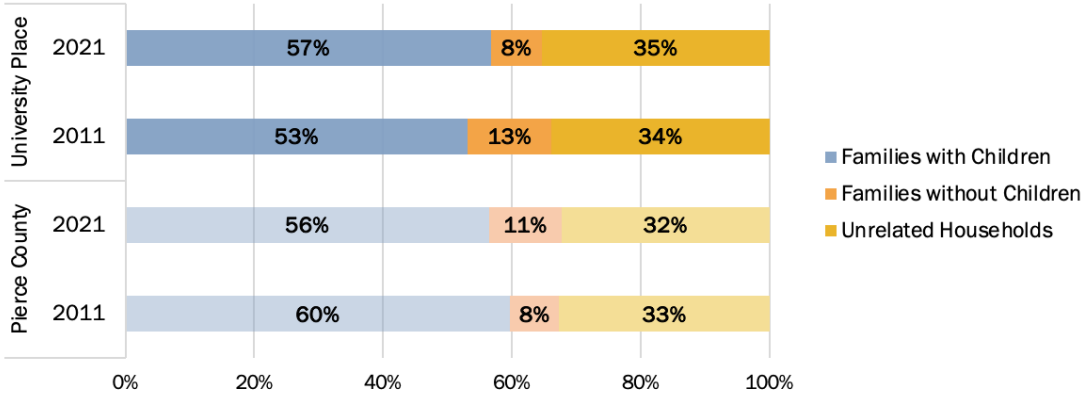


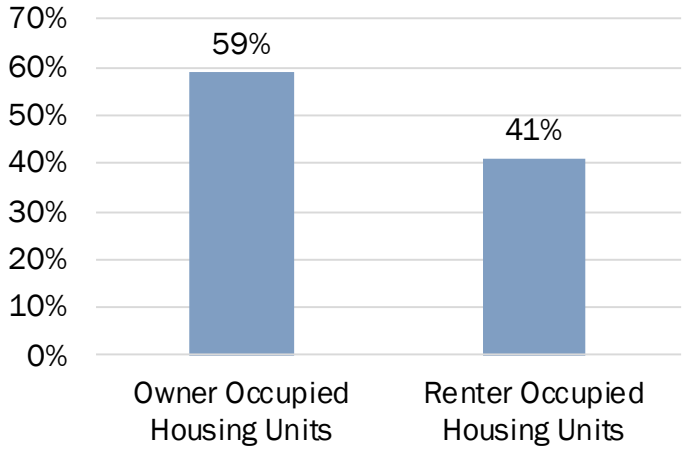
Exhibit 4-8. Change in Average Household Size, 2011-2021

Source: ACS 5-Year Estimates, Table B25010

Geography	2011	2021	Percent Change
University Place	2.44	2.53	3.7%
Pierce County	2.59	2.65	2.3%

Exhibit 4-9. Percent Owner and Renter Occupied Housing, University Place, 2021

Source: ACS 5-Year Estimates, Table B25003. Note: Renter housing slightly decreased from 43% in 2011 to 41% in 2021 while owner occupied housing increased from 57% in 2011 to 59% in 2021



Middle to high-income households have become increasingly prevalent in University Place (2021). Trend analysis from 2011 to 2021, shows household income distribution increasing the most for households earning $150,000 or more annually (by around 11%) and decreasing by nearly 6% for households earning less than $75,000 per year (see Exhibit 4-12). By 2021, University Place's median household income climbed to $84,673 increasing by 42% from the previous median income at almost $60,000 in 2011 (see Exhibit 4-10). While the income distribution between University Place and Pierce County is similar, the change in median household income distribution between 2011 and 2021 differs with

University Place seeing far greater increases in the shares of households earning over $100,000 per year compared to the county (see Exhibit 4-12).

The median household income for almost all households of each different race and ethnicity in University Place is either similar to or above that of the overall median household income (see Exhibit 4-13). Equitable access to housing should be an ongoing part of the city's monitoring program. Across family structures, the poverty level in University Place remains below that of Pierce County. Overall, 7.6% of the city's population has an income below the poverty level (see Exhibit 4-14).

Exhibit 4-10. Change in Median Household Incomes, 2011-2021

Source: ACS 5-Year Data Tables, Table S1901, 2011, 2021

Geography	2011	2021	Change in Dollars	Percent Change
University Place	$59,544	$84,673	$25,129	42.20%
Pierce County	$58,824	$82,574	$23,750	40.40%

Exhibit 4-11. Household Income Shares, University Place and Pierce County, 2021

Source: ACS 5-Year Data Tables, Table S1901, 2021

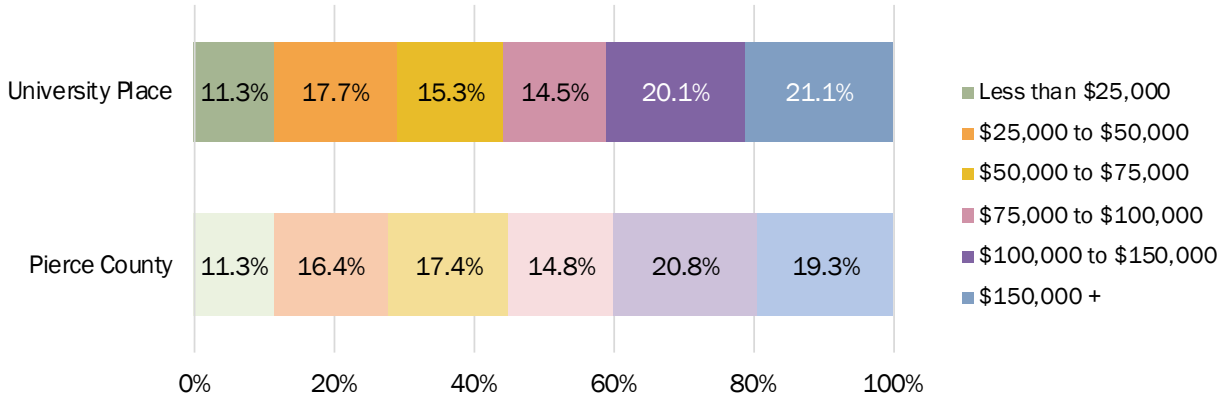


Exhibit 4-12. Change in Median Household Income Distribution, 2011-2021

Source: ACS 1-Year Data Tables, Table S1901, 2011, 2021

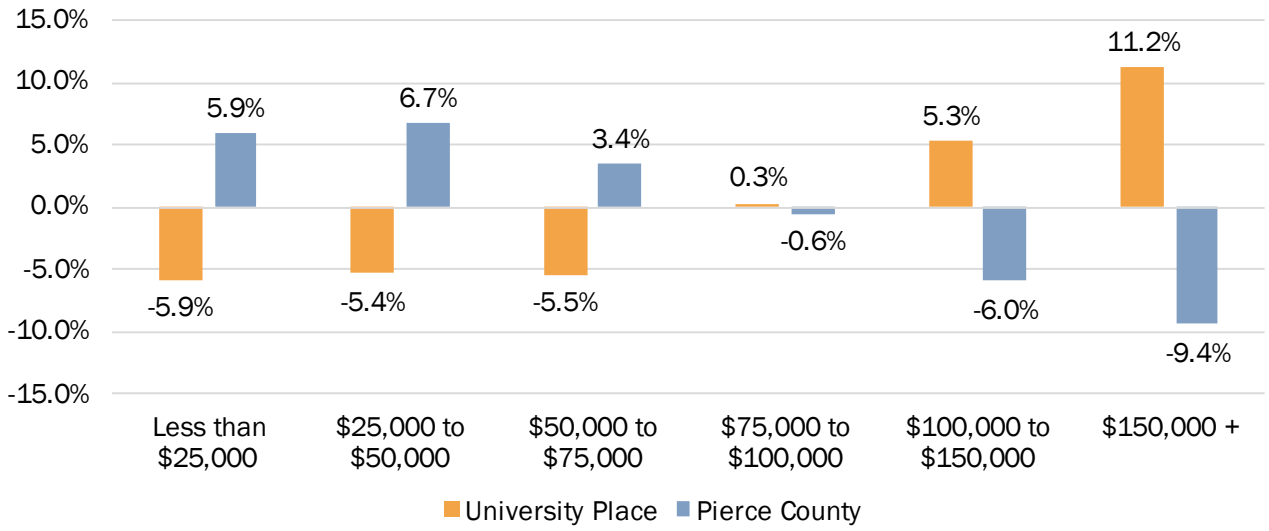


Exhibit 4-13. Median Household Income by Race, University Place, 2011-2021

Source: ACS 5-year estimates, TableS1903, 2011-2021. Note 1: The ACS does not have median household income data for Native Hawaiian & Pacific Islander and American Indian Alaskan Native populations in 2011 for University Place. Note 2: We have removed Asian, Black, and "Other" households because of very high margins of error.

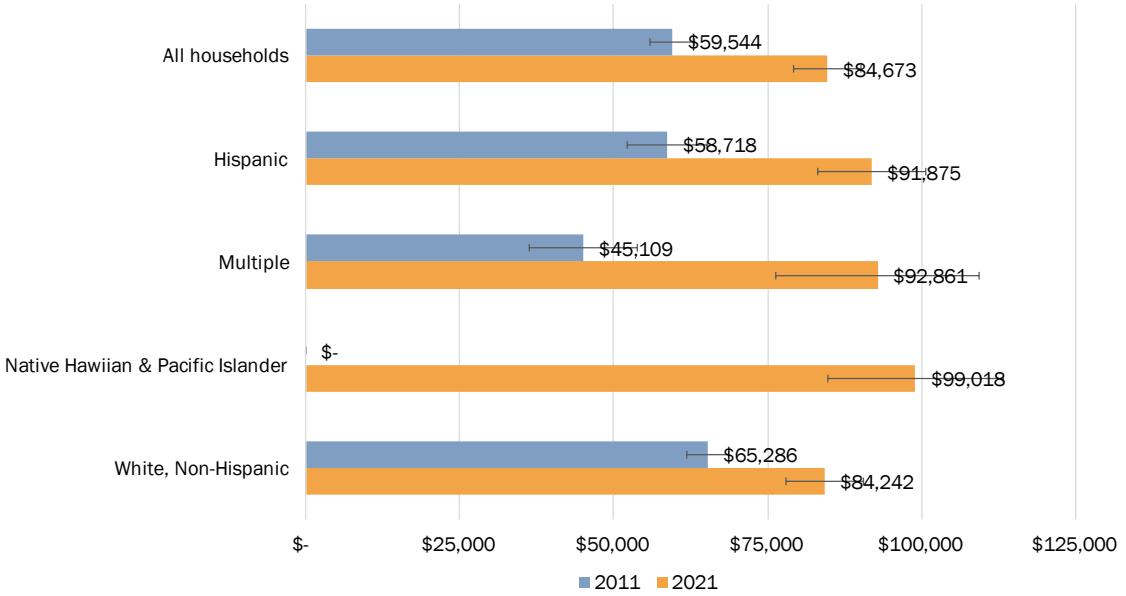
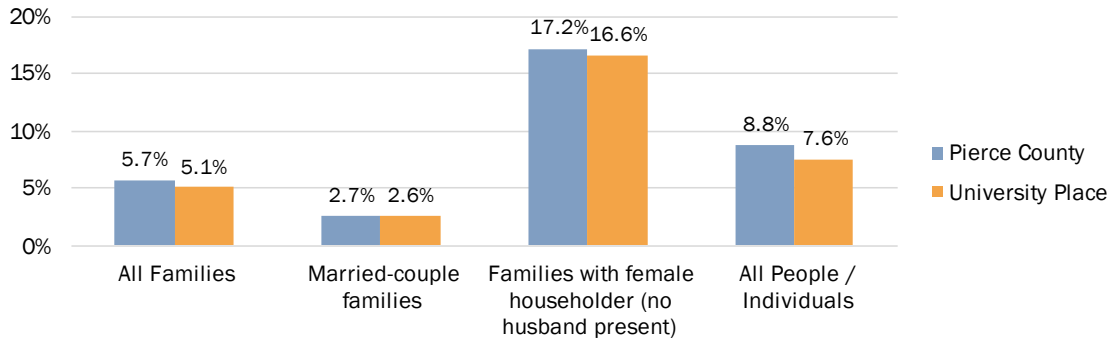


Exhibit 4-14. Families with Income Below Poverty Level, University Place, 2021

Source: ACS 5-Year Data Tables, Table S1701, 2021



Housing Inventory, Affordability, and Market Trends – Costs, Age of Housing, Mix of Housing, and Cost Burden

Housing production in University Place has slowed in the past 20 years and the City's housing is aging and limited in the mix and diversity of housing types. Though total housing supply (including rental and for-sale units) increased by around 8% since 2013 from 13,695 housing units to 14,815 housing units in 2023, the percent change in annual housing growth dropped from over one percent in 2022 to less than half a percent in 2023 (see Exhibit 4-15). Construction slowed significantly in the last decade, even after the housing market crash of 2008. Since 2010, three new apartment complexes were built, adding 408 multifamily units. The new multifamily developments were supported by the Multifamily Property Tax Exemption Program (MFTE), adopted in 2013, providing incentives for apartment construction and zoning changes increasing residential densities in key areas.

Only 853 housing units have been built since 2010, representing just 6% of units built since the 1960s, whereas 75% of homes were built before 1990 (see Exhibit 4-16). While the newer homes produced since 2010 are increasingly composed of multi-unit and middle housing, the most prominent type of housing is still single family detached, representing a 52% share of all housing types, and the remainder includes multifamily housing (31%), middle housing (8%), condominiums (9%), and manufactured homes (less than 1%) in 2020. In addition, most of the housing in University Place is aging, particularly in the north and west portions of the city, potentially leaving residents in need of home repairs (see Exhibit 4-17).

MIDDLE HOUSING WASHINGTON STATE LEGISLATION

'Middle housing' refers to moderate-density housing types between single-family detached homes and larger multifamily housing. HB 1110 became effective in July 2023 and requires that designated Growth Management Act (GMA) planning cities in Washington must allow certain minimum densities for middle housing within 6 months after their periodic update due date (for jurisdictions subject to the 2024-2027 periodic update). The City of University Place is counted as a Tier 2 city under this policy, which must allow for 2 dwelling units per lot or higher in predominantly residential zones and at least 4 dwelling units per lot in areas within ¼ mile walking distance of a major transit stop or if one of the units is affordable (requires 60% AMI for rental occupied housing or 80% AMI households for owner-occupied housing). A major transit stop is defined as a stop for bus rapid transit, light rail, commuter rail, other rail or fixed guideway systems.

Example Middle Housing: Townhomes, Duplex, and Fourplex. Images Source: ECOnorthwest and Commerce.

The vacancy rate for two-bedroom apartments in University Place has fluctuated over the last two decades with a downward trend from 2015 to 2020 ranging from 3% to 6%, just barely over the standard 5% rate, implying a stable balance between housing supply and demand. A low vacancy rate can indicate limited housing supply and construction to satisfy demand (see **Error! Reference source not found.**).

Similar to regional trends, for-sale and rental housing prices have risen rapidly in the City. The median home sales price more than doubled from $262,750 in 2012 to $670,000 in 2023 (see Exhibit 4-19).[7] This average home sales price is over the affordability level for households making over $130,000. Moreover, the median home sales price in University Place is unaffordable to nearly two-thirds of the City's population. Average monthly rent for 2-bedroom apartments has also soared by 73% since 2012 from $966 to $1,657 per month in 2023 (see Exhibit 4-20).

[7] ECONorthwest analysis of Redfin home sales data, 2023.

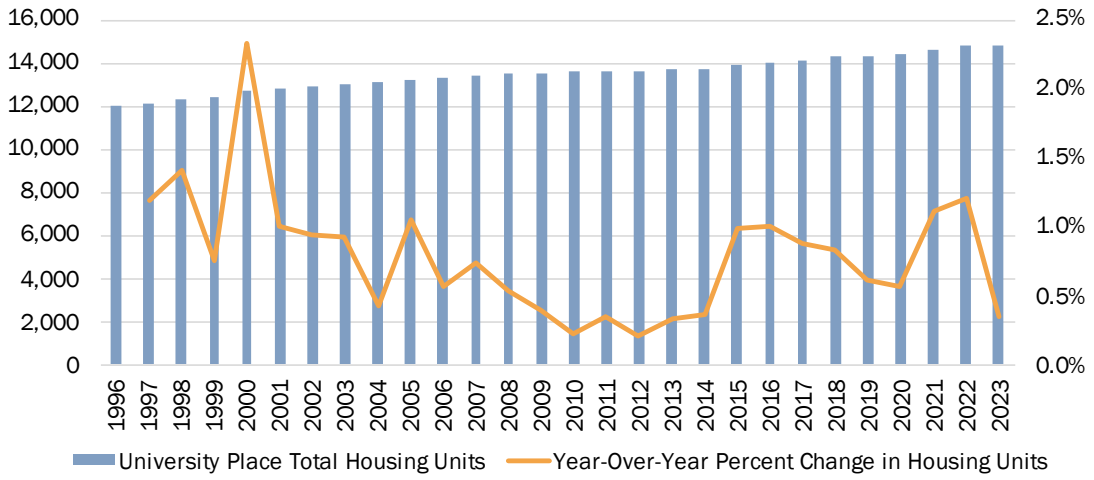
Cost burden helps determine how well affordable housing is provided to all households in a community.[8] Housing costs are typically the largest portion of a household budget, and it includes mortgage or rent payment, utilities, interest, and insurance. HUD guidelines indicate that households paying more than 30% of their income on housing experience "cost burden" and households paying more than 50% experience "severe cost burden." The overall share of those cost burdened in University Place decreased slightly from 2011 to 2021 from 42% to 34% (see

Exhibit 4-21). However, this decline primarily benefited homeowners while cost burden and severe cost burden remained unchanged for renters (see Exhibit 4-22). Approximately 51% of renters were cost burdened in 2021 while only 23% of owner households were cost burdened in 2021.

Exhibit 4-15. Annual Housing Growth: Total Housing Units in University Place and Annual Percent Change in University Place, 1996–2023

Source: WA Office of Financial Management

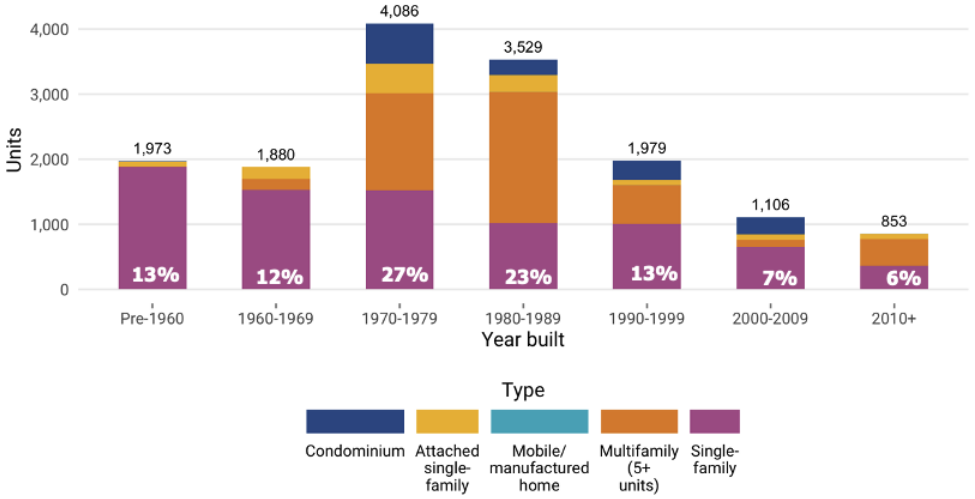
Geography	2013	2023	Change	Percent Change
University Place	13,695 units	14,815 units	1,120 units	8.20%
Pierce County	332,364 units	372,113 units	39,749 units	12.00%

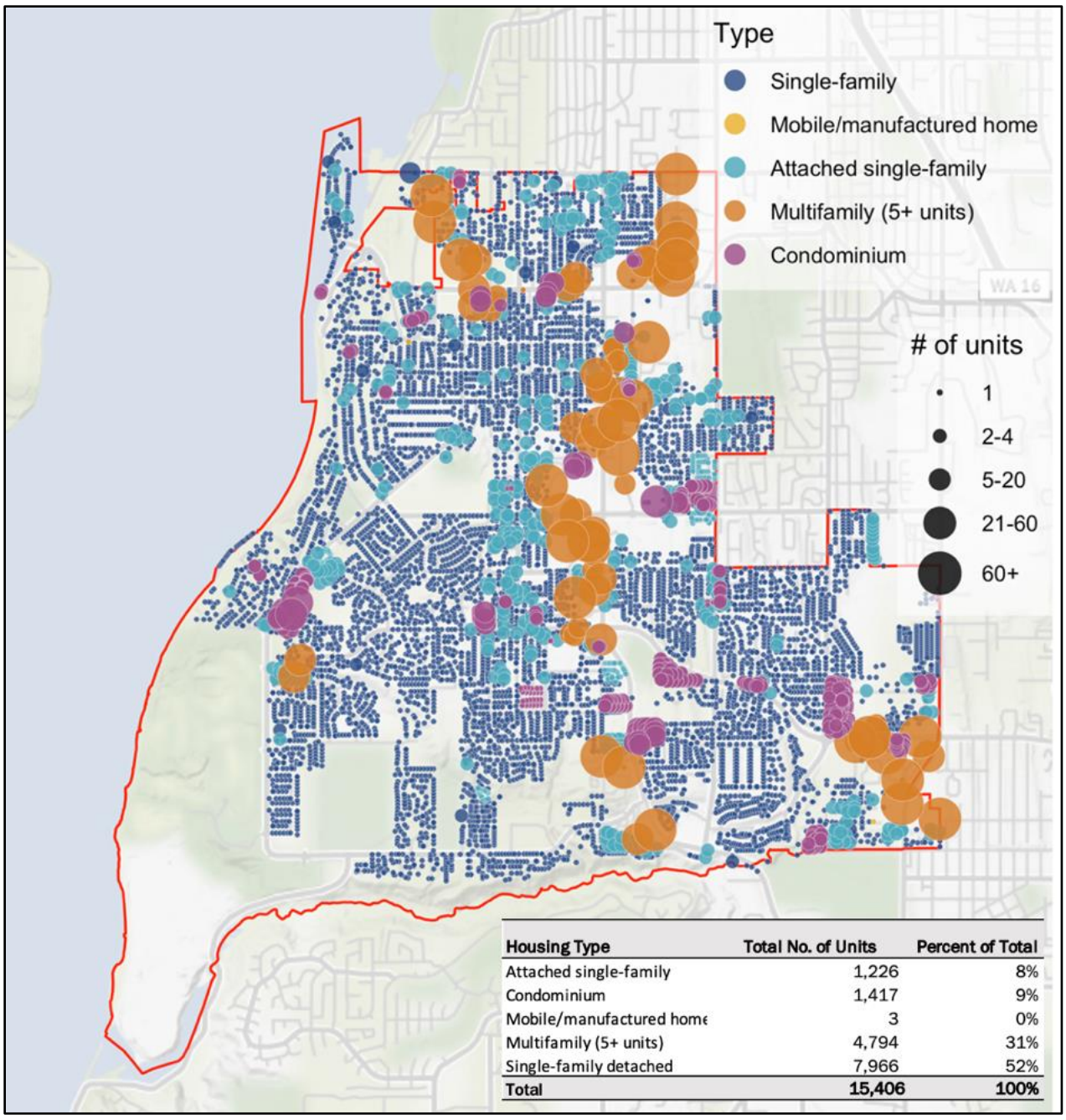


[8] Cost burdening for owner-occupied households is less common because mortgage lenders typically ensure that a household can pay its debt obligations before signing off on a loan. However, cost burdening can occur when a household secures a mortgage and then sees its income decline or costs (for utilities, taxes or variable-rate mortgages) increase. In addition, retired persons subsisting on a fixed income can experience cost burden associated with increased property taxes rising above their financial limitations.

Exhibit 4-16. Housing Types in University Place, 2020

Source: Pierce County Assessor's Department, 2020. Note: Attached single-family often includes middle housing units.





Housing Type	Total No. of Units	Percent of Total
Attached single-family	1,226	8%
Condominium	1,417	9%
Mobile/manufactured home	3	0%
Multifamily (5+ units)	4,794	31%
Single-family detached	7,966	52%
Total	**15,406**	**100%**

Exhibit 4-17. Age of Housing in University Place

Source: Pierce County Assessor's Department, 2019.

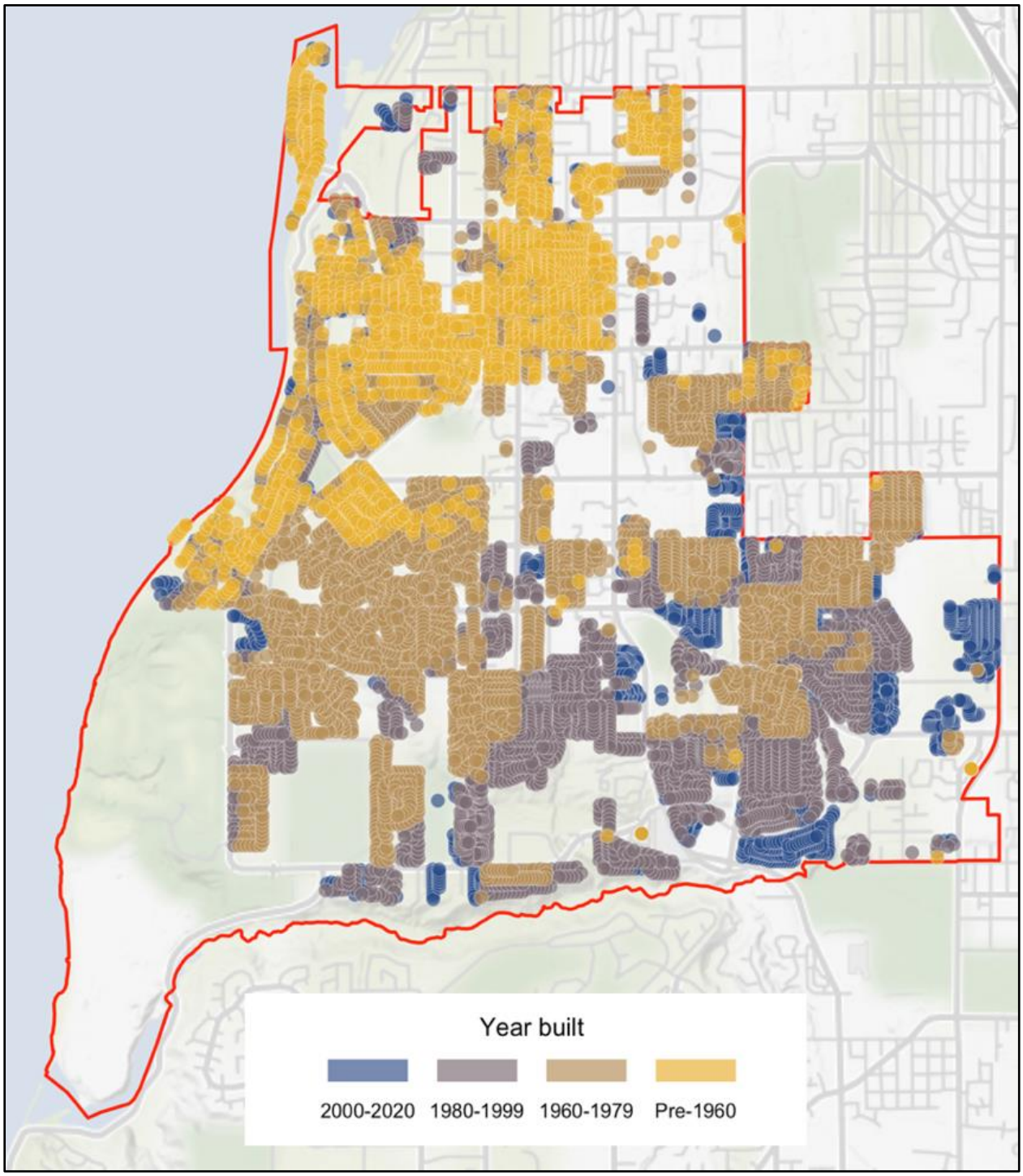


Exhibit 4-18. Vacancy Rate, 2-Bedroom Units, University Place and Pierce County

Source: CoStar

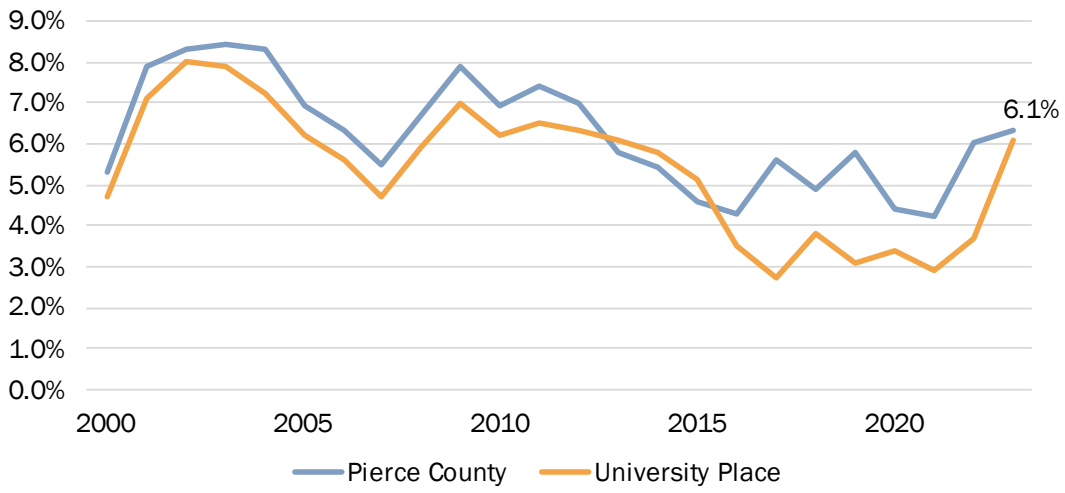


Exhibit 4-19. Median Home Sales Prices, University Place and Pierce County, 2012-2023

Source: Redfin

	January 2012	August 2023	Change in Dollars	Percent Change
University Place	$262,750	$670,000	$407,250	155%
Pierce County	$168,000	$549,000	$381,000	227%

Exhibit 4-20. Average Rents for 2-Bedroom Units, University Place and Pierce County, 2012- 2023

Source: CoStar

	January 2012	Oct 2023	Change in Dollars	Percent Change
University Place	$966	$1,657	$691	72%
Pierce County	$1,020	$1,752	$731	71%

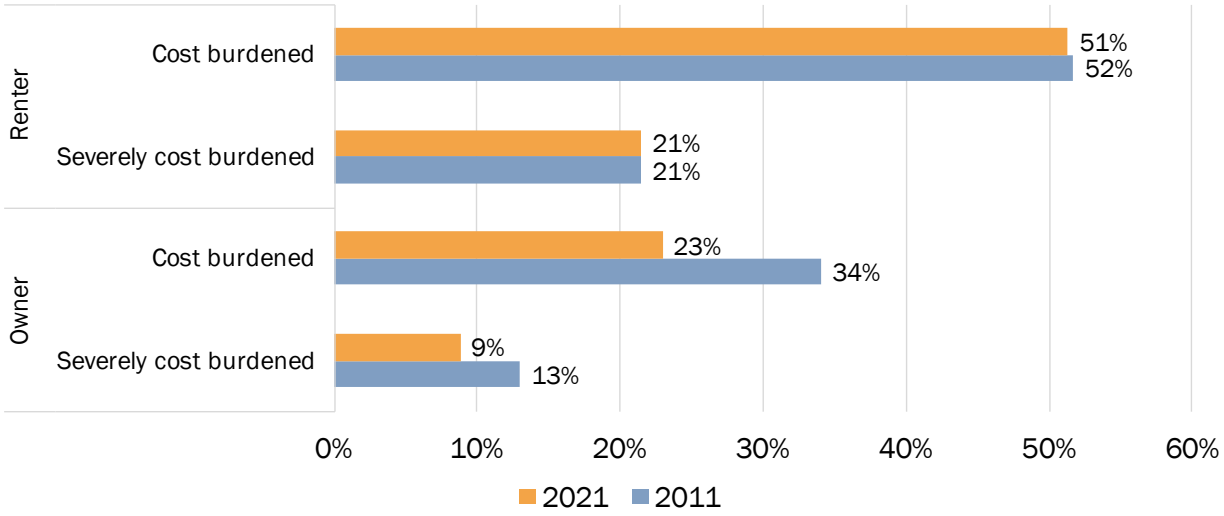
Exhibit 4-21. Cost Burden, University Place, 2011-2021

Source: ACS 5-Year Estimates, Table B25091 and B25070, 2011-2021

University Place	Severely Cost Burdened	Cost Burdened	Not Cost Burdened	Total Cost Burdened
2021	14%	20%	66%	34%
2,011	17%	25%	58%	42%

Exhibit 4-22. Cost Burden by Housing Tenure, University Place, 2011-2021

Source: ACS 5-Year Estimates, Table B25091 and B25070, 2011-2021



Diverse Housing Characteristics –

Disability and Inventories of Affordable and Senior Housing

The share of people with independent living difficulties has increased in University Place. While the share of people with a disability and multiple disabilities remained unchanged between 2012 and 2021, the percent with cognitive, self-care, and independent living difficulties increased by 6.5, 6.2, and 5.2 percentage points respectively (see Exhibit 4-24 and Exhibit 4-25).

Older adults in University Place are increasingly representing the population with disabilities, demonstrating a much higher percentage in 2021 (49%) than 2012 (36%) (see

Exhibit 4-26). This likely reflects the fact that the share of population over age 65 has increased in University Place since 2000, indicating a growing need for assisted living housing and housing with accessibility accommodations. Given the increase in those with disabilities that interfere with independent living, the City should consider increased support for assisted-living housing types and age-in-place and age in community programs.

There are some housing options for seniors in University Place but given the substantial growth in the senior population from 2011 to 2021, these housing options likely are insufficient to meet the growing demand. In total, there are 424 nursing home, assisted living, and adult family home units in University Place. Of these units, 120 units are associated with one nursing facility, and then there are only three assisted living facilitates located in the eastern portion of the jurisdiction (see

Exhibit 4-23). The remainder of units are adult family homes, which are dispersed throughout the City. The Washington State Department of Health and Human Services defines these facilities as follows:

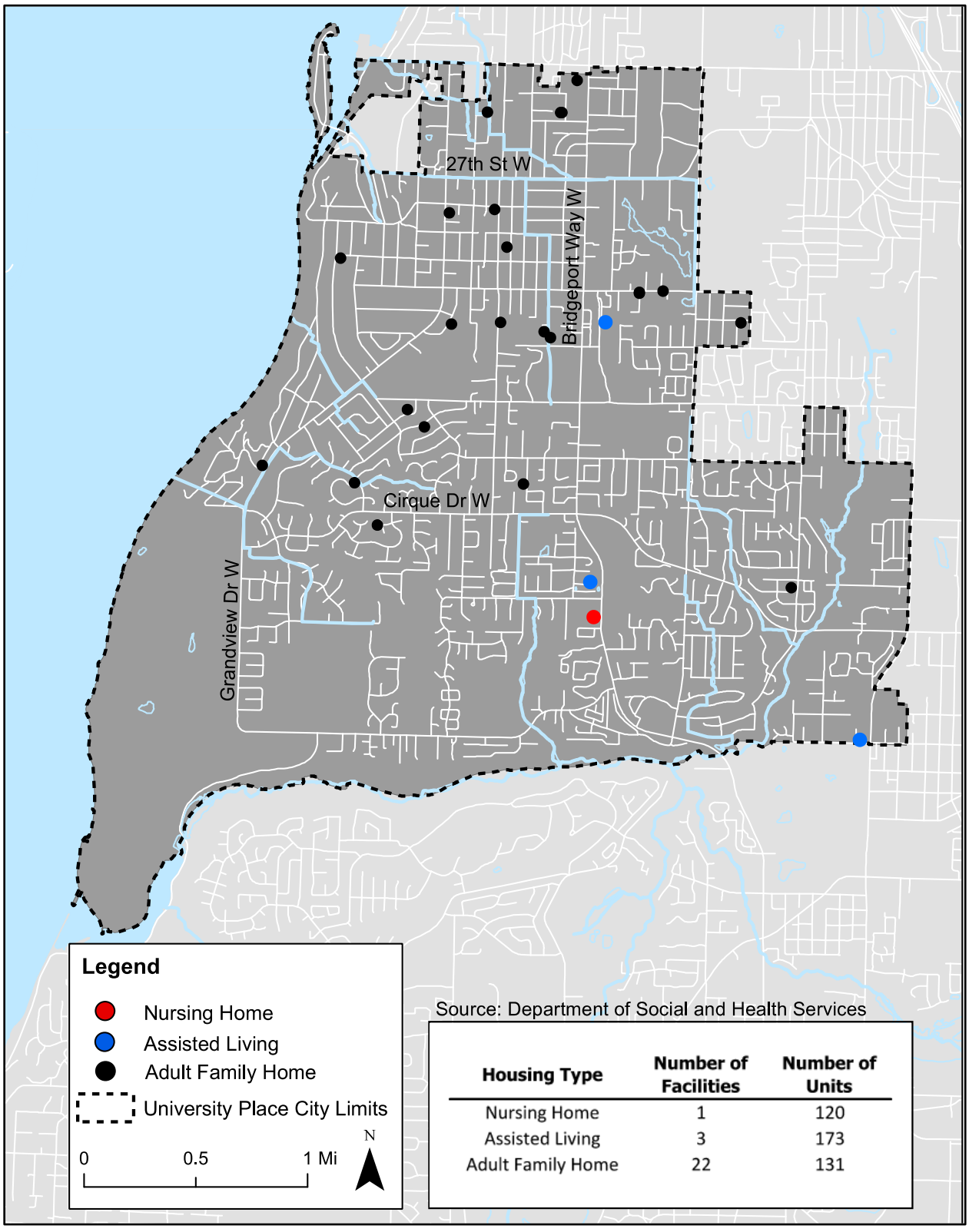
Nursing homes provide 24-hour supervised nursing care, personal care, therapy, nutrition management, organized activities, social services, room, board and laundry.

An assisted living facility (ALF) provides room and board and help with activities of daily living. Some ALFs provide limited nursing services; others may specialize in serving people with mental health problems, developmental disabilities, or dementia (Alzheimer's disease). Some Assisted Living Facilities provide Assisted Living through a contract with the Department of Social and Health Services. Specific services are provided in a contracted assisted living facility.

Adult family homes are regular neighborhood homes where staff assumes responsibility for the safety and well-being of an adult. A room, meals, laundry, supervision and varying levels of assistance with care are provided. Some provide occasional nursing care and/or specialized care for people with mental health issues, developmental disabilities or dementia. The home can have two to six residents and is licensed by the state.

Exhibit 4-23. Senior and Assisted Living Housing, University Place

Source: Department of Health and Human Services.



Source: Department of Social and Health Services

Housing Type	Number of Facilities	Number of Units
Nursing Home	1	120
Assisted Living	3	173
Adult Family Home	22	131

Exhibit 4-24. Percent of Population with Disabilities, University Place, 2012-2021

Source: ACS 5-Year Estimates, Table C18108, 2012-2021

Note: Data for 2011 was not available in University Place.

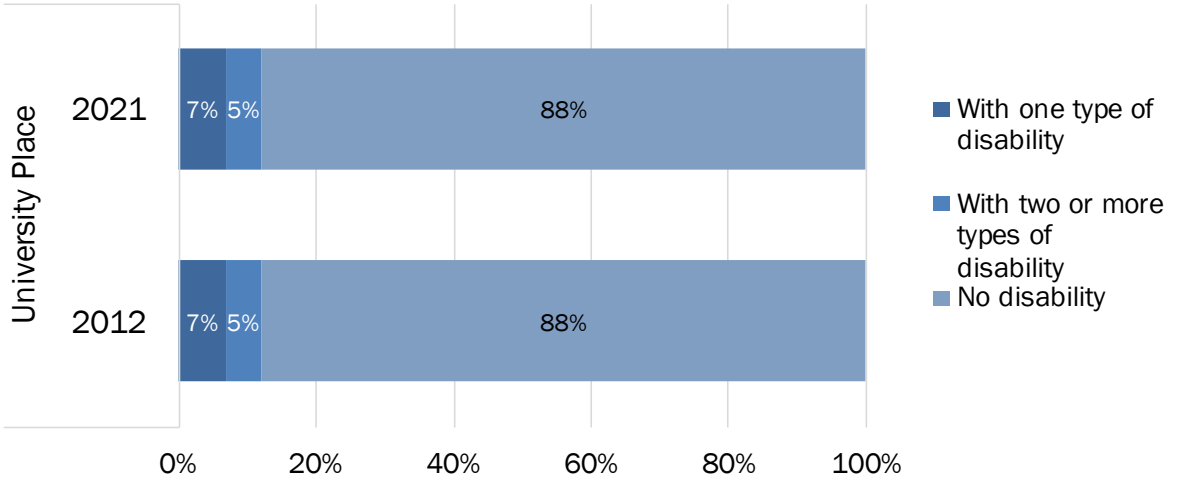


Exhibit 4-25. Percent Change by Type of Disability, University Place, 2012-2021

Source: ACS 5-Year Estimates, Table C18108, 2012-2021

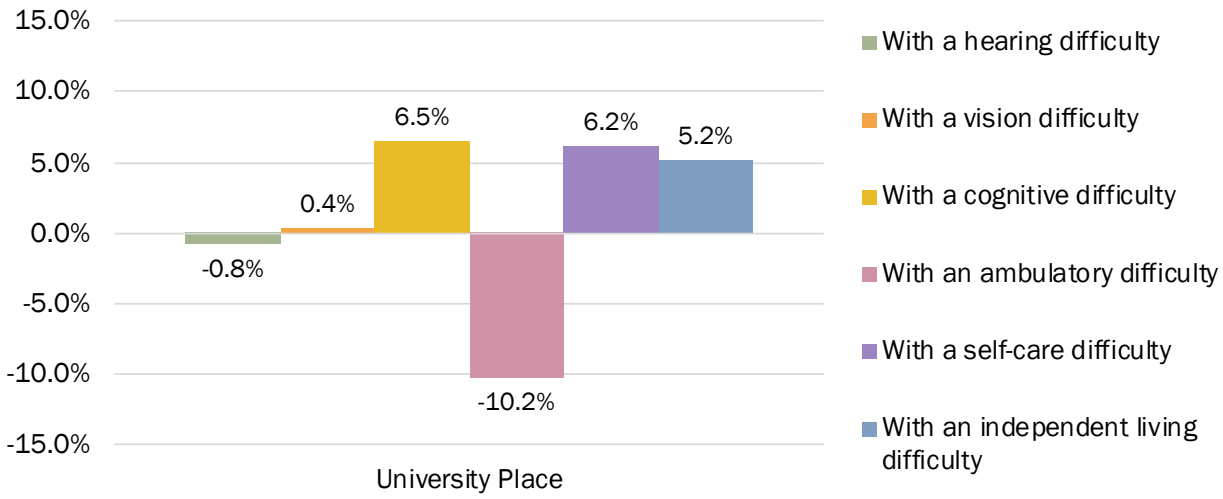


Exhibit 4-26. Disability Status by Age, University Place, 2012-2021

Source: ACS 5-Year Data Tables, Table S1810, 2012, 2021

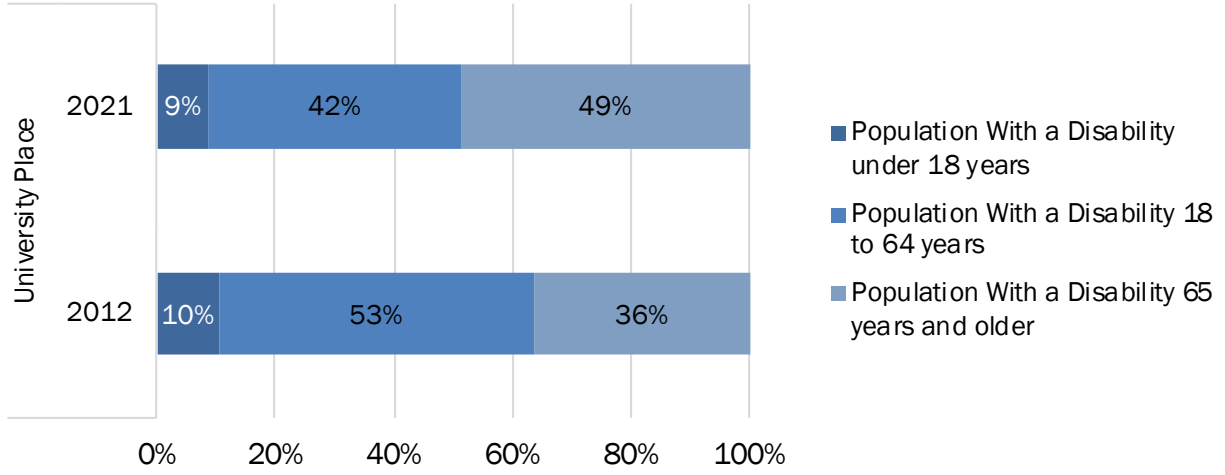


Exhibit 4-27. Rent-Restricted Low-Income Affordable Housing Units in University Place, 2021

Source: LDC 2021 University Place Housing Needs Assessment.

Name	Low-Income Units (60% AMI or lower)	Type
Hidden Hills Apartments	211	Low-Income Housing Tax Credit
Valley View Apartments	22	Bond (80/20 Bonds)
Bayswater Apartments	33	Low Income Housing Tax Credit
Meadow Park Garden	66	Subsidized (Project-Based Section 8 contract with HUD)
Total	**332**	

Housing Growth Targets and Projected Needs

The GMA requires the Housing Element to provide information pertaining to the adequate provision for existing and projected housing needs for all economic segments of the community (RCW 36.70A.070(2)(d)). In addition, via HB 1220, the Washington State Department of Commerce instructed local governments to "plan for and accommodate" housing affordable to all income levels. Pierce County determined the allocation method for dividing up units for the City of University Place. Exhibit 4-28

outlines University Place's projected housing needs targets for 2024 to 2044 by income level and for permanent supportive housing (PSH) and emergency housing (EH).[9]

Exhibit 4-28. University Place Housing Targets by Income Level, 2024-2044

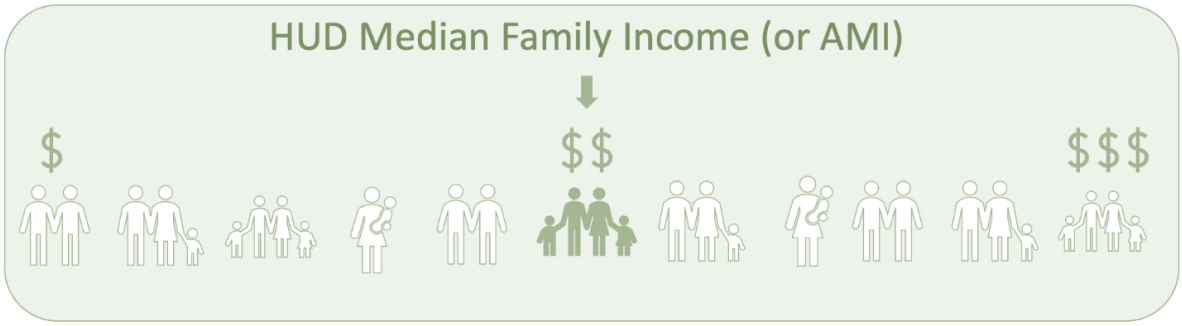
Source: Pierce County Countywide Planning Policies – Housing Targets, 2022. Pierce County Ordinance No. 2022-46s provides a 2044 projected population estimate of 48,758 people for the City of University Place.

Income Level	Housing Target (2044)
Permanent Supportive Housing (PSH)	
0-30%	981
Housing Units, Income Level (Not PSH)	
0 - 30%	726
30 – 50%	1,042
50 – 80%	824
80 - 100%	355
100 - 120%	321
120% Plus	1,371
Total	**5,620**
Emergency Housing	
Emergency Housing Needs	344 beds

The income levels identified in Exhibit 4-28 represent percentages of the City's Area Median Income (AMI) or Median Family Income (MFI). MFI is the median household income in a given region, or rather, the household that would sit in the middle of a line-up of all households with the lowest income household at the starting point.[10]

[9] ***"Permanent supportive housing" (PSH)*** *is subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the residents health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all the rights and responsibilities defined in chapter 59.18 RCW.* ***"Emergency housing"*** *means temporary indoor accommodations for individuals or families who are homeless or at imminent risk of becoming homeless that is intended to address the basic health, food, clothing, and personal hygiene needs of individuals or families. Emergency housing may or may not require occupants to enter into a lease or an occupancy agreement. Source: RCW 36.70A.030.* Additional information: https://www.commerce.wa.gov/serving-communities/growth-management/growth-management-topics/planning-for-housing/updating-gma-housing-elements/.

[10] King, Sean. 2021. "What is AMI and why does it matter"? Habitat for Humanity of Pinellas & West Pasco Counties.



Every year, the HUD produces an MFI for a family of four people and then establishes different income levels as percentages of that four-family MFI to determine affordability thresholds for a given metro area. The City of University Place is subject to the HUD MFI limits established for Pierce County, or the Tacoma metro area. The City's affordable housing projects' income limits, rent limits, loans, and other characteristics will be based on this MFI. [11]

According to the HUD, the MFI for a family of four in Pierce County was $112,600 in 2023. Exhibit 4-29 shows the MFI for families in Pierce County making 80 percent and below of the MFI. Based on Exhibit 4-28, 824 housing units should be affordable to families of four making between $53,750 and $86,000 (or 50-80% AMI).

Exhibit 4-29. Pierce County Income Limits, 2023

Source: HUD FY 2023 Income Limits Documentation System. Tacoma, WA HUD Metro FMR Area. Note: Values are shown in dollars.

	Persons in Family							
Income Limit Category	1	2	3	4	5	6	7	8
Extremely Low Income	22,600	25,800	29,050	32,250	35,140	40,280	45,420	50,560
Very Low Income (50%)	37,650	43,000	48,400	53,750	58,050	62,350	66,650	70,950
Low Income (80%)	60,200	68,800	77,400	86,000	92,900	99,800	106,650	113,550

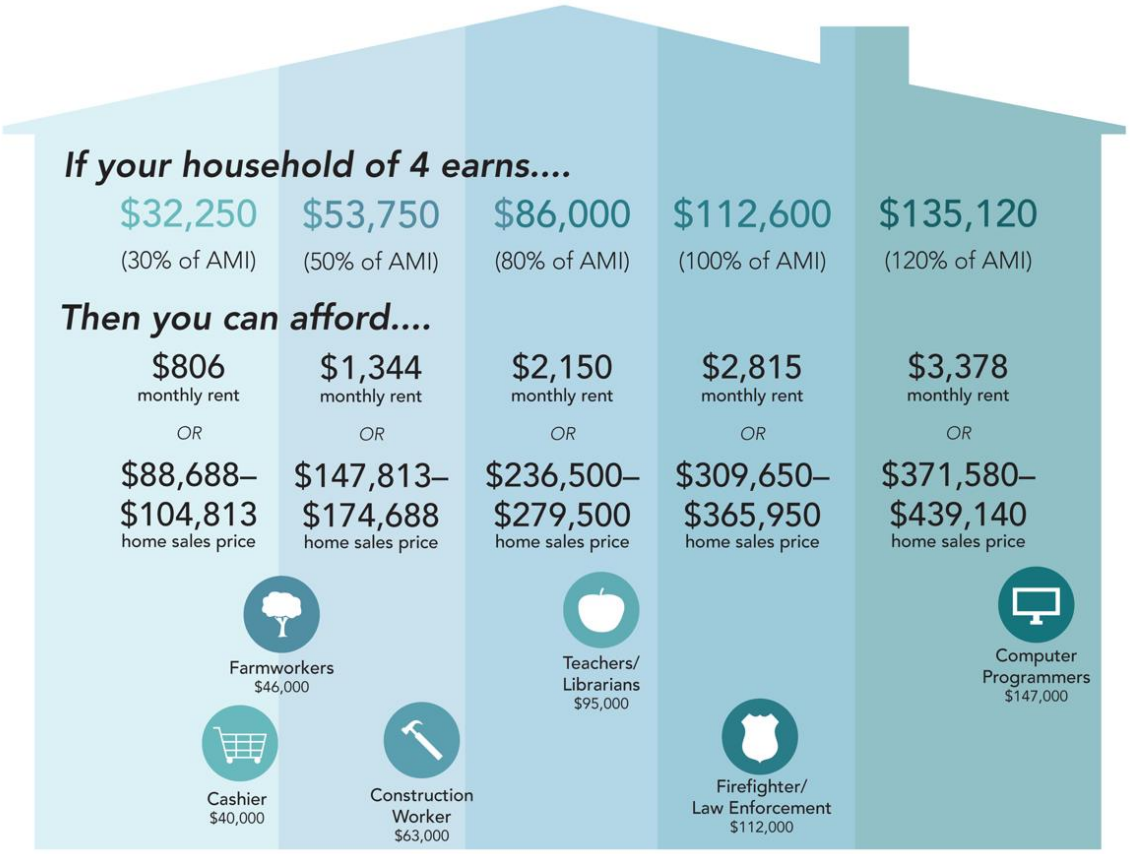
[11] See this note from HUD about AMI vs MFI. "HUD estimates Median Family Income (MFI) annually for each metropolitan area and non-metropolitan county. The metropolitan area definitions are the same ones HUD uses for Fair Market Rents (except where statute requires a different configuration). HUD calculates Income Limits as a function of the area's Median Family Income (MFI). The basis for HUD's median family incomes is data from the American Community Survey, table B19113 - Median Family Income In The Past 12 Months. The term Area Median Income is the term used more generally in the industry. If the term Area Median Income (AMI) is used in an unqualified manor, this reference is synonymous with HUD's MFI. However, if the term AMI is qualified in some way - generally percentages of AMI, or AMI adjusted for family size, then this is a reference to HUD's income limits, which are calculated as percentages of median incomes and include adjustments for families of different sizes." Source: HUD. 2018. "FY 2018 Income Limits Frequently Asked Questions."

"Affordable housing" typically refers to low to moderate income housing that is affordable to households earning 80% or less of the Pierce County median income. Households earning 80 to 120% of the median income are referred to as "moderate-income" households. Those earning 80% or less are commonly referred to as "low-income" households, and those earning 30% or less are also known as "very low-income" households.

In University Place and Pierce County, there is a gap between housing costs and what households can pay, especially for home buyers. Exhibit 4-30 demonstrates what four-person households in Pierce County would be able to afford at different AMI levels without becoming cost-burdened.12 The Exhibit shows that a low-income household earning $86,000 (or 80% AMI) would be able to afford a rental unit at $2,150 per month, or a home for purchase between $236,500 and $279,500. While the average asking rent in Pierce County ($1,752) is affordable to low-income households, the current median home sales price in Pierce County— at $549,000—is unaffordable even to moderate and above moderate-income households (making 100-120% AMI).

Exhibit 4-30. Housing Affordability by Income Level

Source: American Community Survey (Table B19001), 2021, HUD MFI, and Bureau of Labor Services



[12] As a reminder, HUD guidelines indicate that households paying more than 30% of their income on housing experience "cost burden" and households paying more than 50% experience "severe cost burden.

Similar to Pierce County, the median home sales price ($670,000) would not be affordable to either low-income or above moderate-income households. While the average asking rent in University Place ($1,657) is affordable to low-income households, it is unaffordable for very and extremely low-income households in the City, as very low-income households can afford a maximum of $1,344 in monthly rent. Moreover, the maximum home sales price that very low-income households can afford is $174,688, which is nearly $500,000 below the median home sales price.

Low to moderate-income households are most impacted by the high cost of rental and for-sale housing in University Place and Pierce County. These households include cashiers, farmworkers, construction workers, teachers, and librarians — all vital members of the workforce who experience financial hardships because they are forced to pay more than 30 percent of their monthly income on housing costs.

Chapter 5 – Environmental Management Element

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Introduction

The Environmental Management 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. This Element supplements the Land Use Element in addressing the requirements of RCW 36.70A.070(1) regarding water quality protection, drainage, flooding and stormwater – specifically reducing impacts to Puget Sound and waters entering Puget Sound. In addition, it responds to RCW 36.70A.172(1) regarding the use of best available science in designating and protecting critical areas. The goals and policies included in the Environmental Management Element 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
- Water quality
- Air quality
- Water quality
- Noise pollution
- Trees and landscaping

STATE PLANNING CONTEXT

The Growth Management Act initially established 13 planning goals and a system of planning for cities and counties that were, and are, experiencing rapid growth. A 14th goal Climate Change and Resiliency, and 15th goal Shorelines of the State were subsequently added. This Element most directly responds to and addresses the following GMA 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
Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

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

Transportation
Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Shorelines of the State
For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.

Climate Change
Ensure that comprehensive plans, development

regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

Environmental Management Aspirations

Looking ahead 20 years…

In the 2040's land development is managed in an environmentally benign manner.

Land development over the past two decades has minimized environmental damage and preserved natural features that provide valuable habitat areas. Low impact development has helped to improve water quality, reduce the number of costly flooding events, restore aquatic habitat, improve groundwater recharge, and enhance neighborhood beauty. Shoreline ecology has been preserved and enhanced while shoreline public access and recreational opportunities have been expanded to better serve the community.

Elements of the natural environment have been preserved and the green character of the community has been maintained.

An abundance of trees continues to define University Place's physical appearance, including those within the Chambers Creek canyon, along the bluffs above the Puget Sound shoreline, and within smaller parks and open space facilities. Areas of open space and forested groves within these areas, Adrianna Hess Wetland Park and other locations have been preserved through public/ private collaboration. A system of interconnected open spaces provides habitat for a variety of wildlife. New landscaping has incorporated native plants and low- impact development design elements.

The community's transportation system supports clean air and water, healthy lifestyles, increased mobility, and reduced energy consumption and greenhouse gases.

The community enjoys a safe, well-maintained transportation system and improved transportation choices and mobility. Each year, more people walk, bicycle, carpool or use transit to travel within the City and to access the regional bus and light rail system. Residents have easy access to electric vehicle charging stations and other alternative fueling infrastructures, as well as timely access to information about travel conditions, incidents, and transit arrival and departure times.

GOALS AND POLICIES

This 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 implementation strategies and other steps needed to achieve the intent of each individual goal.

SENSITIVE (CRITICAL) AREAS

GOAL EN1

Use the best available science provided by state agencies when promulgating requirements to protect, preserve, and enhance natural areas that are sensitive to human activities.

STEEP SLOPES, LANDSLIDE, EROSION, AND SEISMIC HAZARDS

Policy EN1A

Require that land development be designed to minimize environmental damage and property degradation, as well as to enhance greenbelts and wildlife habitat. Retain graded slopes in curvilinear rather than angular form consistent with the natural topography of the area to reduce erosion and landslide potential and maintain a more aesthetically pleasing appearance. Ensure that stormwater runoff drainage systems will not lead to erosion or landslides in steep slope areas. Avoid sedimentation due to erosion that can destroy fish habitat. Protect natural features that can preserve valuable habitat areas while minimizing impacts on sensitive areas.

Policy EN1B

Retain slopes of 100 percent or more in a natural state. Ensure that developments on lesser slopes provide appropriate drainage, erosion, siltation, and landslide mitigation measures, as warranted.

Policy EN1C

Protect severe landslide hazard areas from road development. Avoid road construction in landslide and erosion hazard areas to the extent practicable to minimize impacts on slopes and other potentially affected areas.

Policy EN1D

Require appropriate erosion and sedimentation control measures during site development. When erosion or sedimentation creates a negative impact during site development, all site development activity should cease until adequate erosion and sedimentation control is re-established and maintained. Methods to lessen impacts include tight-lining storm drainage from the slopes, immediately planting native groundcover and possibly other vegetation on the slopes, and limiting construction in these areas to the dry period of the year.

Policy EN1E

Minimize the risk of structural damage, fire, injury to occupants, and post-seismic collapse in areas such as steep slopes and wetlands that are subject to severe seismic hazard by requiring the use of appropriate soils analysis and construction methods.

SURFACE WATER MANAGEMENT

Policy EN1F

Consider the entire Chambers-Clover Creek watershed in coordinating and implementing surface water management plans with strategic actions and responsibility shared among University Place, Pierce County and other cities located within the watershed minding best available climate change and sea level rise science. Collaborate with local federally recognized tribes and other state and federal agencies on matters related to surface water management and restoration.

Policy EN1G

Maintain, enhance, and protect natural drainage systems to protect water quality, reduce public costs and prevent environmental degradation including the destruction of wildlife habitat and degradation of vegetative cover within the stream corridor. Avoid altering natural drainage systems without implementing effective measures to minimize the risk of flooding and reduce negative impacts to water quality from stream scouring and sedimentation.

Policy EN1H

Protect water quality and natural drainage systems by controlling stormwater runoff that carries oil, fertilizers or other pollutants into streams. Reduce peak storm flows that scour streambeds, undercut stream walls, and fill spawning areas with silt, thereby damaging or destroying them. Protect water quality by requiring use of best management practices for stormwater management.

Policy EN1I

Consistent with National Pollutant Discharge Elimination System (NPDES) Western Washington Phase II Municipal Stormwater Permit requirements that apply to University Place, review, revise and make effective the City's development-related codes, rules, standards, or other enforceable documents to incorporate and require Low Impact Development (LID) principles and best management practices (BMPs). The intent of the revisions shall be to make LID the preferred and commonly-used approach to site development. Conduct a similar review and revision process, and consider the recommendations outlined in the following document: Integrating LID into Local Codes: A Guidebook for Local Governments (Puget Sound Partnership, 2012). Continue supporting efforts by Pierce County to implement the Chambers Creek Properties Design Standards, which require future parking lots and certain other facilities to comply with the LID Technical Guidance Manual for Puget Sound, prepared by the Washington State University Extension and Puget Sound Partnership with the participation and support of a broad range of stakeholders. Support efforts by Puget Sound Partnership to improve surface water management in University Place. Encourage project designs to take full advantage of improvements in the performance of porous asphalt, permeable concrete and supportive technologies that may allow for the use of LID techniques to a degree, even on properties with poor soils.

Policy EN1J

Require LID designs and LID BMPs in areas where soils and geology support it. Mimic the predevelopment hydrology of a site by using a combination of site planning and structural design strategies to control runoff rate and volumes in order to minimize physical, chemical and biological degradation to streams, lakes, wetlands and other natural aquatic systems from commercial, residential or industrial development sites. Use low impact development designs to provide environmental and economic benefits including:

- Improved Water Quality. Stormwater runoff can pick up pollutants such as oil, bacteria, sediments, metals, hydrocarbons and some nutrients from impervious surfaces and discharge these to surface waters. Using LID practices will reduce pollutant-laden stormwater reaching local waters. Better water quality increases property values and lowers government clean-up costs.

- Reduced Number of Costly Flooding Events. In communities that rely on ditches and drains to divert runoff to local waterways, flooding can occur when large volumes of stormwater enter surface waters very quickly. Incorporating LID practices reduces the volume and speed of stormwater runoff and decreases costly flooding and property damage.
- Restored Aquatic Habitat. Rapidly moving stormwater erodes stream banks and scours stream channels, obliterating habitat for fish and other aquatic life. Using LID practices reduces the amount of stormwater reaching a surface water system and helps to maintain natural stream channel functions and habitat.
- Improved Groundwater Recharge. Runoff that is quickly shunted through ditches and drains into surface waters cannot soak into the ground. LID practices retain more rainfall on-site, allowing it to enter the ground and be filtered by soil as it seeps down to the water table.
- Enhanced Neighborhood Beauty. Traditional stormwater management infrastructure may include unsightly pipes, outfalls, concrete channels and fenced basins. Using LID broadly can increase property values and enhance communities by making them more beautiful, sustainable and wildlife friendly.

STREAMS AND WATER BODIES

Policy EN1K

Preserve, protect and improve natural stream channels for their hydraulic and ecological functions and aesthetic values and benefits by:

- Acquiring existing stream channels as public property;
- Creating buffer areas around streams;
- Clustering development away from stream channels;
- Reducing peak storm flows into streams; and
- Preserving, restoring, and enhancing native vegetation and tree canopy on disturbed sites and actively reducing the presence of invasive species and their inherent threat to native ecosystems.

Policy EN1L

Coordinate with Tribes, federal, state and local agencies to discourage channeling streams through culverts in order to avoid destroying fish habitat and food sources unless absolutely necessary for property access. Use bridges whenever practicable for stream and creek crossings to avoid degrading the natural character and aesthetics of a stream channel. Crossings should serve several properties in order to minimize their number and reduce disruption to the watercourse and its banks. When culverts are necessary, use oversized culverts with gravel bottoms that maintain the channel's width and grade, or otherwise use culverts that are the least damaging to the ecological state of the stream channel as informed by the best available science.

WETLANDS

Policy EN1M

Regulate development to protect the functions and values associated with wetlands. Mitigate

wetland impacts in a manner consistent with mitigation sequencing administered by local, state, or federal regulations. Consider the use of off-site mitigation for wetland impacts that will benefit the watershed as well as reduce or sequester greenhouse gas emissions, such as creating a new wetland or using trees to enhance wetlands, or other measures consistent with best available science.

Policy EN1N

Provide long-term protection and "no net loss" of ecological functions for wetlands. Encourage innovative and equitable wetland management methods. Protect the ability of wetlands to function naturally and provide landscape diversity through incentives and other effective programs. Encourage educational opportunities that increase public understanding and appreciation for the values of wetlands, and for their role in reducing and sequestering greenhouse gas emissions. Advise citizens of measures they can take to protect and enhance wetlands on their properties. Pursue public acquisition of high-value wetland areas.

Policy EN1O

Require effective buffering around wetlands to protect their natural functions. Ensure that all activities in wetlands and/or buffers are mitigated in accordance with applicable Washington State Department of Ecology wetland manuals. Regulated activities should not be permitted within wetlands and/or buffers unless all reasonable attempts have been made to avoid impacts to the wetland and/or buffer. Mitigation should be considered in order of preference below with (1) being most preferable and (5) being the least preferable:

- Avoiding the impact altogether by not taking a certain action or parts of actions within the wetland and/or buffer;
- Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to 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 or providing substitute resources or environments.
- Monitoring the impact and taking appropriate corrective measures.

SHORELANDS

Policy EN1P

Preserve and enhance shoreline ecology while balancing public access and recreational opportunities and achieving other shoreline goals in accordance with the Shoreline Management Act and the City's adopted Shoreline Master Program.

AQUIFERS

Policy EN1Q

Protect the EPA-designated Sole Source Aquifer that underlays University Place to ensure that drinking water supplies are protected and overall water quality and quantity are maintained or

improved, or otherwise meet or exceed state and federal standards. Require all new development to be served by sanitary sewers unless a determination is made that such service is unavailable. A sanitary sewer system shall be considered available when the boundary of the development is within 300 feet from a sewer line by way of a public right-of-way or private utility easement between the boundary of the subject property and the existing sewer line. Limit this exception to small- scale infill development located in neighborhoods where there are significant constraints that preclude extension of sanitary sewer service in the foreseeable future. Ensure that new development meets performance standards to maintain aquifer recharge and protection. Retrofit existing facilities, where feasible, to meet water quality standards.

FLOOD PRONE AREAS

Policy EN1R

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

Policy EN1S

Protect 100-year floodplains by restricting development within them, locating roads and structures above the 100-year flood level, and requiring new development to replace existing flood storage capacity lost to filling. Discourage development of critical and essential public facilities, such as medical centers and schools, within the 500-year floodplain.

Policy EN1T

Make floodplain and floodway information available to the public to improve community understanding of potential hazard areas, particularly the saltwater shoreline at the northern end of Day Island, South Spit and Sunset Beach, the areas adjoining Leach Creek 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

Coordinate with neighboring jurisdictions, Tribes, regional and state agencies to provide for:

- Maintenance and protection of habitat areas for fish and wildlife;
- Identification of endangered or threatened species, and preservation of their habitat;
- Maintenance of fish and wildlife movement corridors to protect species;
- Retention of buffers of undisturbed vegetation along streams, ponds, wetlands, and Puget Sound.

Periodically review development regulations and policies to determine whether they adequately protect critical fish and wildlife habitat areas. Assess new development on or near critical habitat areas to determine impacts on fish and wildlife. Mitigate potential impacts consistent with habitat management plans developed in accordance with critical area code requirements. Encourage retention of open space in new subdivisions and discourage incompatible uses near critical habitat areas.

Policy EN2B

Require buffer areas adjacent to steep slopes, wetlands, stream ravines, and stream corridors to protect wildlife and fish habitat. Encourage clustering of development away from these areas to maximize the effectiveness of buffers between the development and sensitive areas.

Policy EN2C

Permit access to wetlands for scientific and recreational use while providing for the protection of sensitive habitats. Carefully plan access trails to allow public enjoyment of wetlands such as Morrison Pond while assuring safety and preventing environmental impacts. Support educational programs that use wetlands for learning purposes, including the study of wetland biology and ecosystems.

Policy EN2D

Prevent further degradation of streams and, where feasible, restore or enhance habitat. Initiate studies to ascertain baseline conditions of water quality, habitat, and identify potential impacts of climate change and sea level rise. Coordinate efforts with neighboring jurisdictions, local agencies, Tribes, Lakewood, and Pierce County to preserve the natural qualities and ecological functions of Chambers Creek canyon and improve this area for recreational use and other amenities in an environmentally sensitive manner. Carefully design future development in the Leach Creek watershed to protect the drainage area and restore the stream to a more natural state.

Policy EN2E

Effectively administer the King County Surface Water Design Manual to ensure that private and public development of areas near streams does not degrade the quantity and quality of stream flows necessary for fisheries and other recreational activities.

Policy EN2F

Work with adjacent jurisdictions, local agencies, and Tribes to identify and maintain continuous corridors for wildlife. Focus efforts on stream corridors, steep slopes, shoreline bluffs, and Puget Sound, all of which form parts of University Place's contiguous boundaries with Tacoma, Fircrest, Lakewood and Pierce County.

Policy EN2G

Give special consideration to conservation and protection measures necessary to preserve and enhance anadromous fisheries including Chinook, Coho and Chum Salmon, and Steelhead Trout.

Policy EN2H

Monitor and actively participate in planning, management, and regulatory activities related to the Endangered Species Act (ESA) listing of Chinook salmon and other critical habitat in University Place. Coordinate with neighboring jurisdictions to monitor environmental data.

GOAL EN3

Protect and improve the essential livability of the urban environment.

WATER QUALITY

Policy EN3A

Enhance and protect water quality. Preserve water as an amenity and its ecological functions

through planning and innovative land development. Achieve clean water by various methods, including:

Policy EN3B
Serve new development with sanitary sewer systems or fit it with dry sewers in anticipation of connection to the sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

Policy EN3C
Replace failing septic systems with sanitary sewers or alternative technology that is comparable or better.

Policy EN3D
Manage water resources for the multiple benefits and uses of recreation, fish and wildlife habitat, flood protection, erosion control, water supply, and open space.

Policy EN3E
Work with neighboring jurisdictions, tribes, and other agencies and organizations to develop and implement regionwide environmental strategies intent on enhancing and protecting water quality in the region.

AIR QUALITY

Policy EN3F
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 greenhouse gas emissions, and to provide clear visibility for scenic views. Provide information to the public on air quality problems and measures that can be taken to improve air quality.

Policy EN3G
Continue efforts to address climate change and the reduction of greenhouse gasses. Continue to build bicycle lanes, pedestrian paths, trails and multi-modal facilities. Encourage the use of electrical and low emission vehicles by encouraging and providing electric vehicle charging stations. Promote the use of alternative energy sources including solar and wind energy, and encourage energy conservation and energy efficient buildings. Lead by example by purchasing electric or hybrid fleet vehicles, incorporating energy conservation practices in daily operations, using solar panels to supplement energy consumption and building energy efficient public facilities.

Policy EN3H
Develop land use practices that improve air quality, such as increasing vegetation plantings and retaining existing trees and other vegetation that filter out suspended particulates and purify the air. Discourage land uses that create local air quality problems. Promote land use patterns that result in reduced commuting times. Require dust control measures during site preparation in new development.

Policy EN3I
Support air pollution reduction measures, particularly those involving vehicle emissions, to attain

or maintain federal and state air quality requirements. Work with Puget Sound Partnership, Puget Sound Regional Council, Washington State Department of Transportation, Pierce Transit and local agencies to develop transportation demand management measures and emission reduction programs. Educate citizens on methods to reduce air pollution in the community. Reduce the number of vehicles on the road by supporting commute trip reduction strategies, and building complete streets that encourage the use of alternate modes of transportation, such as public transit, bicycles, and walking.

NOISE POLLUTION

Policy EN3J

Reduce and, where possible, eliminate impacts associated with major noise-generating uses, especially when located near residences and areas that have been disproportionately affected by noise or other environmental impacts. Retain trees and other vegetation to filter noise along arterial streets and the perimeters of new subdivisions when these neighborhoods abut land uses that generate sound levels sufficiently high to negatively impact residents. Minimize noise impacts from construction sites by enforcing limits on hours of construction activity.

TREES AND LANDSCAPING

Policy EN3K

Protect and enhance the natural green and wooded character of University Place. Retain an abundance of mature trees and a healthy understory to maintain community identity and contribute to a healthy environment by cleaning the air, producing oxygen, reducing surface water run-off, providing wildlife habitat, absorbing sound and masking noise, and reducing energy costs through shading and windbreak functions.

Policy EN3L

Encourage preservation of significant trees and planting of new trees in locations that allow normal growth patterns, support energy conservation, and complement view access, light, privacy and safety needs. Plant deciduous trees where summer shade, winter solar gain, and seasonal change will be beneficial or desired. Plant evergreen trees where year-round beauty, visual screening and noise buffering are desired. Require street trees along all new and substantially modified arterial, collector and local streets.

Policy EN3M

Encourage landscaping with a mix of trees, shrubs and groundcovers that attracts wildlife, is drought-resistant, and can achieve healthy growth in the Puget Sound environment. Include a substantial native plant component and select other varieties that can readily adapt to the changing local climate and provide tree canopy to mitigate for urban heat, minimize disease, conserve energy, improve community mental and physical health, manage stormwater, and reduce the need for irrigation and maintenance once established.

Policy EN3N

Promote the use and expansion of litter prevention programs within all sectors of the community. Consider establishing an “Adopt A Street” program to control litter, help defray city maintenance costs, create a cleaner, safer urban and natural environment, and boost civic pride.

Policy EN30

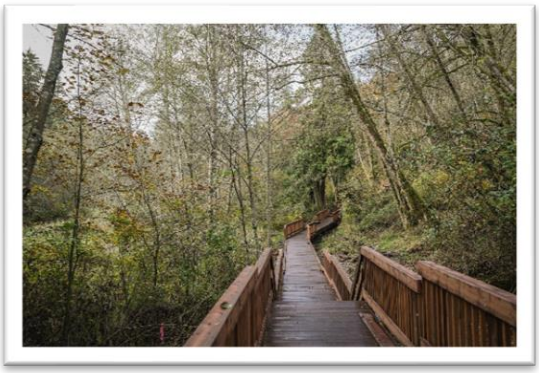
Require tree surveys for new developments to identify healthy significant trees that should be preserved. Focus tree retention where it protects habitat and contributes to the overall ecological function, and also on the perimeter of a development site where building setbacks already preclude construction while still preserving significant trees in the interior of a site. Protect trees designated for preservation from development impacts. Require replacement trees if the requisite number of trees cannot be preserved. Consider a city-wide tree canopy survey to identify coverage within the city and establish a citywide percentage goal, along with pursing grant opportunities to conduct a survey.

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 indigenous plants and wildlife are just of few of the natural features that attract residents 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 aquifers, streams, and the Puget Sound.

Understanding the components of the City's environment and how they are related helps the community formulate policy and ultimately the regulations that should be administered to adequately protect the environment. Protecting the environment serves to protect health, safety, and welfare including quality of life.



RELATIONSHIPS

The components of University Place's environment are intricately related in a complex system. The local geology helps to explain the City's topography, which together with the climate and vegetation determine the types of soils that have developed. Topography, soil and

hydrology determine where slopes are likely to fail or erode causing damage to downslope properties and sedimentation in creeks. Sedimentation in creeks impacts the Chum, Coho and Chinook salmon, and Steelhead, Cutthroat and Rainbow trout that spawn there.

The climate, geology, topography, soils and vegetation determine drainage patterns. Within the City's drainages, surface water infiltrates soil and reaches the aquifer, or flows into creeks and wetlands that act as natural flood control areas. The permeable soils in this area enable 50% to 60% of rainwater to infiltrate and become groundwater that recharges the aquifer. The community relies on the aquifer to provide safe clean drinking water. Because of the pervious nature of the geology and soils, the community 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 stormwater, 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, protects lives and property from damage, injury and loss.

A substantial component of residents' 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. Citizens have expressed a strong desire to protect native plant and animal species, which include evergreen and deciduous trees and undergrowth, 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 led 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.

Riparian habitat along creeks supports a number of plant and fish communities. Chambers Creek supports approximately 20 species of fish including four 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 the City's marine waters. Phytoplankton or algae form the first link in the food chain and their respiration provides most of the oxygen that animal life relies upon.

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 snowfall, 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, which typically consists of very dense clay to boulder size material, is deposited at the base, advancing glacial ice. Glacial 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, lakebed 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 Soil 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 border Puget Sound north of Sunset Beach and 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 that 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 may experience slope failure when water is present.

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 5-1 shows areas of the City that fit the above criteria and are labeled landslide and erosion hazard areas.

Ground and Surface Water

The porous nature of glacial outwash in most of the City's 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 that service large populations and have scarce alternative drinking water sources.

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 5-2** 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, which 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 violates State standards for fecal coliform bacteria, and has been known to violate standards for acidity on two occasions and turbidity on one occasion.

University Place
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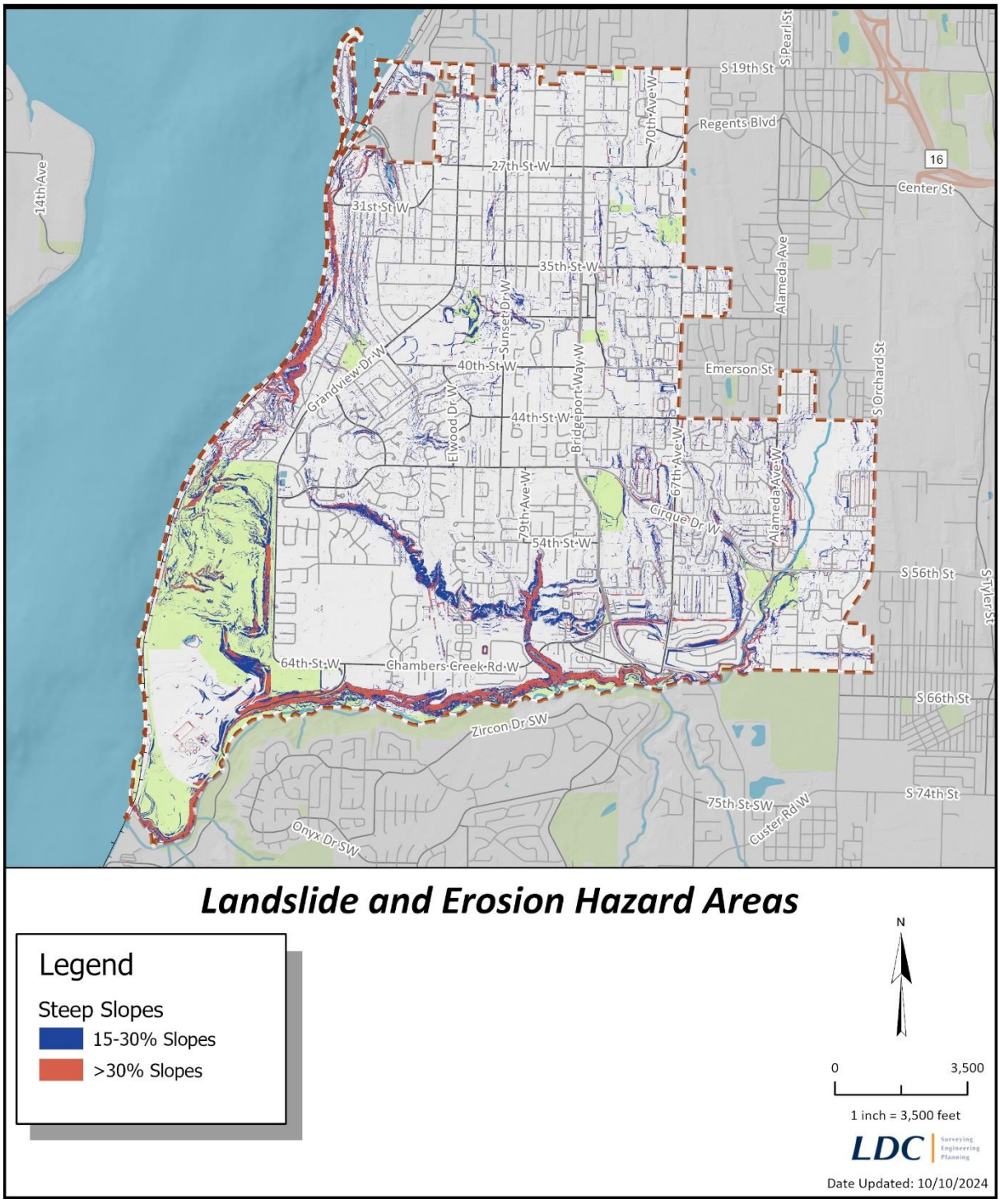
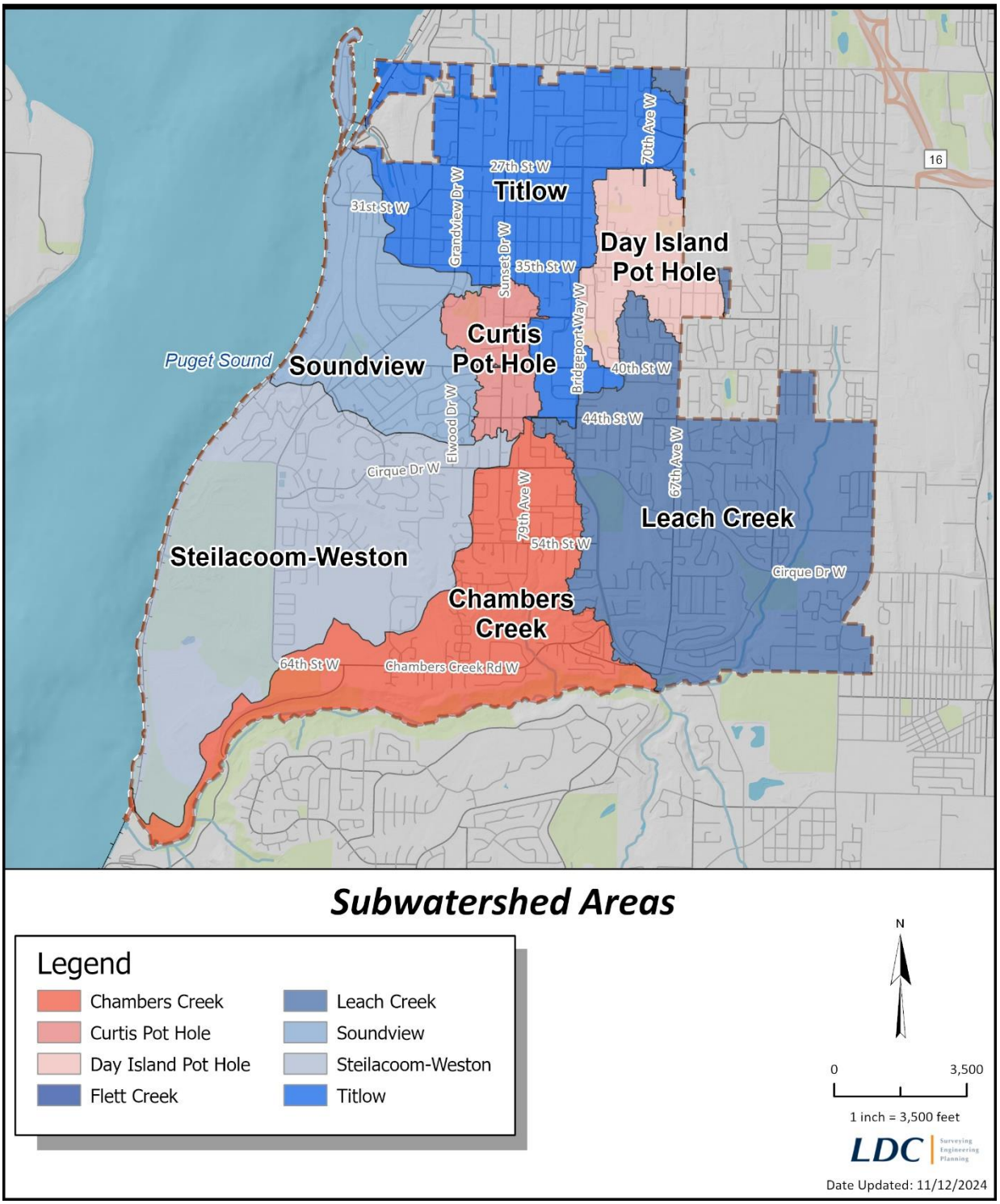
Figure 5-1



University Place
WASHINGTON

Figure 5-2



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 chloride 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 City 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 5-3 shows floodplains 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 the City's 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 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 5-3.

The largest wetlands in University Place are along the Puget Sound Shoreline, Leach Creek and Chambers Creek, and at Morrison Pond/Adrianna Hess Wetland Park. 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 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

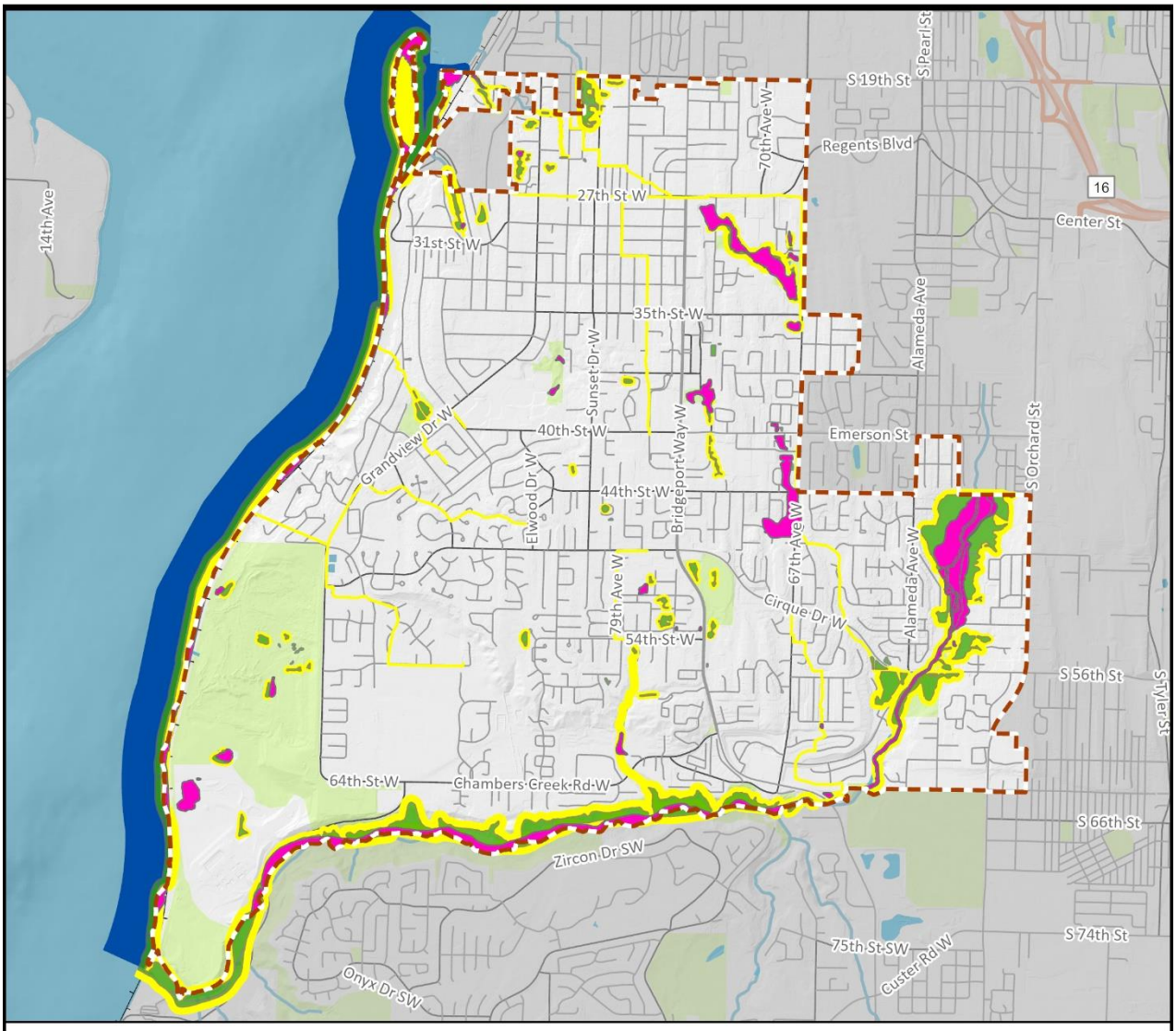
The dominant native tree species in University Place are Douglas fir followed by western red cedar, red alder, and western hemlock. Other common native tree species include Oregon white oak, bigleaf maple, cottonwood, and Pacific madrone. There are too many native shrubs and herbs to list but a few of the most common species. Common native shrubs include salal, red elderberry, salmonberry, evergreen huckleberry, 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 groundwater 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. Chum and coho salmon, and cutthroat and rainbow trout, inhabit the City's creeks. The Puget Sound shoreline 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 "gray" 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 5-4 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
WASHINGTON

Figure 5-3



Floodplains and Wetlands

Legend

- 100 Year Floodplain
- 500 Year Floodplain
- Regulated Floodway
- Buffers- Wetlands & Streams
- Wetlands

N

0 3,500

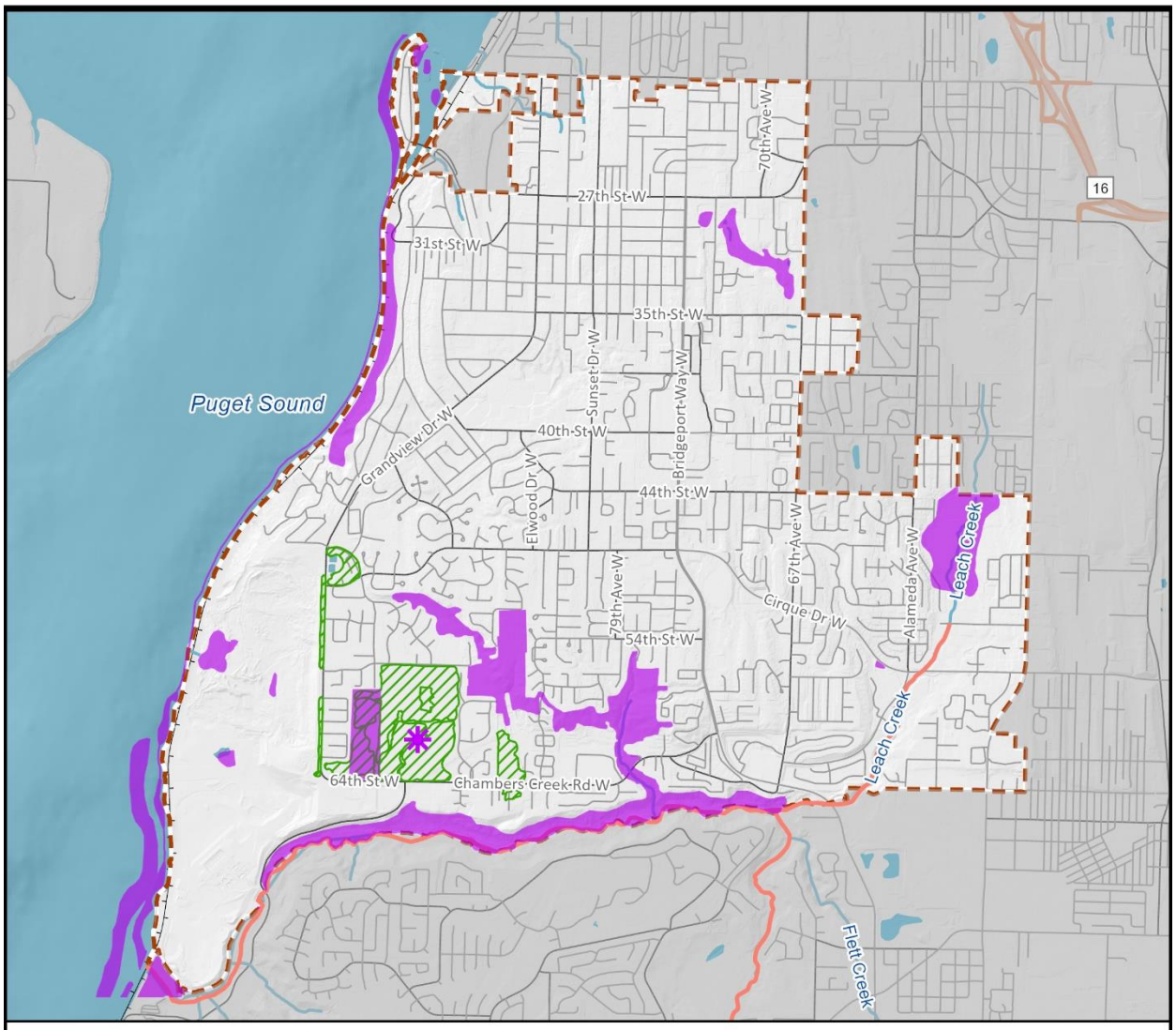
1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 10/11/2024

University Place
WASHINGTON

Figure 5-4



Fish and Wildlife Habitat Areas

Legend

- Salmon Bearing Streams
- Streams
- Priority Species Occurance
- Oak Woodland
- Priority Habitats

N

0 3,500

1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 10/17/2024

Chapter 6 – Transportation Element

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INTRODUCTION

To achieve University Place's vision and goals, the Transportation Element is designed to guide development of the City's transportation system to serve the community as envisioned in this Plan. The transportation policies in this Element are designed to guide the actions of the City public agencies and private decisions related to individual developments.

In accordance with the Comprehensive Plan, significant amounts of new residential and commercial development, with associated population and employment growth, are forecasted. University Place's growth targets and projections through 2044 are summarized in the Land Use Element. Land uses surrounding the City are assumed to develop in a pattern consistent with the regional strategies, including VISION 2050 and Transportation 2050. Land use and transportation forecasts for surrounding areas are integrated into the assumptions underlying the transportation improvements identified in this Element.

In developing a transportation system that serves current and future needs, the policies in this Element support programs, projects and services with long term benefits to the community that address economic, social and environmental needs.

University Place's transportation policies promote long term community benefits by:

- Developing a transportation system that supports mixed land uses, particularly in the City's Regional Growth Center; and
- Offering multimodal travel choices that are safe for all users.
- In promoting such benefits, the City seeks to address the need for a better transportation system -- one that is accessible with connections between places, helps improve air quality through the use of alternative fuels that reduce greenhouse gas emissions, and is designed to encourage healthier lifestyles and independent living, particularly for vulnerable populations.

The overarching objectives of the Element are to:

- Ensure that the transportation system, including all programs, projects and services, whether funded, built or operated privately or by a public sector agency, serve to achieve the preferred land use pattern contained in the Land Use Element;
- Ensure that the transportation system provides for the mobility and access needs of those who live, shop, visit, work and recreate in University Place; and
- Ensure the safe and environmentally sound use of the transportation system and limit the loss of life due to fatal accidents.

STATE AND REGIONAL PLANNING CONTEXT

Growth Management Act

The Washington State Growth Management Act (RCW 36.70A) requires the City to include a Transportation Element within its Comprehensive Plan. The Act identifies transportation facilities planning and, specifically, encouraging efficient multi-modal transportation systems based on regional priorities coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations. RCW 36.70A.070 requires that the Transportation Element must include: (a) land use assumptions used in estimating travel; (b) facilities and service needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; (e) demand management strategies; and (f) efforts to identify and designate planned improvements for active transportation facilities that address and encourage community access and promote healthy lifestyles.

Two bills passed by the State Legislature in 2005 provide explicit policy direction to increase physical activity levels in Washington State by requiring an increase in the number of active community environments through urban planning and infrastructure development.

Engrossed Substitute Senate Bill 5186, later amended in 2023 under Engrossed Second Substitute House Bill 1181, requires jurisdictions to specifically employ land-use and transportation approaches to promoting physical activity under the GMA. The Transportation Element must include an "active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles" [RCW 36.70A.070(6)(a)(vii)].

Second Substitute House Bill 1565 encourages a multimodal transportation approach. Specifically, the "Transportation Element required by RCW 36.70A.070 may include multimodal transportation improvements or strategies that are made concurrent with the development, in addition to improvements or strategies to accommodate the impacts of development authorized under RCW 36.70A.070(6)(b).

Commute Trip Reduction Program

The goal of the Commute Reduction Efficiency Act of 1991 and continuing in 2006 under the Washington Clean Air Act (RCW 70.94.521-531) is to reduce congestion on the roadway network and help address the air pollution issues within the urban areas. This Act requires local governments to work with their larger employers to develop and implement strategies for reducing their single occupant auto trips. Jurisdictions affected by the commute trip reduction (CTR) law are required to develop local CTR plans that include the documenting of local transportation settings of the affected work sites and the strategies by which the rate of single occupant vehicle use may be reduced.

Vision 2050 Multicounty Planning Policies (MPP)

VISION 2050 offers an integrated approach to addressing land use and transportation, along with the environment and economic development. It calls for a clean, sustainable transportation future that supports the regional growth strategy. Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods and services – with a special focus on safety and health. Sustainable transportation minimizes the impacts of transportation activities on air, water, and climate. It includes the

design of walkable cities and bike-able neighborhoods, as well as using alternatives to driving alone. It relies on cleaner, renewable resources for energy.

The transportation-related multicounty planning policies in VISION 2050 are presented in three groups. The first group of policies calls for maintaining, preserving, and operating the existing transportation system in a safer and more efficient way. They advance transportation that is less polluting. The second group of policies call for developing the system to support the regional growth center, particularly travel within and between centers. Investments are to be prioritized to serve centers and to support pedestrian-oriented, mixed-use development. The policies address complete streets to serve all users, green streets that are better for the environment, and context-sensitive design that guides the development of transportation facilities to better fit within the context of the communities in which they are located. There are policies addressing nonmotorized transportation as well as freight. The final group of policies addresses greater transportation options, including alternatives to driving alone, mobility choices for people with special needs, and avoiding new roads or capacity expansion in rural areas.

Pierce County Countywide Planning Policies (CPP)

The Pierce County Countywide Planning Policies is a written policy statement that establishes a countywide framework from which county and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that municipal and county comprehensive plans are consistent.

The CPPs are intended to provide the guiding goals, objectives, policies and strategies for the subsequent adoption of comprehensive plans. CPPs that offer guidance for development of the Transportation Element include ones that address: Transportation Facilities and Strategies; Natural Resources, Open Space, Protection of Environmentally-Sensitive Lands, and the Environment; Community and Urban Design, Health and Well-Being; and Promotion of Contiguous and Orderly Development and Provision of Urban Services.

LOCAL PLANNING CONTEXT

Transportation Aspirations

Looking ahead 20 years…

In the 2040s, University Place's transportation system offers people a variety of real choices for how they travel between where they live, work, shop and play.

Each year, more people walk, bicycle, carpool or use transit to travel within the City and to access the regional bus and light rail system. Land uses that reflect a vibrant community character have created a strong market demand for these options.

The City's transportation infrastructure reflects this by prioritizing more people-oriented travel that supports the community's land uses, manages its limited roadways most efficiently, provides a transportation system that embodies the City's long term mobility goals, and achieves University Place's preferred land use pattern and vision.

The City has invested strategically and leveraged regional funds to ensure a safe, well- maintained system, improve transportation choices and mobility, and support the City's Regional Growth Center. Neighborhoods have increased access to the three districts located within the Regional Center, neighboring cities and the region. Significant investments in SR16, I-5, and regional and local transit routes have improved mobility for people and goods. In University Place roadway projects have been built where needed to improve safety and operating efficiency or to create more accessible connections. The City continues to maintain an effective system of access and circulation for delivery and freight. Streetscapes include lighting, are attractive and well designed, and enhance environmental quality for various travel modes.

In responding to significant energy costs and new vehicles' fuel options and technologies, the City has developed alliances with other agencies and the private sector to create new opportunities and efficiencies. In turn, these alliances support easy access to electric vehicle charging stations and other alternative fueling infrastructures, as well as access to information about travel conditions, incidents, and transit arrival and departure times.

Major Transportation Issues

- Developing, maintaining and managing an economically sustainable transportation system that supports the efficient movement of people, information, goods and services in a manner that is sensitive to community character and the environment, supportive of the economy, and protective of the safety, health and well-being of University Place residents, employees, and visitors.
- Ensuring the capacity of Bridgeport Way and other principal arterials and intersections will accommodate projected population and employment growth targets adopted by Pierce County.
- Maintaining deteriorating roadways on a regular basis to provide a safe and comfortable road system that meets the needs and expectations of the community.
- Providing sidewalks, pedestrian paths and bicycle lanes throughout the City to provide safe and convenient passage for pedestrians and cyclists and to encourage walking and biking as an alternative to driving.
- Establishing a sustainable funding source for transportation facilities and services in order to maintain the existing network and respond to growth demands.
- Coordinating with local and regional transportation agencies and adjoining jurisdictions – including Tacoma, Fircrest, Lakewood and Pierce County – to ensure development of an efficient multimodal transportation network.
- Amending the City's plans and regulations to ensure consistency with the Puget Sound Regional Council's VISION 2050, and Transportation 2050, the Regional Transportation Plan, which contain specific growth management goals, policies and actions for cities with regional growth centers.
- Accommodating projected population and employment growth in the Regional Growth Center and other existing multi-family and commercial areas.
- Planning for natural disasters and large special events that can impact the community.
- Identifying and securing grant funding, which tends to be available for projects that add multi-modal components to existing facilities -- but not for projects that focus on adding vehicle capacity to meet level of service capacity needs.
- Establishing partnerships among community members, including residents, emergency responders, and others who work in some official capacity relating to transportation system infrastructure and performance, to increase support for alternative modes of transportation and the users of these modes.

GOALS AND POLICIES

This Element contains the transportation goals and policies for the City of University Place. The following goals establish broad direction for transportation planning while the policies provide strategies for achieving the intent of each goal. Goals are preceded by an initial background statement that provides an intent or purpose for each goal.

A Multimodal Transportation Network

The automobile is expected to remain the dominant mode of transportation for the foreseeable future. However, there appears to be increasing demand for, or desire to use, other forms of transportation. Mass transit, ride-sharing, biking, walking, as well as driving personal vehicles, are increasingly in the mix of choices being considered and used. In today's society, expanding the use of modes of transportation other than the privately-owned automobile will be important in reducing congestion on roadways, emissions, and fuel consumption. Improving circulation in the City for all modes of transportation will help promote the safe, convenient and reliable movement of people, goods and services.

A well-integrated multimodal transportation network will help support the City's other growth management goals and policies including those addressing economic vitality and livability. It will improve accessibility for all regardless of socioeconomic status or individual ability. It can be designed in such a way that it enhances the community around it, while still being compatible with natural systems. And it can enhance University Place's role in the regional economy by supporting economic development within the City's Regional Growth Center.

GOAL TR1

Develop, maintain and operate a multimodal transportation system that provides for the safe, efficient and reliable movement of people, goods and services.

Policy TR1A

Create an accessible transportation network that includes vehicle, pedestrian, bicycle and transit components located throughout the City – and connecting to adjacent communities – to provide for the safe, efficient, convenient and reliable movement of people, goods and services.

Policy TR1B

Refine and implement the City's Complete Street design standards to provide safe, accessible, and convenient access for all modes of transportation including private motor vehicles, transit, cyclists and pedestrians, thereby increasing capacity, increasing safety, and improving street aesthetics, accessibility, and walkability. Include amenities in street designs, including trees and other landscaping, street lights, benches and waste receptacles to add to the pedestrian experience and further calm traffic.

Policy TR1C

Employ Context-Sensitive Design techniques in transportation projects that take into consideration aesthetics, historical and cultural elements, the environment, and other aspects of community character, while ensuring safety and accessibility.

Policy TR1D

Classify streets and arterials to reflect their desired use and function consistent with state and regional classifications. Classification should be based on present and future traffic volumes and the type of land uses along the streets.

Policy TR1E

Develop Mode Split Goals for the University Place Regional Growth Center consistent with VISION 2050 requirements. Establish these goals by defining mode categories to measure, e.g., all trips or just trips to work, determining existing mode splits, evaluating mode split trends, and predicting future mode splits. Mode splits will measure the daily trips made by travelers using different modes of transportation including single or high occupancy vehicles, transit, walking, or bicycling. The development of mode split goals is included in the Regional Growth Center Subarea Plan's Strategic Action Plan.

Accessibility To Transportation

Approximately one-third of the population does not drive or have access to an automobile. This group includes people who choose not to drive, people without licenses or with disabilities, people who are not able to afford a car, and young people under the driving age. This population relies on private automobile mobility, public transit, walking and cycling for transporation. Providing facilities for all modes of transportation will help enable all individuals to meet their transportation needs and more fully participate in society.

GOAL TR2

Transportation improvements within the City should ensure alternative transportation choices are available to underserved areas and provide accessible mobility choices for people with special needs, the elderly, young, and low-income populations.

Policy TR2A

Ensure compliance with Americans with Disabilities Act (ADA) requirements by implementing and regularly updating the University Place ADA Transition Plan. The Plan should ensure all street sidewalk and curb ramp areas are accessible to all pedestrians by constructing new pedestrian facilities in compliance with the ADA and upgrading existing facilities to remove barriers and improve accessibility, prioritizing improvements in historically underserved communities. Improvements should include appropriate pavement markings and signalization and facilitate the use of transit.

Policy TR2B

Design and build Complete Streets with facilities for all modes of transportation. Connect residential neighborhoods to commercial mixed-use centers and public transit with accessible sidewalks, paths and bike lanes to provide greater access to transportation choices for those who do not drive and those who have limited mobility resources, prioritizing mobility choices for people with special transportation needs, including persons with disabilities, seniors, youth, and people with low-incomes.

Transportation Safety

Transportation safety is affected by how the transportation system is designed, constructed, operated and maintained. Traffic conditions on residential streets can greatly affect neighborhood livability and environment. When the streets are safe and pleasant, the quality of life is enhanced. When high vehicle speeds or excessive volumes of through traffic become a daily occurrence, residents' sense of community and personal well-being are threatened. These in turn can lead to related problems, such as collisions, conflicts with driveway access, and unreasonable safety risks for pedestrians and bicyclists. Generally, higher rates of speed equate to much higher fatality rates when vehicle-pedestrian accidents occur.

GOAL TR3

Improve the safety of the transportation system, reduce speeds and protect the quality of life in residential neighborhoods.

Policy TR3A

Establish speed limits that reflect street function, adjacent land uses, and physical condition of the roadway. Promote travel at a lower rate of speed, where appropriate, to improve safety, help achieve the State's goal of zero deaths and disabling injuries and create a more comfortable environment for pedestrians and cyclists. Achieve lower vehicular travel speeds through traffic calming and effective enforcement of appropriate speed limits.

Policy TR3B

Protect the quality of life in residential neighborhoods by monitoring traffic volumes and developing comprehensive, integrated and cost-effective traffic, bicycle and pedestrian safety improvements in residential areas. Such improvements may include sidewalks and pathways to connect to schools, parks, and transit stops. Additional improvements may include signage, bicycle facilities, and street improvements that include traffic calming design elements.

Policy TR3C

Establish and assign truck routes to the City's major delivery destinations along principal arterials to avoid impacts on minor arterials, collectors, and neighborhood streets.

Policy TR3D

Require shared access driveways and cross-access between developments when planning for public rights-of-way improvements and private development in order to reduce turning movement conflicts and enhance pedestrian and vehicular traffic safety. When street improvements are implemented, consolidate private driveway access to properties along principal, minor, and collector arterials in order to reduce safety hazards and increase street capacity.

Policy TR3E

Encourage the use of existing principal arterials for the movement of through-traffic and freight in order to reduce the need for new capital projects and support the reliable movement of people, goods and services. Employ traffic calming measures on residential streets to discourage or slow neighborhood through-traffic.

Policy TR3F

Use roundabouts, traffic circles, landscaped medians, pedestrian bump-outs and other traffic calming measures to reduce speeds and increase safety. Where appropriate, design these facilities to provide pedestrian refuge areas that reduce pedestrian crossing distances, reduce conflict points and enhance streetscape landscaping. Use other traffic calming measures that offer pedestrian protection such as on-street parking or increase driver awareness of pedestrians through the use of textured pavement and signage.

Policy TR3G

Avoid the creation of excessively large blocks and long local access streets that are uninterrupted by intersections, mid-block neck-downs, or other traffic calming elements in order to discourage higher motor vehicle speeds that reduce pedestrian and bicyclist safety.

Policy TR3H

Avoid the construction of sidewalks next to street curbs and provide physical separation between traffic lanes and sidewalks to enhance pedestrian safety, add to sidewalk users' comfort, and encourage higher pedestrian usage. Wherever possible, separate pedestrians from traffic lanes by installing landscaped planter strips that include street trees.

Vehicular And Pedestrian Circulation

Roadway, sidewalks, trails, designated bicycle areas, and other areas of public circulation should be designed to provide the highest level of safety for the protection of human life and to ensure that there are transportation choices for people of all ages and abilities. Pedestrian facilities must meet ADA accessibility requirements consistent with the University Place ADA Transition Plan. Safe, convenient and interconnected transportation networks should be provided for all major modes of transportation. An integrated, safety-oriented pedestrian and bicycle system increases mobility choices, reduces reliance on single-occupant vehicles, provides convenient access to schools, designated centers, transit systems, parks and other recreation areas throughout the city, and encourages regular physical activity to enhance health and wellness.

GOAL TR4

Improve vehicular and pedestrian traffic circulation within the City to enhance the quality of life.

Policy TR4A

Ensure that streets and sidewalks provide accessible circulation access between residential neighborhoods and areas that are common destinations, including commercial mixed-use areas, schools, and parks. Maintain and enhance continuity of the street and sidewalk pattern by avoiding dead-end and half-streets not having turnaround provisions and by requiring through- connections in new developments.

Policy TR4B

Work with local community-based organizations to design and plan new trail connections, accessible pedestrian pathways, and transportation facilities where they are needed most.

Policy TR4C

Seek opportunities to develop alternatives routes, improved linkages, and increased circulation between residential areas, parks, and commercial areas by obtaining and using private easements, existing public rights-of-way, and public easements for their development. Work with property owners to create well-lighted pedestrian paths in established areas with poor connections. New pathways should tie into a network of walking trails and help improve pedestrian facility connectivity, thereby encouraging physical activity and overall health and well-being.

Policy TR4D

Design and improve residential collector arterials to reduce speeds and accommodate neighborhood concerns about safety, aesthetics and noise. Construct missing sections of these streets to improve emergency vehicle access and response times and overall transportation system connectivity. Design these street connections to have two travel lanes, accessible pedestrian and bicycle facilities, landscaping, streetlights, and traffic calming elements that reduce speeds and enhance compatibility with adjacent residences.

Policy TR4E

Improve safety in the transportation system by aligning with the State's "Target Zero", zero death and disabling injury goal.

Transit

Transit is a key element of University Place's multimodal infrastructure and plays a critical role in providing connections, mobility and access both locally and regionally. PSRC's VISION 2050 and Transportation 2050 plans contain the regional growth and transportation strategies for the central Puget Sound region. These plans call for channeling future growth into regional growth centers and linking these centers with light rail and other forms of

transit. The Countywide Planning Policies for Pierce County expand on this strategy, providing guidelines for the designation and development of centers and measures to be taken by local jurisdictions in support of a regional high capacity transit system. PSRC and University Place's Comprehensive Plan have designated a Regional Growth Center for the Town Center, 27th Street Business, and Northeast Business Districts that warrants investment in transit to provide both local and regional connections.

GOAL TR5

Create avenues for increased Encourage use of public transportation to accommodate a larger proportion of the traveling public.

Policy TR5A

Work with Pierce Transit to support the provision of local transit service on principal, minor, and collector arterials providing feeder service to residential areas and connections to adjacent jurisdictions. Local transit service should be expanded to serve the entire community prioritizing underserved neighborhoods and individuals with special needs.

Policy TR5B

Coordinate with Pierce Transit and the Tacoma and University Place school districts to develop bus stops and shelters with seating to provide greater comfort for riders and encourage higher ridership.

Policy TR5C

Evaluate the feasibility of electrifying the public transportation system in the City.

Policy TR5D

Participate in Sound Transit's system planning process to help identify and evaluate potential options for system expansion, including alternatives that would extend light rail to portions of west Pierce County, including University Place. Work with Sound Transit and the community to determine long-term high capacity and express transit needs for the City and regional transportation partners. Consider Sound Transit's long-range plans to provide regional express bus service to the Tacoma Community College Transit Center during subarea planning for the City's Regional Growth Center. Work with citizens and other stakeholders to determine what regional high capacity transit modes and routes would best serve the community. Coordinate with Pierce County and Sound Transit regarding electrification of transit systems.

Policy TR5E

Use transit as a way to provide for access, circulation and mobility needs in University Place, especially in the City's Regional Growth Center, additional areas planned for higher intensity mixed-use development, and favorable pedestrian environments.

Policy TR5F

Partner with local developers and business owners to create a strategic transportation plan that works to fulfill the city's transportation goals while also considering the efficient transportation of goods and people.

Policy TR5G

Support the provision of bicycle racks or lockers at transit stops to simplify transit connections for bicyclists and encourage increased transit ridership.

Sidewalks And Bicycle Facilities

The needs of bicyclists, pedestrians, wheelchair users, and transit users must be integrated in all roadway projects. Sidewalk networks should be well connected with opportunities for regular safe street crossings. The availability of bicycle facilities can encourage people to bike rather than drive for short- and moderate-distance trips. If a roadway is designed to discourage vehicular speeding, it can be comfortably used by pedestrians, bicyclists, and wheelchair users alike. Transit-friendly design should support a high level of transit activity and include provisions for pedestrians safely crossing the street on their return trip.

Walking, bicycling, and rolling provide numerous individual and community benefits related to health, safety, the environment, transportation and quality of life. People who cannot or prefer not to drive should have safe and efficient transportation choices.

GOAL TR6

Develop accessible facilities for pedestrians, bicyclists, and wheelchair users to achieve a safe, walkable and rollable community that support active and independent living, health, environmental quality and cost savings for travel.

Policy TR6A

Require sidewalk facilities on all new and substantially redeveloped public streets to enhance public safety. Ensure the provision of sidewalks in close proximity to schools to offer protection for children who walk to and from school. Assign high priority to projects that provide access to the City's Regional Growth Center, provide linkages to transit, and complete planned pedestrian facilities or trails. Provide pedestrian facilities on non-arterial streets to supplement principal pedestrian facilities located on arterials. Ensure that crosswalks, signing, and pedestrian-activated signals are accessible and conform to the Manual on Uniform Traffic Control Devices (MUTCD).

Policy TR6B

Develop a system of bicycle routes that connects neighborhoods and is coordinated with surrounding jurisdictions to allow people to conveniently travel between and within neighborhoods and local parks, commercial mixed use areas and regional facilities. Coordinate the planning, design, and construction of these facilities with adjacent jurisdictions to ensure consistency with regional plans. Base the design and type of bicycle facilities on the design standards for the functional classification of the roadway.

Policy TR6C

Ensure that during the project review process for new development or redevelopment:

Projects are consistent with applicable pedestrian and bicycle plans, master plans and development standards;

- Planned facilities include required frontage and crossing improvements consistent with applicable pedestrian and bicycle plans;
- On-site bicycle trails and pedestrian facilities have formal, direct and safe connections between buildings and subdivisions and the general circulation system;
- New subdivisions and short plats include, consistent with state law, the required pedestrian facilities (frontage and off-site improvements) that assure safe walking conditions for students who walk to and from school;
- Construction and implementation of other multi-use trails and trail crossings, as described in the Park, Recreation and Open Space Plan, are coordinated with project review;

- Safety and security considerations for pedestrians and bicyclists are factored into the review of development proposals; and
- Livability needs assessment to evaluate the potential impacts that the development could have on safe mobility, circulation, and transit facilities in the City, and implementation strategies or designs that would mitigate these potential impacts.

Policy TR6D

Pursue a Bicycle Friendly Community designation from the League of American Bicyclists. Consider the findings of the League of American Bicyclists' application feedback report in further developing the City's bicycle infrastructure and strengthening its policy and regulatory support for such improvements.

Policy TR6E

Pursue a Walk Friendly Community designation from the UNC Highway Safety Research Center's Pedestrian and Bicycle Information Center (PBIC). Consider the PBIC assessment tool findings in identifying areas of needed improvements that can form the framework for a more comprehensive pedestrian improvement plan.

Policy TR6F

Adopt "Provide a Framework of Inter-Connected Sidewalks and Bicycle Facilities throughout the City" as a Level of Service standard for non-motorized transportation.

Concurrency

Transportation concurrency and level of service standards are key requirements of the GMA. By policy and regulation, the City of University Place is required to ensure that transportation programs, projects and services needed to serve growth are in place either when growth occurs or within six years. Regulations implementing concurrency and level of service (LOS) standards are contained in UPMC Chapter 22.20 Concurrency Management.

GOAL TR7

Maintain a consistent level of service on the arterial system that mitigates impacts of new growth and adequately serves adjoining land uses.

Policy TR7A

Except as otherwise designated, establish a capacity level of service (LOS) standard D (see Signalized Intersection LOS Characteristics for more details) for intersections and roadways on principal arterials, minor arterials, and collector arterials and minor streets where they intersect with a principal or minor arterial street.

Policy TR7B

Ensure transportation facilities and services are in place concurrent with or within a reasonable period of time to support growth as it occurs consistent with the Growth Management Act. Verify facilities and services do not drop below the adopted level of service and thereby cause negative impacts such as congestion, diminished safety, environmental and health impacts. Ensure concurrency by requiring payment of traffic impact fees to be used for capacity improvements, using SEPA to mitigate development-related impacts, or requiring developers to pay a proportionate share of traffic mitigation measures to maintain the adopted level of service.

Policy TR7C

Establish Quality Service Corridors within the Regional Growth Center and other commercial mixed-use areas where slower traffic is desirable to promote economic development and facilitate pedestrian

safety. Apply a Level of Service E to designated Quality Service Corridors. Construct transportation improvements including curbs, gutters, sidewalks, landscape strips, streetlights and transit facilities to enhance pedestrian and bicyclist safety, support economic development, and contribute to an overall "Quality of Service."

Policy TR7D

Ensure that University Place's transportation concurrency management responses to growth have the effect of expanding travel choices and achieve a multimodal travel environment. Programs, projects and services in response to existing and growth-related travel include those that improve access and connections, including motor vehicle operations, public transit service levels, the walking, rolling, and bicycling environment, and transportation demand management.

Transportation Revenue and Funding

The Capital Facilities Element's Six-Year Capital Improvements Plan for transportation facilities contains details of transportation revenue sources that the City can reasonably expect to receive during the life of the transportation facilities plan. Revenue sources vary widely in terms of the amounts available and the types of projects for which they may be used. In most cases, individual transportation projects are funded by a combination of funding sources, reflecting the fact that transportation projects have multiple purposes and serve multiple beneficiaries.

GOAL TR8

Develop an adequate and equitable funding program to make transportation improvements in a timely manner.

Policy TR8A

Use regional, state, and federal funding sources for arterial street and other major improvements serving the City of University Place to ensure implementation of the City's transportation plan in an efficient, timely manner, concurrent with development. Ensure that the funding program recognizes and accommodates not only existing and future development in the City, but also regional traffic.

Policy TR8B

Supplement public funding sources with new revenue sources including, where appropriate, Local Improvement Districts (LIDs), traffic impact fees, a Transportation Benefit District and other funding sources. Ensure these new revenue sources are equitable and consistent with the benefits derived from improvements. Ensure that funding programs allow implementation of transportation improvements concurrently with development. Require new development to pay a fair share of the cost to serve it.

Policy TR8C

Collect traffic impact fees to ensure that transportation facilities necessary to support new development are adequate at the time the development is completed or shortly thereafter, without decreasing service levels below established minimum standards. Monitor the effectiveness of the City's traffic impact fee program and update fees as necessary to ensure that new development pays a proportionate share of costs for new facilities and services and does not pay arbitrary or duplicative fees for the same impact.

Policy TR8D

Secure grants available for sidewalk and bicycle lane improvements to implement alternative transportation action strategies and meet multi-modal and complete street goals and objectives.

Street Maintenance and Management

The quality of life for many people is significantly affected by how well streets function for pedestrians, bicyclists, transit riders and motorists. To serve University Place well, streets require cost effective maintenance, safety and efficiency improvements.

GOAL TR9

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

Policy TR9A

Administer a Pavement Management System (PMS) and comprehensive signage and markings program to address improvements for motorized and non-motorized travel and the impacts of present and projected land uses. Implement the PMS in a manner that can reduce the need to build higher cost capital improvements by extending the useful life of existing facilities. The maintenance program should include provisions for vegetation removal to improve sight distances, installing adequate crosswalk markings and signage, and repairing sidewalks as needed.

Policy TR9B

Protect the public investment in the existing transportation system by administering an effective maintenance, retrofitting, and preservation program that lowers the overall life cycle costs of the transportation infrastructure and reduces the need for new capital facility improvements.

Policy TR9C

Utilize Transportation System Management (TSM) strategies to make the existing roadways more efficient while considering changing mobility patterns. Maximize the efficiency of the existing roadway system to reduce or delay the need for system improvements. Use a variety of methods, including: coordinating traffic signal timing; implementing a signal retiming and coordination program to reduce delay and congestion at the City's signalized intersections as major improvements are implemented; making intersection improvements to facilitate turning movements; and restricting access along principal roadways.

Demand Management Strategies

Transportation Demand Management (TDM) encompasses the range of actions and strategies that offer alternatives to single-occupant vehicle (SOV) travel and help to more efficiently use the transportation system. TDM focuses on more effectively using existing and planned transportation capacity, ensures the compatible use of the transportation system consistent with planned uses, helps accommodate growth consistent with community character and land use objectives, and serves to mitigate impacts and to better meet mobility needs.

GOAL TR10

Implement Demand Management Strategies to achieve efficient use of transportation infrastructure, increase the person-carrying capacity, accommodate and facilitate future growth, and achieve University Place's land use objectives.

Policy TR10A

Utilize Transportation Demand Management (TDM) strategies to achieve the City's multimodal split targets to reduce congestion, emissions, fuel consumption and the need for new transportation facilities – especially new roads and capacity improvements. Continue coordinating with Pierce Transit on service levels, frequency and route location, and actively pursuing street improvements that include bike lanes, accessible sidewalks and pedestrian crossings that provide a safe, convenient alternative to the use of

the automobile. Consider developing vanpool and ride match programs in conjunction with Pierce Transit, advancing other private and public rideshare programs and systems, and actively promoting commute trip reduction practices, including complying with the requirements of the State Commute Trip Reduction

Policy TR10B
Require large employers to implement a Commute Trip Reduction Program for employees, as mandated by the State Commute Trip Reduction Act.

Policy TR10C
Implement TDM strategies that emphasize incentives rather than disincentives and avoiding the imposition of disincentives to single-occupant vehicle travel when the City determines that there is an absence of reasonable transportation alternatives.

Policy TR10D
Provide physical features supportive of the use of alternative modes of travel and develop and maintain a list of acceptable TDM techniques and physical features.

Policy TR10E
Encourage large employers to participate in Transportation Management Associations (TMAs) to support trip reduction activities.

Policy TR10F
Support the development and implementation of TDM programs for both commute/employer-based, and non-commute/non-employer-based sites including schools.

Consistency With Plans and Policies

One of the most important planning tenets expressed in the Growth Management Act is the consistency requirement. With respect to transportation planning, University Place must ensure its transportation element is consistent with the land use element. This Element must be consistent with the City's six-year capital improvement plans. There must be consistency between the City's Comprehensive Plan, the Pierce County Comprehensive Plan, and the comprehensive plans of all municipalities within the County in accordance with the Pierce County Countywide Planning Policies. And there must be consistency with the Puget Sound Regional Council's (PSRC) Multicounty Planning Policies (MPPs).

GOAL TR11

Integrate land use and transportation planning to support active communities through the provision of a variety of travel choices, improve accessibility and mobility.

Policy TR11A
Make transportation choices based on projected population and employment growth that supports the distribution and intensity of land uses identified in the Land Use Element. Plan transportation facilities and services including roads, transit, pedestrian, wheelchair use, and bicycle, keeping in mind the type and intensity of land uses – including the location of high and low density housing, jobs, shopping, schools and parks.

Policy TR11B
Within the Regional Growth Center, provide infrastructure and programs to support high occupancy vehicle use, local transit, regional high capacity transit and non-motorized transportation. Use mechanisms that can limit the use of single occupancy vehicles and encourage transit use including

limiting off-street parking spaces, establishing maximum parking requirements, offering commute trip reduction programs, and implementing other transportation demand management measures. Locate higher densities and intensities of use close to transit stops to create a core area to support transit and high occupancy vehicle use. Pursue development of transit centers, bus pullouts, and other transit facilities. Establish incentives for developers to provide transit and transportation demand management supportive amenities to further encourage transit use. Design and construct complete streets, bicycle-friendly facilities including bike-activated signals and secure bicycle racks or lockers, and pedestrian pathways.

Policy TR11C

Support VISION 2050 and the Regional Growth Strategy by promoting Transit Oriented Development and improving connections between the University Place Regional Growth Center and other growth centers. Work with Lakewood, Fircrest, Tacoma, Pierce Transit and Sound Transit to identify and improve transportation facilities between regional growth centers and along transit routes that connect them. Retrofit existing public transportation facilities to better facilitate future connections.

Policy TR11D

Ensure Comprehensive Plan consistency with the Regional Transportation Plan, by prioritizing growth within the City's Regional Growth Center, supporting the development of a safe, accessible, and efficient transportation network that supports a healthy environment and strong economy, while working towards an increased utilization of clean and renewable energy and a reduction in greenhouse gas emissions, and promoting sustainable funding programs.

Policy TR11E

Coordinate with state, regional and local transportation efforts to develop a highly efficient multimodal system that supports the Regional Growth Strategy. Coordinate with the State Department of Transportation, Puget Sound Regional Council, Sound Transit, the Pierce County Regional Council, Pierce Transit, BNSF, Pierce County and surrounding cities and towns to integrate transportation systems for easy and efficient mobility of people, freight and services. Work with the City of Tacoma and transit providers on ways to provide multimodal opportunities along 56th Street between University Place and the Sounder Station at 56th Street and Washington in Tacoma.

Environmental Health

The transportation system within University Place represents major public facilities whose quality of design, sensitivity to human needs, and integration with their surroundings can enhance an urban environment or erode it. The transportation system needs to be designed in a manner that contributes to the long-term benefit of the community and supports University Place's environmental health policies.

GOAL TR12

Reduce environmental impacts associated with transportation infrastructure and operations.

Policy TR12A

Enhance strategies that improve air quality and reduce greenhouse gas emissions. The City should continue to build complete streets with sidewalks and bike lanes, coordinate with transit agencies, and build green streets to improve air and water quality. The City should develop infrastructure to encourage the use of electric and low emission vehicles by including electric vehicle charging stations in new and substantially redeveloped public facilities. Consider an increased electrification of transportation vehicles. As electric and low emission vehicle technology advances, the City should revise its regulations to encourage use of this technology to help reach its greenhouse gas emission reductions goal.

Policy TR12B

Formalize the City's "Green Streets" program through adoption of design standards to improve water quality and create more appealing streetscapes. Emphasize the use of landscaping elements in street improvement projects that help curb stormwater runoff – bioswales, planters, rain gardens, and street trees – and that are mutually beneficial for mobility and ecology. Design these green elements to be deterrents of crashes and injuries and contribute to a more comfortable and visually interesting environment for all users. When designing complete streets, include plants and trees to clean runoff and manage stormwater at the site. Use traffic-calming elements like roundabouts, traffic circles, chicanes, islands, and curb extensions to provide site opportunities for bioswales, street trees, and rain gardens.

Policy TR12C

Develop strategies to reduce solid waste including the use of recycled materials in street paving and other maintenance projects in order to lower costs and reduce landfill use, provided the strategies and materials meet cost and durability objectives.

GOAL TR13

Consider benefits and impacts to health in the design of transportation infrastructure by providing opportunities for physical activity, while reducing exposure to air, water and noise pollution.

Policy TR13A

Identify gaps in bike lanes and sidewalks and opportunities for accessible pathway and trail connections between neighborhoods and to parks and schools to encourage greater pedestrian facility use and reduce reliance on automobiles, prioritizing areas with historically underserved communities. Construct improvements to the Chambers Creek and Leach Creek trail system to provide connections between parks and neighborhoods for pedestrians and cyclists.

Policy TR13B

Design, build and maintain bike lanes, sidewalks, paths and trails to expand opportunities for walking, rolling and biking to improve individual and community health. Provide accessible transportation facilities that are pedestrian friendly to improve economic and living conditions.

Policy TR13C

Concentrate population and employment growth in the Regional Growth Center and other areas served by transit routes to reduce environmental impacts associated with growth and the construction of additional infrastructure. Integrate transportation and land use planning to meet environmental goals by reducing the impacts of the transportation system such as contaminated storm water run-off, greenhouse gas emissions, noise pollution, and energy consumption.

Disaster Planning

Safety planning and mitigation, including strategies for protecting the transportation system from disasters, are multidisciplinary efforts that can significantly improve the livability of the community. Many opportunities exist to implement relatively low-cost but effective safety measures at the local level. The City of University Place is committed to protecting its transportation system and making it safe for users of all modes of travel.

GOAL TR14

Increase the resiliency of the City's transportation system against all type of disasters, including infrastructural and natural, by developing prevention and recovery strategies, retrofitting existing facilities, and formalizing and coordinated responses.

Policy TR14A
Increase resilience of existing public transportation infrastructure by inspecting and, if necessary, retrofitting or reconstructing bridges, roads, and traffic indicators to prevent failure in case of a seismic or other catastrophic event. Prioritize resiliency efforts in communities with vulnerable populations.

Policy TR14B
Develop street connections for improved emergency vehicle access. Explore funding opportunities from agencies that provide for disaster mitigation and resiliency efforts to help pay for engineering and construction.

Policy TR14C
Work with partner organizations including the Department of Homeland Security's Federal Emergency Management Agency (FEMA) and Pierce County Emergency Management to prepare for disasters by developing prevention and recovery strategies. Participate in emergency management preparedness training opportunities for transportation facilities. The City should consider using Code Red to inform residents of current or pending disasters or emergencies that impact the transportation system.

BACKGROUND INFORMATION

As groundwork for preparing the Transportation Element, the City prepared a Transportation Plan that 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.

EXISTING CONDITIONS

Roadway Network

In Washington State, 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.

The roadway network in University Place consists of a hierarchy of streets that increasingly focus and concentrate traffic as one travels from residential neighborhoods toward commercial, mixed use and employment areas of the community. These streets are classified by their function, according to the character of the service they are intended to provide. Designation of functional classifications for streets is an integral part of managing street use and land use development. The City's functional classification system can be used for planning new routes, improvements to existing streets, and planning for area development in concert with the transportation network and providing minimum design standards or criteria to encourage the use of the street as intended. **Figure 6-1** depicts University Place arterial functional classifications. Definitions for each functional classification are presented below. Streets are divided into principal (or major) arterials, minor arterials, collector arterials, neighborhood collector arterials, and local access streets in accordance with regional transportation needs and the functional use each serves. Function shall govern rights-of-way, road width, and road geometrics.

- **Principal Arterials.** Principal arterials provide service for major traffic movements within the City. They serve major centers of activity, intra-area travel between University Place and other suburban centers, between larger communities, and between major trip generators. Principal arterials serve the longest trips and carry the major portion of trips entering and leaving the overall area. Typically, they are one of

the highest traffic volume corridors in the City. The design year Average Daily Trips (ADT) is approximately 5,000 to 30,000 vehicles per day or more. They frequently carry important intra-urban and inter-city bus routes.

The spacing of principal arterials usually varies from about one mile in highly developed business areas to five miles or more in rural areas. Service to abutting land is subordinate to the provision of routes for major traffic movements. It is desirable to place arterials on community and neighborhood boundaries or adjacent to, but not through major shopping centers, parks, and other homogeneous areas.

- **Minor Arterials.** Minor arterials interconnect with and augment the principal arterial system. Minor arterials connect principal arterials to collector arterials and small generators. They provide service to medium-size trip generators, such as less intensive commercial development, high schools and some junior high/grade schools, warehousing areas, active parks and ball fields, and other land uses with similar trip generation potential. They distribute travel to smaller geographic areas and communities than those identified with the principal arterial system. They provide routes for trips of moderate length and somewhat lower level of travel mobility than principal arterials. The design year ADT is approximately 2,500 to 15,000.

  Spacing of minor arterials is usually less than one mile in fully developed areas. They provide intra-community continuity and are typically a continuous street with a direct rather than a meandering alignment. They may carry local bus routes. Minor arterials allow for more emphasis on land access than the principal arterial system. They usually do not penetrate identifiable neighborhoods.

- **Collector Arterials.** Collector arterials distribute trips from principal and minor arterials to the ultimate destination or may collect traffic from local streets and channel it into the principal and minor arterial systems. They carry a low proportion of traffic traveling through the entire subarea; they carry a high proportion of local traffic with an origin or destination within that area. Design year ADT is approximately 2,500 to 15,000. They may be on a somewhat meandering alignment and need not be particularly long or continuous. Spacing is typically about one-quarter mile in developed areas. Collector arterials provide both land access service and traffic circulation within residential neighborhoods, commercial, and industrial areas. They may penetrate identifiable residential neighborhoods.

- **Neighborhood Collector Arterials.** Neighborhood collector arterials distribute traffic between more principal traffic routes and local service streets within neighborhoods. All of them serve as fire response routes, some may be transit streets, and some may be designated as bike routes. Because neighborhood collector arterials serve multiple purposes, their use must strike a balance between efficiently moving traffic and preserving neighborhood livability.

  Neighborhood collector arterials are found only in residential neighborhoods and provide a high degree of access to individual properties. This classification is not applied to streets in commercial and industrial areas. Both right-of-way and paving widths are typically narrower than on other arterials. Left-turn lanes are only infrequently used on neighborhood collector arterials, and then only at intersections having higher volumes. A great deal of flexibility exists for on-street parking on this street type. On most neighborhood collectors, bicycles share the travel lane with other motor vehicles, eliminating the need for striped bicycle lanes. Exceptions to this can occur in situations where traffic volumes or speeds,

roadway geometry, or other factors suggest that striped lanes will provide a safer design. Design year ADT is approximately 800 to 3,000.

- **Local Street System.** The local street system provides circulation and access for residential neighborhoods away from the arterial system. The local street system consists of local feeder streets, neighborhood streets, access lanes, private streets, and alleys.
  Local streets should be designed for a relatively uniform, low volume of traffic upon full development. The system should be designed to discourage excessive vehicle speeds, maximize pedestrian connectivity and safety, and minimize the necessity for traffic control devices.

- For developments or neighborhoods of moderate size or larger, the streets serving as primary access to and from the bordering arterial system should be considered for collector arterial classification. Traffic generators, such as schools or churches, within residential areas should be considered within the local circulation pattern, not only from within the subdivision, but from adjacent neighborhoods as well. There should be a limited number of access points with the arterial streets that border the subdivision.

- Local feeder streets serve as primary access to the development from the adjacent street system. They distribute traffic from local streets in residential neighborhoods and channel it to the arterial system. There are usually no bus routes, with the possible exception of school bus routes. They directly serve any major traffic generators within the neighborhood, such as an elementary school or a church. They usually serve one moderate-size neighborhood or a combination of a few small developments, rather than interconnecting two or more larger neighborhoods. They serve little, if any, through traffic generated outside the neighborhood. Typical ADT may reach up to 1,500.

- Neighborhood streets provide direct access from abutting land to the local street system. There are usually no bus routes on neighborhood streets. They are typically internal subdivision streets providing circulation within the subdivision or between subdivisions. Service to through traffic is deliberately discouraged. Cul-de-sacs are prohibited on neighborhood streets in small lot developments and discouraged in other locations. Such cul-de-sacs must include a central green court consistent with the City's low impact development goals and objectives. Typical ADT may reach up to 1,000.

- Access lanes are designed to accommodate traffic between clusters of dwelling units, most commonly within small lot developments. They are the smallest street sections that serve emergency vehicles. Access lanes with a hammerhead, central green court or auto courtyard are allowed in lieu of cul-de-sacs, which are prohibited. Private streets are streets privately owned and maintained by the owners of parcels accessing the street.

- Alleys are public or private streets providing access to the rear boundary of two or more residential properties that front a public street or a common open space area that fronts a public street. Alleys are not intended for general traffic circulation.

Arterial Street Inventory (Existing Facilities)

The Principal, minor and collector arterials serving 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 16 (SR 16) or Interstate 5 (I-5).

Key north-south roadways from east to west within the grid system include:

- South Orchard Street, a major north-south Tacoma arterial traveling between the cities of Fircrest, Tacoma, and University Place, where the west right-of-way line provides the boundary with the City of Tacoma;
- 67th Avenue West, a minor north-south arterial between the northerly city limits at 19th Street West and Bridgeport Way West on the south;
- Bridgeport Way West, the primary north-south principal arterial that runs through the City's Town Center and provides a route to SR 16 to the north and I-5 to the south and;
- Grandview Drive West, a collector arterial located on the west side of University Place between 27th Street West on the north and 64th Street West/Chambers Creek Road on the south.

Key east-west roadways from north to south within the grid system include:

- South 19th Street, a collector arterial located on the northern boundary of University Place, where the southerly right-of-way line provides the boundary with the City of Tacoma;
- 27th Street West/Regents Boulevard, a principal arterial between 67th Avenue West and Bridgeport Way West, and a minor arterial between Bridgeport Way West and Grandview Drive West;
- 40th Street West, a minor arterial between Olympic Boulevard and Orchard Street West;
- Cirque Drive West, a minor arterial that provides a connection between residential areas on the west side of University Place to Interstate 5 to the east; and
- Chambers Creek Road/64th Street West, a minor arterial on the south side of University Place that roughly parallels Chambers Creek Canyon.

Figure 6-2 shows characteristics of arterial roadways in University Place including lanes and medians. **Figure 6-3** 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 in 2015 at 60 locations throughout the City are shown in **Figure 6-4**. This figure shows that Bridgeport Way carries the largest daily traffic volumes in the City ranging from 19,000 to 26,900 vehicles per day. Volumes on other key arterials range from 1,200 to 19,500 vehicles per day.

University Place
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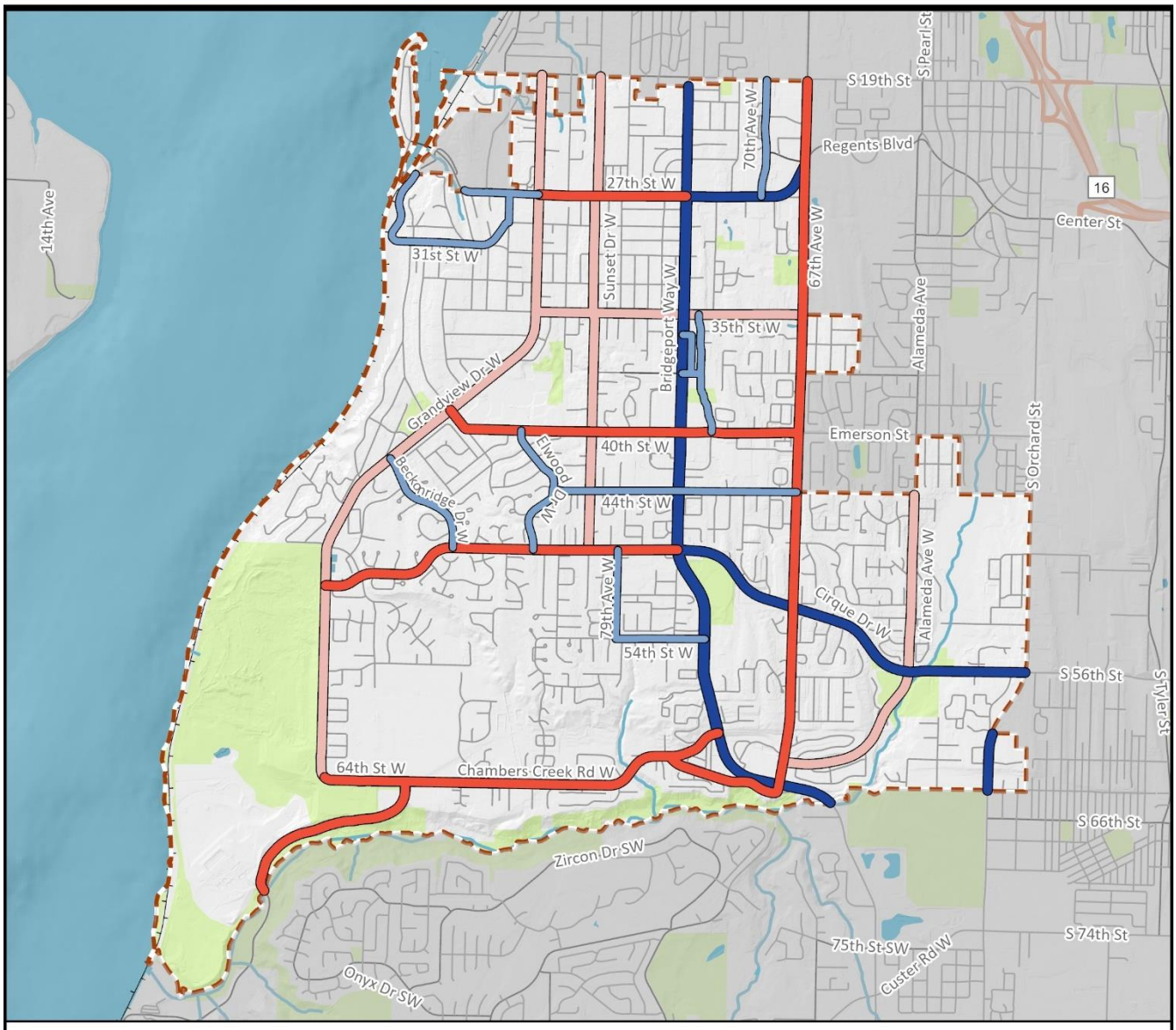
Figure 6-1



Functional Classifications

Legend

- Major Arterial
- Secondary Arterial
- Collector Arterial
- Neighborhood Collector Arterial

N

0 3,500

1 inch = 3,500 feet

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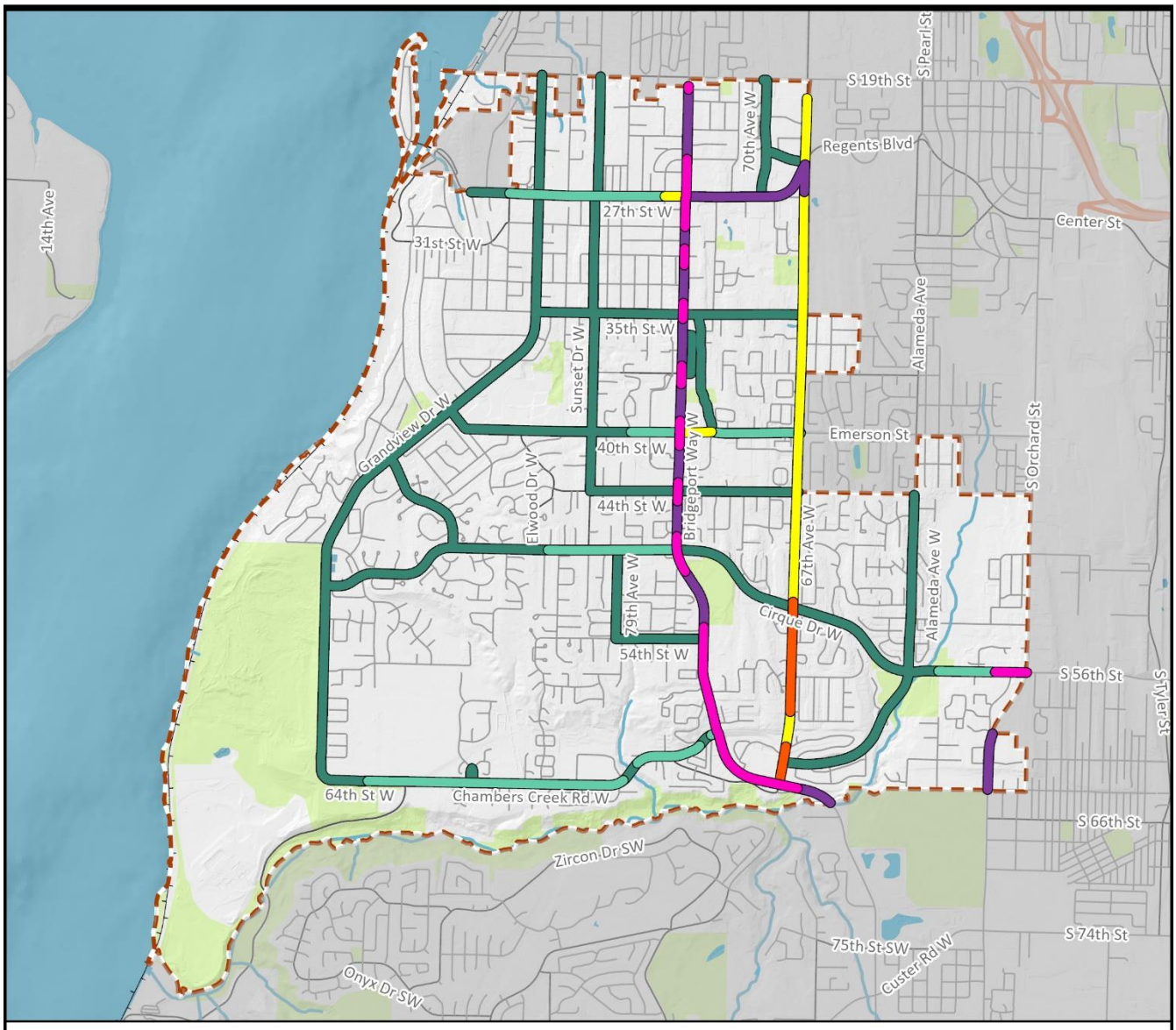
Date Updated: 10/10/2024

University Place
WASHINGTON

Figure 6-2



Arterial Roadway Sections

Legend

- 4 Lanes with Turn Lane
- 4 Lanes
- 3 Lanes with Turn Lane
- 3 Lanes
- 2 Lanes with Turn Lane
- 2 Lanes

N

0 3,500

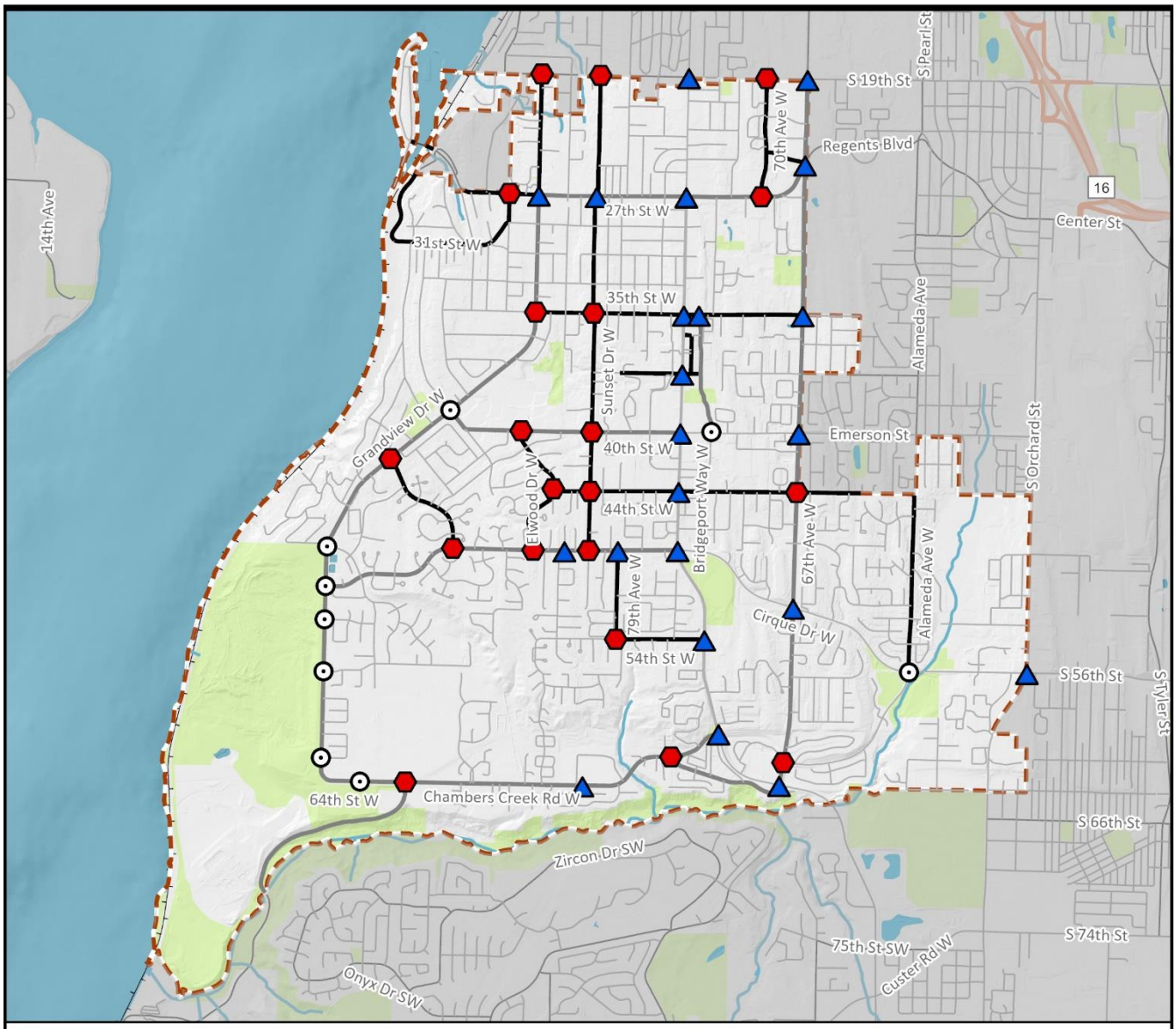
1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 11/21/2024

University Place
WASHINGTON

Figure 6-3



Arterial Intersection Traffic Control

Legend

Signal Type
- Stop Sign
- Traffic Light
- Roundabout

Arterial Road Classification
- Major Collector
- Minor Arterial
- Minor Collector
- Local Road

N

0 3,500

1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 11/21/2024

University Place
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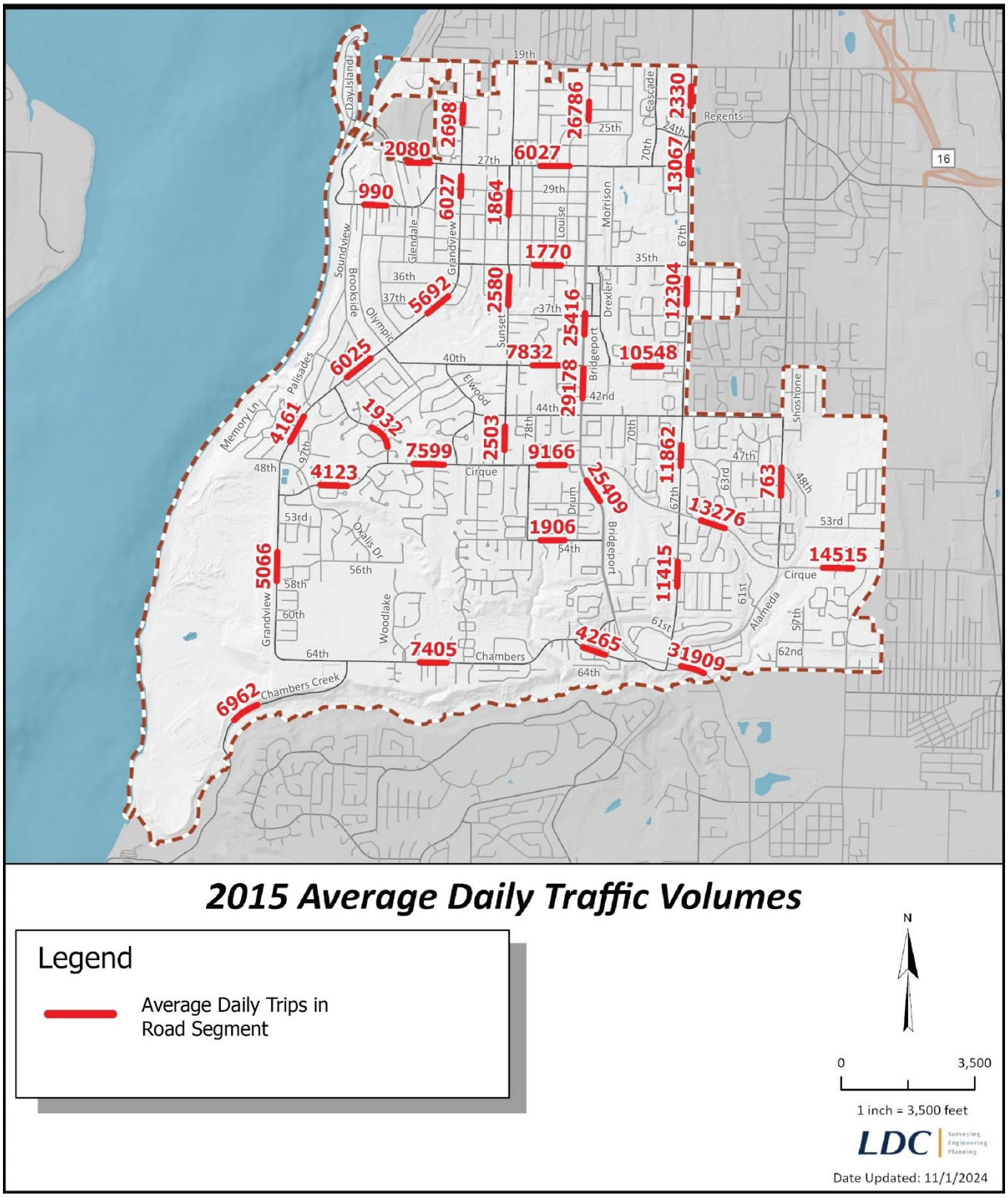
Figure 6-4



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.

The LOS grading ranges are from A to F. 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 signalized intersections and unsignalized intersections.

Signalized Intersection LOS Characteristics

LOS A Traffic is light. Most vehicles arrive when the light is green and do not stop at all. Vehicle Delay Range is 0.0 to 10 seconds.

LOS B Conditions are similar to LOS A, but more vehicles are forced to slow or stop at the light. Vehicle Delay Range is >10 to 20 seconds.

LOS C The number of vehicles stopping is significant and individual cycle failures may begin to appear. Vehicle Delay Range is >20 to 35 seconds.

LOS D Longer delay may result from longer cycle lengths, poor progression, and/or more traffic. Many vehicles stop and cycle failures become noticeable. Vehicle Delay Range is >35 to 55 seconds.

LOS E This is the limit of acceptable delay. Cycle failures become a frequent occurrence. Vehicle Delay Range is >55 to 80 seconds.

LOS F Delays are considered unacceptable to most drivers. This often occurs when arrival rates exceed the capacity of the intersection. Vehicle Delay Range is more than 80 seconds.

Unsignalized Intersection LOS Characteristics

LOS A Average total delay is less than or equal to 10 seconds per vehicle. LOS B Average total delay is between 10 and 15 seconds per vehicle.

LOS C Average total delay is between 15 and 25 seconds per vehicle. LOS D Average total delay is between 25 and 35 seconds per vehicle. LOS E Average total delay is between 35 and 50 seconds per vehicle. LOS F Average total delay is greater than 50 seconds per vehicle.

The City performed LOS analyses for existing intersections. The results are as follows:

Intersections

Results of a 2024 intersection PM "peak hour" LOS analysis for University Place are shown in **Figure 6-5**. At that time, two of the key intersections operated at LOS E or F:

- Bridgeport Way West and 44th Street West

- 67th Avenue West and Regents Boulevard West

Four of the key intersections operated at LOS D:

- 67th Avenue West and Bridgeport Way West
- 40th Street West and Bridgeport Way West
- Cirque Drive West and Bridgeport Way West
- Cirque Drive West and Lakewood Drive West

All remaining intersections operated at LOS C or better.

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 6-1 summarizes accident histories at intersections with the highest number of accidents in the City. The average shown is for two periods, from 2011 to 2013 and from 2021 to 2023, by measures of annual average rates.

Table 6-1
Intersection Accident Rate Comparison

Intersection	2011-2013 Average Annual Accidents	2011-2013 Accident Rate (acc/mev)*	2021-2023 Average Annual Accidents	2021-2023 Accident Rate (acc/mev)*	Accident Rate Reduction
67th Avenue W/35th Street W	2	0.40	0.33	0.05	87.5%
Cirque Drive/67th Avenue W	5	0.56	3.33	0.32	42.9%
Grandview Drive/27th Street W	4	1.75	2.33	0.51	70.9%
Bridgeport Way W/27th Street W	9	0.76	4.33	0.30	60.5%
Bridgeport Way W/Cirque Drive	5	0.42	3	0.22	47.6%
Bridgeport Way W/40th Street W	7	0.58	4.67	0.34	41.4%
Bridgeport Way W/Chambers Lane W	2	0.26	2	0.22	15.4%
Bridgeport Way W/67th Avenue W	4	0.33	2	0.18	45.5%

**** Accidents per million entering vehicles***

University Place
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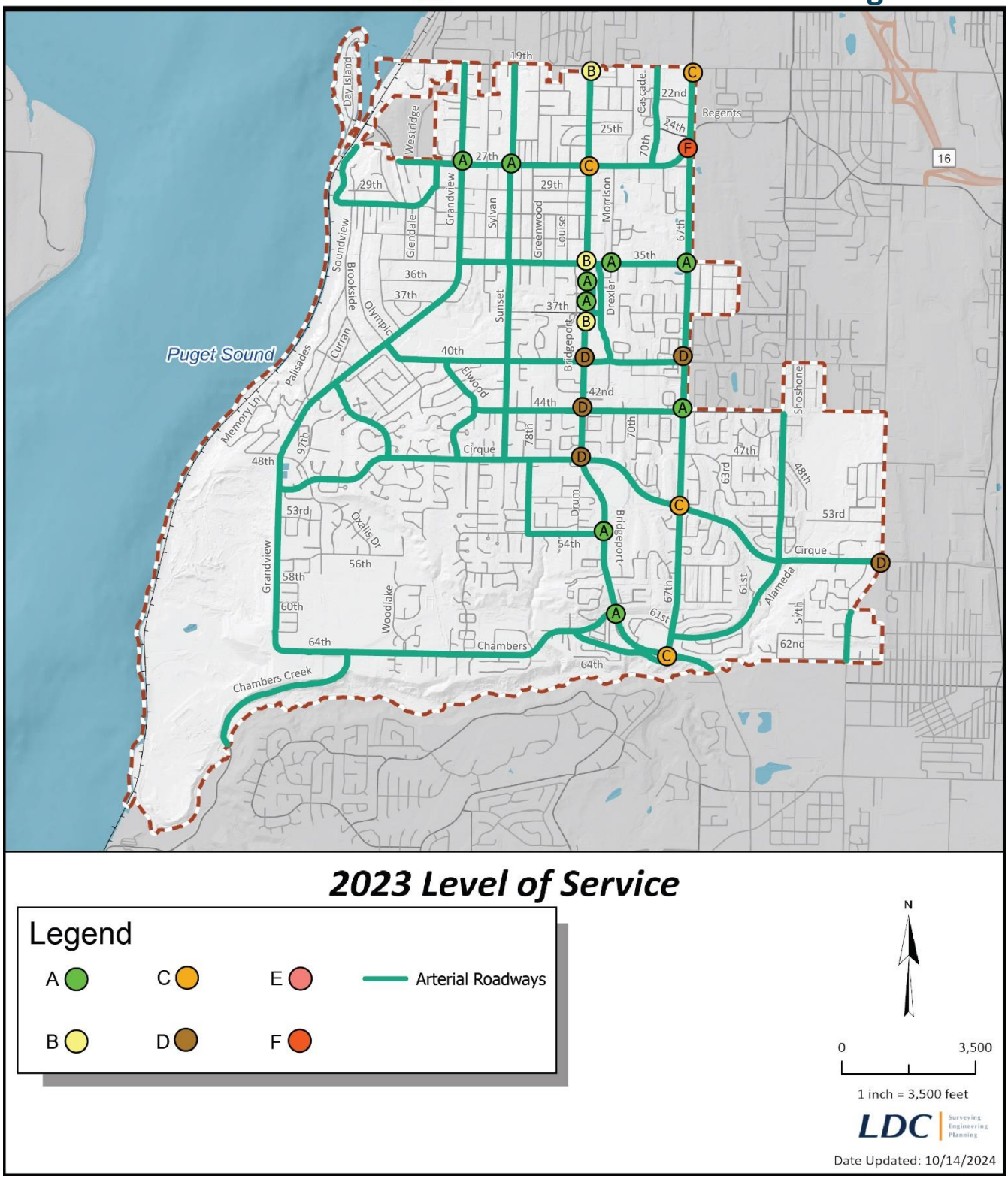
Figure 6-5



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 City were experienced at the intersection of Bridgeport Way and 27th Street West. The second highest accident rate was recorded at the intersection of Bridgeport Way and 40th Street West. There were two fatality accidents during the study periods.

Table 6-2 provides accident rate data for roadway segments and is shown in the number of accidents per million vehicle miles (acc/mvm).

Improvements made to Bridgeport Way between 2013 and 2023 include installing medians to limit left hand turning movements, and constructing curbs, gutters, sidewalks and bike lanes. New streetscape amenities include street lights, landscaping with trees and shrubs, benches, bike racks and waste receptacles. These changes have not only improved the multi-modal function and aesthetics of the street, but significantly contributed to increasing safety, and lowering accident rates at intersections and in the segments between them.

Table 6-2
Roadway Segment Accident Rate Comparison

Roadway Segments	1993-1996 Average Annual Accidents	1993-1996 Accident Rate (acc/mvm) *	2011-2013 Average Annual Accidents	2011-2013 Accident Rate (acc/mvm) *	Accident Rate Reduction
Bridgeport Way W: 19th Street to W-67th Avenue W	60	2.39	35	1.17	51.0%
19th Street W: 67th Avenue W/ Mildred Street W to Bridgeport Way W	23	1.84	10.33	0.59	67.9%
Cirque Drive: Grandview Drive to Orchard Street W	20	1.65	20	1.17	29.1%
27th Street W/ Regents Boulevard: Grandview Drive to 67th Avenue W	20	3.89	17.33	2.54	34.7%
44th Street W: Bridgeport Way W	1	2.88	1	2.77	3.8%

Accidents per million vehicle miles

The second largest reduction in accidents occurred along 67th Avenue between 19th Street and Bridgeport Way. This decrease can be largely attributed to a "road diet" project shortly after 1996 when the road was reduced from a four-lane road with no center turn lane to a predominantly two-lane arterial with a center turn lane and bike lanes on both sides. Landscaped medians were installed intermittently, thereby creating a traffic calming effect. The results were less speeding and fewer accidents.

Public Transit

Pierce Transit

Public transportation service in the area is provided by the Pierce County Transportation Benefit Authority (or PTBA, 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 nine-member Board of Commissioners comprised of elected officials representing thirteen jurisdictions, unincorporated Pierce County, and a tenth non-voting union representative within the benefit area.

Pierce Transit covers 292 square miles of Pierce County containing roughly 70% of the county population. It provides three types of service: fixed route, SHUTTLE (paratransit), and vanpools that help get passengers to jobs, schools and personal appointments.

There are three fixed bus routes (2, 52, and 53) that serve or stop in the City of University Place. These routes are shown in **Figure 6-6**. Route 2 connects the community with the Tacoma Community College (TCC) Transit Center and the Lakewood Transit Center via South 19th Street and Bridgeport Way West. Route 52 links the Narrows Plaza neighborhood with the adjacent TCC Transit Center and the Tacoma Mall Transit Center via Regents Boulevard in Fircrest and various arterials in Tacoma. Route 53 provides access to the TCC Transit Center and the Tacoma Mall Transit Center via Mildred Street West, 27th Street West, Grandview Drive, 40th Street West, and South Orchard Street, eventually terminating in downtown Tacoma. Route 53 also provides access to the vicinity of the South Tacoma Sounder commuter rail station via South Orchard Street and South 66th Street, although the bus route alignment is three blocks south of the station. The

buses serving these routes accommodate both riders with bicycles and wheelchairs.

SHUTTLE (paratransit) service is provided by Pierce Transit for persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA). Pierce Transit's SHUTTLE provides transportation for individuals who are unable to access or use fixed route bus services due to a disability. SHUTTLE eligibility standards and service characteristics are designed to meet the complementary paratransit requirements of the ADA. Using lift- equipped vans, SHUTTLE provides door-to-door service, or in some cases access to fixed route service. SHUTTLE provides service that is comparable to fixed route service in a geographic area and hours of service within each area.

SHUTTLE is provided directly by Pierce Transit and through contracted services with First Transit. The area served by SHUTTLE is generally defined by the area that is within three- quarters of a mile of a fixed route.

Pierce Transit also offers vanpool, special use van, and rideshare programs. Pierce Transit vanpools typically serve a group of 5 to 15 people sharing the ride in a 12- or 15-passenger van provided and

maintained by the transit agency. These vanpools commonly serve groups traveling to and from work, whose trip origin or destination is within Pierce Transit's service area. This highly successful program complements Pierce Transit's network of local and express services, providing commute alternatives to many destinations that cannot be effectively served by local fixed route services

Sound Transit

Regional transit service is provided by the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit. Sound Transit plans, builds and operates express bus, light rail and commuter train services in the urban areas of King, Pierce and Snohomish counties. These services are intended to complement other transit services, including those operated by Pierce Transit.

Sound Transit's Regional Transit Long-Range Plan establishes goals, policies, and strategies to guide the long-term development of the region's high capacity transportation (HCT) system. It is based on years of intensive planning, environmental analysis, and public outreach. It is intended to guide how the Sound Transit system can best address the region's mobility needs and support growth management objectives. The long-range plan will be implemented in a series of phases and will be updated over time.

This long-range plan updates and modifies earlier adopted plans. In 1996, Sound Transit adopted The Regional Transit Long-Range Vision and Sound Move, Sound Transit's initial phase of regional HCT investments. In 2016 the Long-Range Plan was updated, and Sound Transit 3 (ST3) was the third phase of regional HCT investments. Where the long-range plan represents a broad regional framework for long-term investments, ST3 represents an important step towards addressing the challenges of climate change by offering a reliable, low carbon transportation choice.

Sound Transit will use this updated long-range plan as the basis for developing the next phase of investments – Sound Transit's next system plan. As with ST3, the next phase of system planning will encompass a specific set of projects and services designed to build upon the first two phases and to further expand mobility options for the citizens of the central Puget Sound region.

Sound Transit in Pierce County consists of three distinct lines of business: 1) Regional Express (bus); 2) Sounder (commuter rail); and 3) Link (light rail) 4) Bus Rapid Transit (BRT). Sound Transit improvements in the general area include express bus service from Tacoma Community College Transit Center, the Lakewood Towne Center Transit Center, and the Tacoma Dome Station. Sounder operates commuter rail service from the Lakewood, South Tacoma and Tacoma Dome Stations north to Seattle via Puyallup, Sumner, Auburn, Kent and Tukwila. Sounder service is available to Everett on the Seattle-Everett segment. In Pierce County, Sound Transit operates a light rail segment between downtown Tacoma and the Tacoma Dome station.

University Place
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Figure 6-6

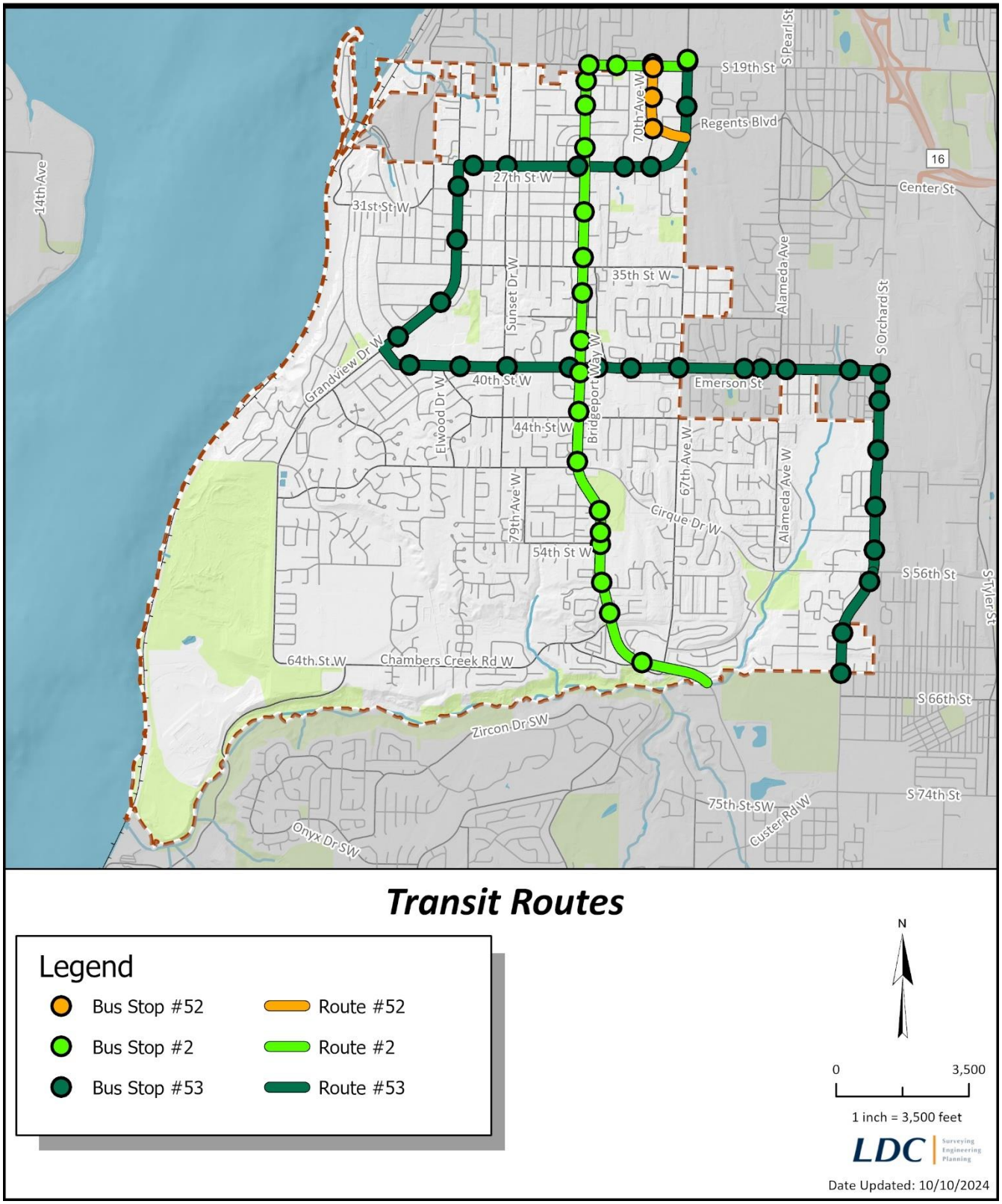


Figure 6-7 shows existing sidewalk and bike lane locations in the City. The City has added a significant number of sidewalks and bike lanes since incorporation and the Transportation Improvement Plan includes more new facilities planned for the future.

Since incorporation, the City has built sidewalks and bike lanes on both sides of Grandview Drive, for almost all segments, between 19th Street West and Chambers Creek Road. The City has also built sidewalks and bike lanes on both sides of Bridgeport Way between 27th Street West and the Lakewood city limits, on both sides of 27th Street between 67th Avenue West and Grandview Drive, along one side of Sunset Drive between Cirque Drive and 19th Street, and along both sides of Cirque Drive between Orchard Street and Grandview Drive West. Sidewalk segments have been built in front of schools that did not have them, and extended sidewalks to connect schools with transit routes and activity centers. The City has built sidewalks to serve Curtis High and Curtis Junior High and Chambers primary schools. Bike lanes have been added to Bridgeport Way from 27th to Chambers Creek Road, on 67th Avenue West from Bridgeport Way to Regents Boulevard, on 27th Street West between Grandview Drive and Bridgeport Way, on Cirque Drive between 67th Avenue West and Bridgeport Way, and on Chambers Creek Road from Grandview to Bridgeport Way.

Air, Water, and Rail Transportation

University Place does not have an airport within its planning area. SeaTac International Airport, located approximately 25 miles north of the City, is the largest airport in Washington State. Regional, national, and international connections can be made through this airport. Shuttle services such as Shuttle Express provide door-to-door service between SeaTac and University Place residences and businesses. Sound Transit express buses provide service between the airport and the Tacoma Dome Station, other Tacoma-area locations, and Lakewood Town Center. Sound Transit plans to expand the light rail from the Angle Lake station to the Tacoma Dome and Tacoma Community College.

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

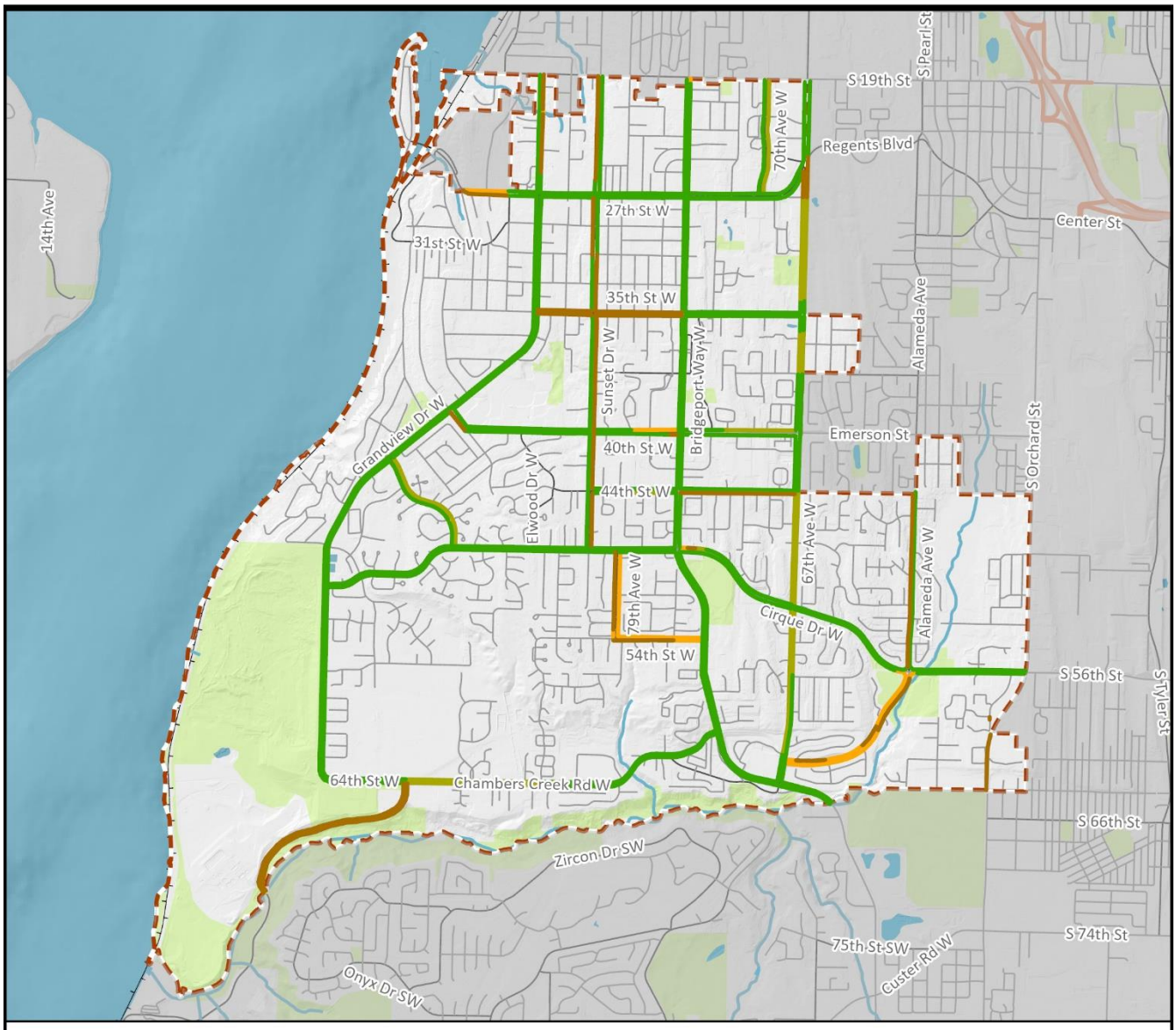
The Washington State Ferry System operates the Point Defiance-Tahlequah route connecting the south end of Vashon Island with the Tacoma area. The Point Defiance dock is located approximately five miles north of the City.

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. An Amtrak station is located in the City of Tacoma at 1101 Puyallup Avenue. Service is provided from Tacoma to the north to Tukwila, Seattle, Edmonds, Everett, Mount Vernon, Bellingham, and Vancouver, British Columbia, and to the south to Olympia-Lacey, Centralia, Kelso-Longview, Vancouver, Portland, Oregon, and destinations further south. Amtrak 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 City limits.

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

University Place
WASHINGTON

Figure 6-7



Non-Motorized Improvements

Legend

- Sidewalk
- Bikelane
- Sidewalk and Bikelane
- No Improvement

N

0 3,500

1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 11/21/2024

Headquartered in Fort Worth, Texas, Burlington Northern Santa Fe Corporation (BNSF), through its subsidiary Burlington Northern and Santa Fe Railway, operates one of the largest railroad networks in North America, with 34,000 route miles covering 28 states and three Canadian provinces. BNSF was created on September 22, 1995, through the merger of Burlington Northern, Inc. and Santa Fe Pacific Corporation. Revenues are generated primarily from the transportation of coal, grain, intermodal containers and trailers, chemicals, metals and minerals, forest products, automobiles and consumer goods.

While providing a regional benefit, the presence of a railroad does have negative impacts on the community. Many homes are immediately adjacent to the Burlington-Northern railroad and experience noise and vibration impacts. Also, within University Place, the railroad runs along the western Puget Sound shoreline of the Chambers Creek Properties. The railroad's alignment in certain areas conflicts with a desire to increase public access to the shoreline. There was a pedestrian bridge built in Chambers Bay to help alleviate some of these conflicts, see "Bridge to the Beach". Continued efforts to address these conflicts are needed.

Freight Transportation

University Place designates truck routes in its Municipal Code. Truck routes are also designated in the WSDOT Freight and Goods Transportation System Map. Designated truck routes include:

- Bridgeport Way West – north city limits to south city limits
- Cirque Drive – South Orchard Street to Bridgeport Way West
- Chambers Creek Road – Chambers Creek Bridge to Chambers Lane West
- Chambers Lane – Chambers Creek Road to Bridgeport Way West
- 64th Street West– Grandview Drive West to Chambers Creek Road
- 27th Street West – Grandview Drive West to Regents Boulevard
- Regents Boulevard – 27th Street West to 67th Avenue West
- Mildred Street – South 19th Street to Regents Boulevard
- 67th Avenue West – Regents Boulevard to Bridgeport Way West
- 40th Street – 67th Avenue West to Elwood Drive

Other Transportation Plans

To ensure consistency and connectivity, the City consults the transportation plans of adjoining communities including Tacoma, Fircrest, Lakewood and unincorporated Pierce County. This Comprehensive Plan is also guided by transportation policies and actions contained in VISION 2050 and the Regional 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 developed by PSRC and population and employment growth targets for 2044 adopted by Pierce County and contained in the Land Use Element, which includes the following:

- An additional 13,892 people for a total population of 48,758 people.
- An additional 2,943 jobs for a total of 10,088 jobs.

Methodology/Land Use Assumptions

The area's projected population and employment growth targets for 2044 provide a basis for estimating the growth in travel, which generally assumes a growth rate of 2%. 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.

PSRC has developed and improved travel demand forecasting models for use in the four- county central Puget Sound region. Models use Traffic Analysis Zones (TAZ) that include 2010 population and employment as baselines and incorporates land use and economic forecasts. Eight modeling steps are used in the process including land use forecasting, economic forecasting, vehicle availability, trip generation, trip distribution, mode choice, time of day and trip assignment. Numerous data sources are used to generate the forecast including, but not limited to, census data, buildable lands, real estate market and employment conditions and transportation information including PSRC's TAZ data.

To ensure consistency with the City's long-term land use vision, population, housing and employment forecast data in the Land Use Element were delineated by TAZ and provided to PSRC. The population and employment forecasts for each TAZ were then compared to the City's capacity analysis. The results of this comparison indicated that the model's projections and the City's capacity to accommodate population and employment are consistent.

The City's traffic forecast for 2044 assumes there will be 20,500 households and 10,400 jobs. Since transportation planning is not necessarily isolated to the City limits, transportation data immediately outside of the City limits was also used to forecast traffic volumes inside the City. 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.

The highest year number of Average Daily Trips (ADT) in 2044 is projected to occur between 67th Avenue West and the University Place/ Lakewood city limits. This segment is projected to carry traffic of 34,000 ADT. Estimated year 2044 volumes on other arterials throughout the City range from 1,600 ADT to 27,000 ADT. Based on projected 2044 traffic volumes, the P.M. peak hour LOS for signalized intersections were calculated and are shown in **Figure 6-8**.

All signalized intersection P.M. peak hour LOS are expected to decrease between 2015 and 2044. In 2015, there were no signalized intersections operating at either LOS E or F. By the year 2044, two signalized intersections will operate at LOS E or F assuming no improvements.

ADOPTED LEVEL OF SERVICE (LOS) STANDARD

The GMA requires the City to 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.

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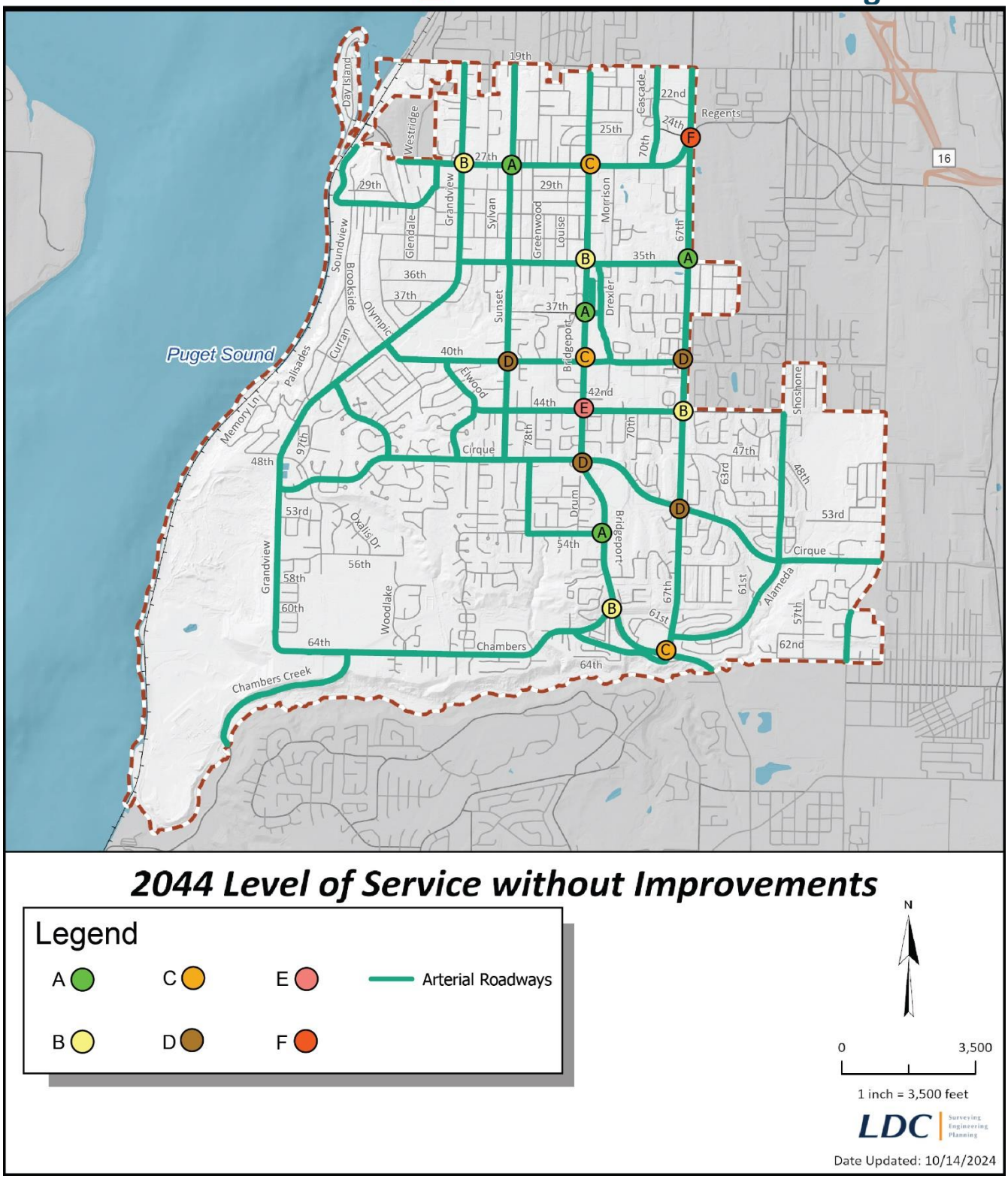
Figure 6-8



LOS standards help ensure that the transportation system can adequately serve expected growth targets 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 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, along with an evaluation of the advantages and disadvantages of each jurisdiction's approach. (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 selected a LOS D for most arterial streets. Certain segments or arterial streets may be designated as Quality Service Corridors, where a combination of transportation facilities and economic activity creates a slower moving vehicular traffic and pedestrian friendly atmosphere. Transportation improvements including sidewalks, bike lanes, on-street parking, landscaping and transit facilities also have a traffic calming effect that slows traffic in Quality Service Corridors. A LOS E is the adopted LOS for Quality Service Corridors. These LOS are adopted as policy statements in Goal TR7 of this Transportation Element.

Public Transit – LOS

Pierce Transit developed a Long Range Plan (LRP) called Destination 2040, The LRP describes University Place's Form-Based Code (FBC) within the Regional Growth Center as an opportunity for early transition from an automobile dominate land use pattern to on with a rich and diverse mix of uses at a pedestrian scale, including higher densities, as Pierce Transit plans for additional service or high capacity transit routes.

The Metropolitan Planning Organization (PSRC) is working with WSDOT to begin designing multimodal concurrency guidelines "to ensure that transportation infrastructure supports development as it occurs according to local standards." As such, Pierce Transit will await PSRC's and WSDOT's specific guidelines for transit agencies once they are formally adopted. In the interim, more information is available at: Multimodal Concurrency | Puget Sound Regional Council (psrc.org).

RECOMMENDED TRANSPORTATION IMPROVEMENTS

Over the next twenty years, increases in population and employment within University Place 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 facilities 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

To meet the adopted LOS standards, several improvements will be necessary. This section summarizes the necessary improvements along arterials and at intersections to accommodate growth and achieve concurrency.

Recommended projects are divided into two types: capacity improvements and non-capacity improvements. Capacity improvements address 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 improvements. Most non-capacity projects are circulation projects aimed at improving emergency vehicle response time.

Planned roadway improvements are listed below and depicted in **Figure 6-9**. **Table 6-3** lists those capacity projects needed to maintain the adopted LOS through 2044. **Table 6-4** lists circulation projects needed to maintain the adopted LOS through 2044. The total estimated cost for all transportation projects needed to meet the city's allocated growth targets described in the Land Use Element and maintain the adopted LOS through 2044 is $12,599,000 (see tables below). Possible funding sources for projects are provided in a later section of this element. The Town Center Grid Map depicting planned road improvements associated with the redevelopment of the Town Center is adopted by reference in Appendix B.

TABLE 6-3
PLANNED CAPACITY ROADWAY IMPROVEMENTS

Facility Name	Project Description	Estimated Cost
64th Street West and Chambers Creek Road	Construct one lane roundabout	$TBD
Bridgeport Way West and 40th Street West Intersection	Add east and west through lanes	$750,000
Bridgeport Way West and 44th Street West Intersection	Adjust lane configuration to allow solo left turn on 44th Street West and combine through/right turn	$100,000
Bridgeport Way West and 27th Street West Intersection	Add east and west through lanes	$3,500,00[1]
40th Street West and Larson Lane Intersection	Construct one lane roundabout	$12,500,00[2]
Total		**$2,450,000**

1 Engineering and right-of-way acquisition complete.
2 This project will be undertaken only in conjunction with redevelopment of adjacent properties.

TABLE 6-4
PLANNED CIRCULATION ROADWAY IMPROVEMENTS

Facility Name	Project Description	Estimated Cost
57th Avenue West	Extend to Cirque Drive with new two lane local roadway	$965,000
Drexler Drive – South[1]	Connect 40th Street to 42nd Street with new two lane roadway	$950,000
Larson Lane – North	37th Street to 38th Street with new two lane roadway	$2,300,000
Larson Lane Phase I[1]	Connect 36th Street to 37th Street with a new two lane roadway	$300,000
Larson Lane Phase II[1]	Connect 38th Street to 40th Street with new 2 lane roadway	$2,590,000
Larson Lane Phase III[1]	Connect 40th Street to 42nd Street with new 2 lane roadway	$2,130,000
42nd Street West Phase II[1]	Connect Larson Lane to Bridgeport Way West with new 2 lane roadway	$914,000
Total		**$10,149,000**

[1] *Project will be undertaken only in conjunction with redevelopment of adjacent properties.*

Figure 6-10 shows projected arterial intersection P.M. peak hour LOS with recommended improvements.

Non-Capacity Project Improvements

Refer to the City's Transportation Plan for further discussion regarding non-capacity road improvement projects identified above.

Transit Improvements

Proposed business strategies, capital projects, service changes, and capital facility improvements or investments over the next six years are documented in Pierce Transit's Transit Development Plan, which is updated and submitted to WSDOT annually. The agency's current TDP does not include any proposals for specific service modifications or facility improvements in University Place. However, future capital improvements and route expansion in University Place may occur in high need areas and in conjunction with new commercial and residential development activity. Development proposals that will generate significant new demand for transit services may be required by Pierce Transit to mitigate impacts from increased demand by funding transit shelters and supportive facilities in close proximity to the development.

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Figure 6-9

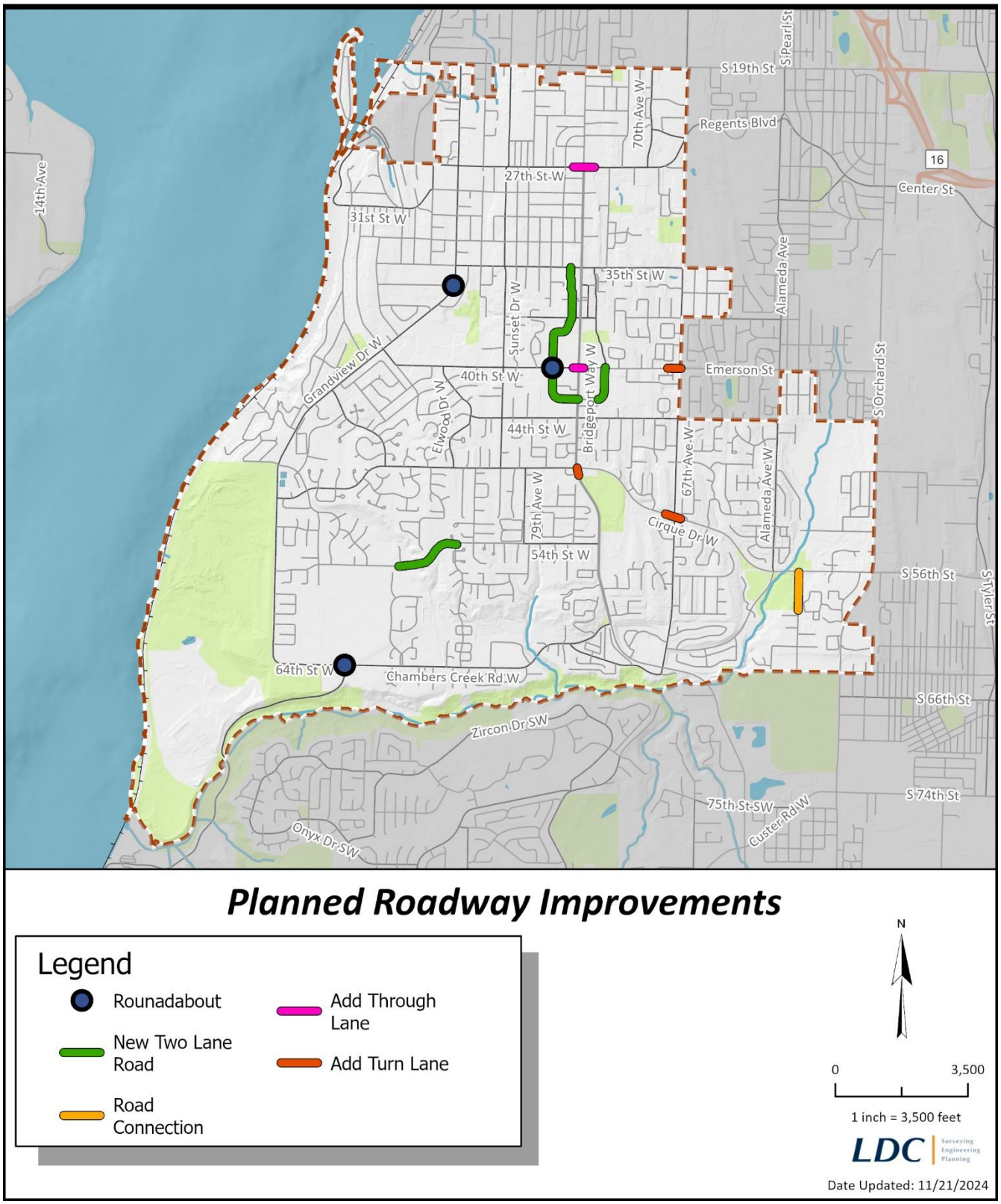

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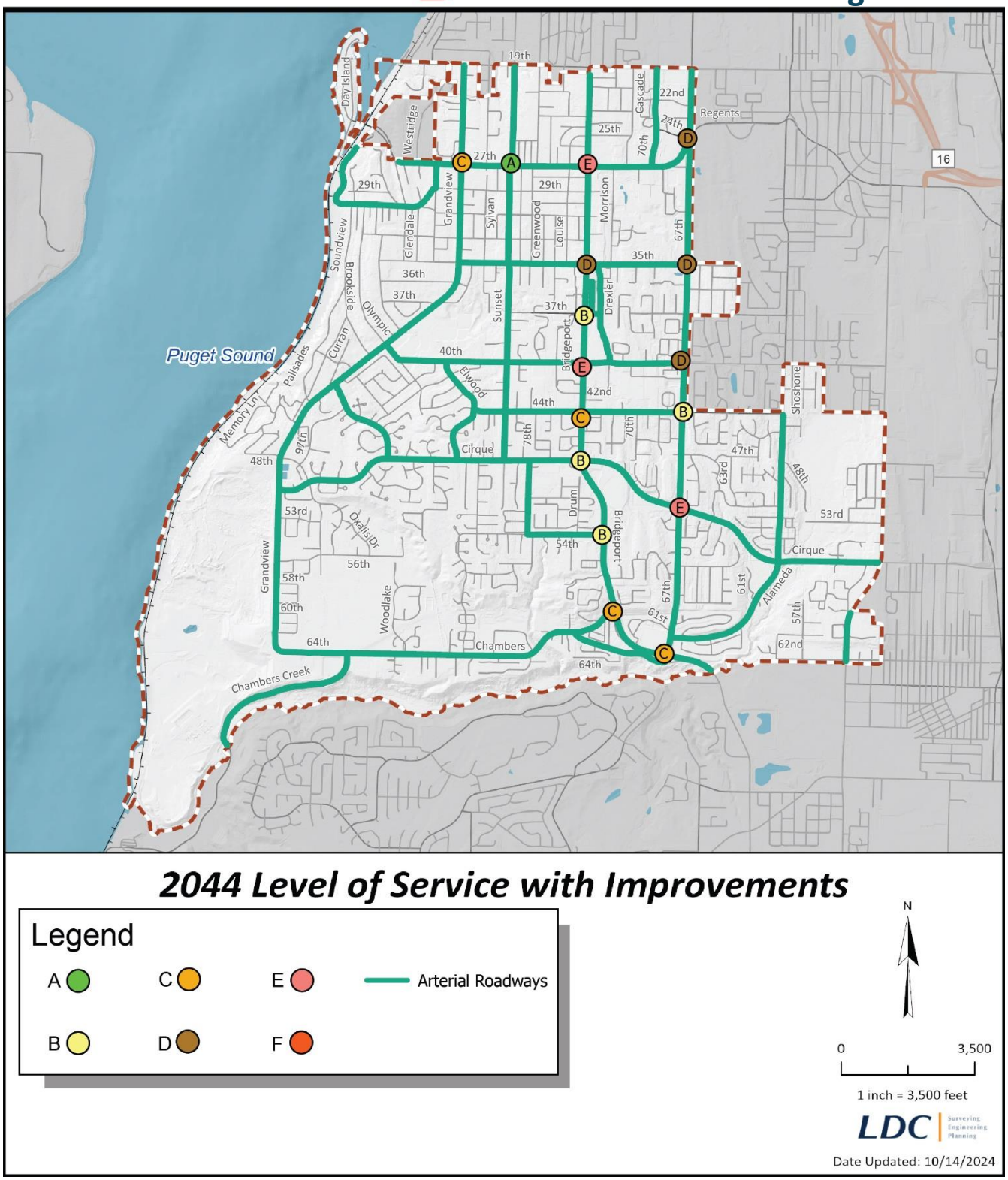
Figure 6-10



Air, Waterborne, Rail

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

Non-Motorized Improvements

Planned improvements to the non-motorized transportation system will serve to meet the adopted non-motorized LOS for a framework of inter-connected sidewalks and bicycle lanes throughout the City. A complete pedestrian and bicycle network will link neighborhoods with schools, parks, public services, and retail activity, allowing residents and visitors to walk or bicycle to these areas rather than drive.

Figure 6-11 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 Parks, Recreation and Open Space Plan. All sidewalks and bicycle lanes shown on the Non- Motorized Facilities Plan will be completed during the planning period. When completed, the non-motorized facilities system will provide for a network of continuous pedestrian and bicycle facilities for circulation throughout University Place that connects to non-motorized facilities in the adjacent jurisdictions of Fircrest, Lakewood and Tacoma. When sidewalks and bike lanes are added to existing streets, stormwater facilities including curb, gutter and drainage lines, and pedestrian amenities such as landscaping and street lighting, will be installed. The total cost of planned sidewalk, bike lane improvements is $68,186,000.

In addition to sidewalks and bicycle lanes, the following trails are included in the Non-Motorized Facilities Plan:

- Water (kayak and canoe) Trail – Surface Water Management site on Day Island Waterway to Chambers Bay.
- Leach Creek Hiking Trail – A trail extending along Leach Creek between Kobayashi Park and Creekside Park, extending upstream and connecting to the Pierce County Trail network running through Fircrest and Tacoma
- Chambers Creek Canyon Trail – A hiking trail extending downstream from Kobayashi Park to Chambers Bay and connecting to the Soundview and Grandview Trails on the Chambers Creek Properties and to neighborhoods along the canyon.
- Phillips Road / Chambers Creek Road Trail – A multi-purpose trail linking the north end of Phillips Road in Lakewood with Chambers Creek Road in University Place, passing through Kobayashi Park.
- Peach Creek Hiking Trail – A trail extending from Chambers Creek Canyon Trail up the Peach Creek drainage to Charles Wright Academy.
- Pierce County Chambers Creek Properties Multi-Purpose Trail – The Grandview and Soundview multi-use trails parallel Grandview Drive and the Puget Sound respectively. These existing trails provide pedestrian access to the northern portion of Chambers Creek Properties. Additional trails provide access around the north and central meadows and to Chambers Bay parallel to Chambers Creek Road. Colegate/City Hall/Multi-purpose Biking and Hiking Trail – A future trail connecting Curtis Junior and Senior High Schools to the Town Center along the 37th Street right-of-way.
- Paradise Pond Hiking Trail -- A hiking trail encircling Morrison Pond and connecting Paradise Pond Park to Adriana Hess Wetland Park with connections to adjacent residential areas.
- Bicycle Lanes – Bicycle Lanes exist on Bridgeport Way, Grandview Drive, 67th Avenue West, Alameda Avenue, Orchard Street, 27th Street West, 40th Street West, Cirque Drive West, and 64th Street/Chambers Creek Road West. Additional bicycle lanes are proposed on all arterial streets.

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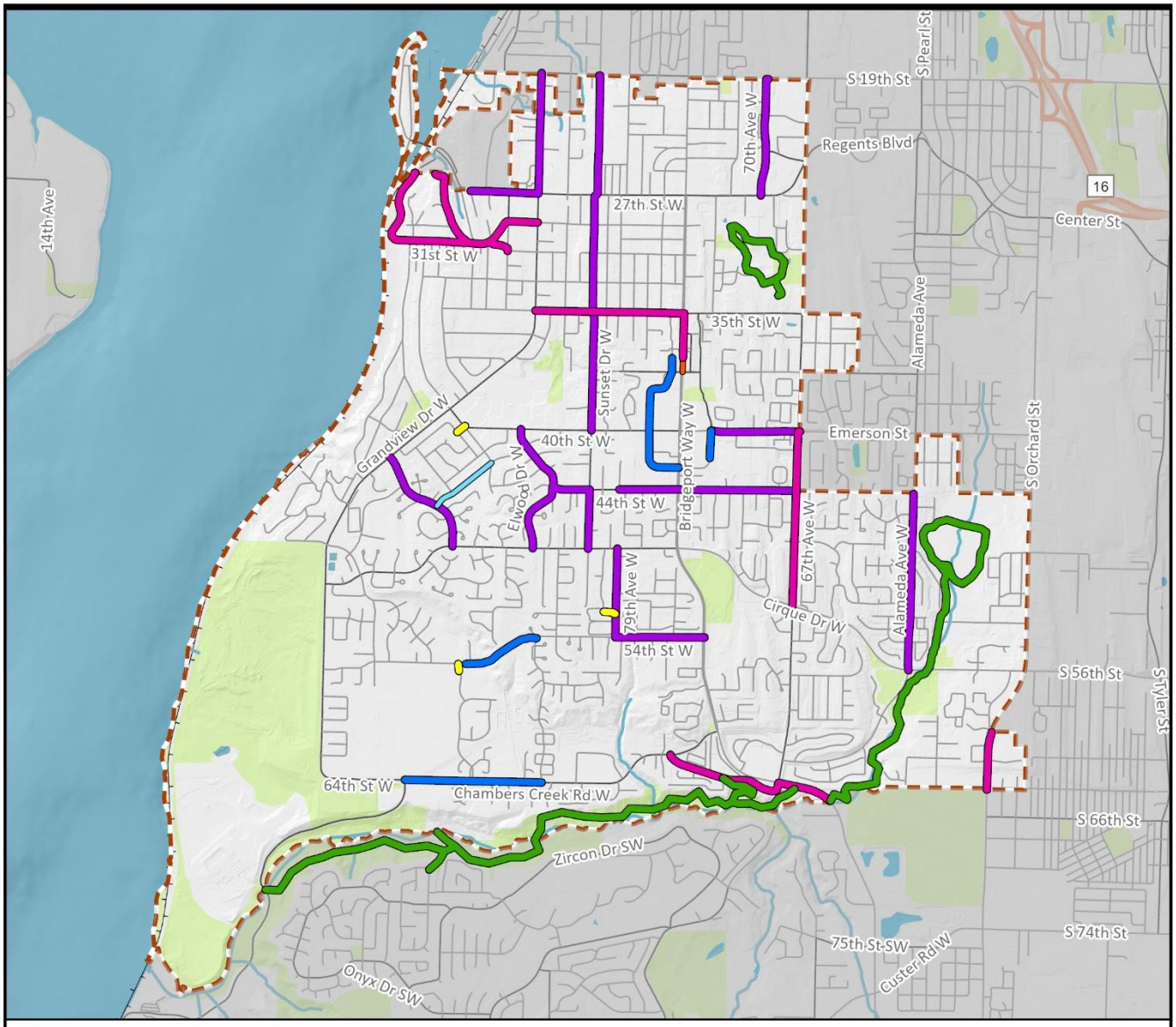
Figure 6-11



Planned Non-Motorized Improvements

Legend

- Pedestrian Connector
- Trails
- Add Sidewalk One Side
- Add Sidewalks & Bike Lanes Both Sides
- Add Sidewalk & Bike Lane One Side
- Add Sidewalks Both Sides
- Add Bike Lanes Both Sides & Sidewalk One Side

N

0 3,500

1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 10/10/2024

Sidewalks

As development and redevelopment of land along arterial streets occurs, sidewalks will 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.

Pedestrian Circulation

There are numerous opportunities to provide pedestrian connections to schools, between neighborhoods, and to commercial activity centers. Utilizing existing unopened rights-of-way, many of these connections can be made with minimal cost to the City. Other connections may require the purchase of right-of-way, resulting in higher costs but could provide vital links between neighborhood and schools, reducing the reliance on motorized transportation and reducing the need for school busing. Opportunities include:

Using existing rights-of-way

- 52nd Street from 79th Avenue West to 80th Avenue West
- 37th Street to Curtis High School (Two Segments)
- 29th Street from Bridgeport Way West to Morrison Road
- Chambers Creek Road to Bridgeport Way West

Obtaining additional rights-of-way

- 37th Street West from Sunset Drive to Curtis High School
- Heiteman Addition Subdivision to Curtis Junior High School
- 53rd Street to 57th Avenue Court

Bicycle Improvements

Bicycle lanes have been added to arterial streets as the City has completed road improvements or re-striped lanes. Bicycle lanes were added to Grandview Drive, Bridgeport Way, and Sunset Drive between Cirque Drive and 19th Street as part of road improvement projects. Bicycle lanes have been added along Cirque Drive from Bridgeport Way to Orchard Street, on 27th Street between Grandview Drive and Bridgeport Way, and on 67th Street between Bridgeport Way and Regents Boulevard when the roads were re-striped. Elsewhere, bicyclists must share the right-most lane with motorists. **Figure 6-7** shows the City's existing bicycle route system.

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 to develop vanpool and ride match services,
- 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,
- Traffic control devices at 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,
- Implementing intersection improvements to facilitate turning movements, and
- Access restriction along principal roadways.

FINANCING PLAN

The Growth Management Act requires the Transportation Element to include a financing plan that serves in part as the basis for the City's Six-year Transportation Improvement Program.

Funding Sources

Transportation funding comes from a variety of local, regional, state, and federal sources. Funding sources can be divided into four primary categories: developer, local, state and federal. Some state and federal funds are allocated to the Puget Sound Regional Council, the region's Metropolitan Planning Organization, which then disperses the funds through grants and other programs.

Developer Funding

Mitigation

As new development occurs, transportation impacts associated with the development are mitigated by the developer. Transportation mitigation typically includes construction of intersection improvements, road widening, and installation of new or extended turn lanes, sidewalks, bike lanes and other improvements. These mitigation measures must be in place or provided concurrently with development to maintain adopted LOS.

Developer Mitigation Forecast through 2044: $6,584,000

Traffic Impact Fee

Since 2007 the City has imposed a Traffic Impact Fee (TIF) in accordance with GMA provisions to help mitigate the impact of new development. This is the primary way new development pays for its proportionate share of traffic impacts. Not all of the projects listed in **Table 6-3** and **Table 6-4** are eligible for TIF funding.

Traffic Impact Fee Forecast through 2044: $6,230,000

Local Funding Sources

Arterial Street Fund

The City receives a proportionate share of the State Motor Vehicle Fuel Tax, based on population. The amount varies depending on the amount of fuel sold in the State.

Street Fund Forecast through 2044: $2,302,343

General Fund

The General Fund is supported primarily from local taxes to provide governmental services such as police protection, jail services, court services, parks maintenance, building plan reviews and inspections, long range planning and zoning administration, construction and maintenance of streets, and general government administration.

Transportation Benefit District

The City created a Transportation Benefit District (TBD) in 2009 but chose not to fund it until 2013. The TBD is funded through a vehicle license fee of $20.00. TBD funds are restricted for use on road maintenance projects.

Transportation Benefit District Forecast through 2044: $5,940.000 Surface

Water Management Fund

The City collects a surface water management fee on each City parcel to finance surface water and storm drainage elements of various road improvement projects. In addition, the City uses revenues from the Surface Water Management Fund to finance surface water and storm drainage capital improvement projects.

Surface Water Management Fund Forecast through 2044: $10,134,420

Real Estate Excise Tax

The Real Estate Excise Tax is levied on all sales of real estate, measured by the full selling price. The City has authorized a locally imposed tax of 0.5%, in two 0.25% increments. These revenues are restricted to financing capital projects as specified in the City's Capital Improvements Plan.

Real Estate Excise Tax Forecast through 2044: $7,285,949

State Funding Sources

State funding programs are administered to counties and cities through the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB). The State also funds projects through the Safe Routes to Schools program, and the Pedestrian and Bicycle Safety program.

State Funding Forecast through 2044: $5,078,000

Federal Funding Sources

Federal programs are currently funded under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and are administered by the Highways and Local Programs Division of the Washington State Department of Transportation (WSDOT), in conjunction with the Puget Sound Regional Council (PSRC) and the Regional Federal Highway Engineer.

CMAQ

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds transportation programs and projects that will, or are likely to, contribute to attainment of a National Air Quality Standard. WSDOT is required to consult with the Environmental Protection Agency to determine whether a transportation project or program will contribute to attainment of standards, unless such project or program is included in an approved state implementation plan. CMAQ funds cannot be used on projects resulting in the construction of new capacity available to single-occupant vehicles unless they are available to single- occupant vehicles at other than peak travel times. Allocation for CMAQ

funds will follow the same criteria as Surface Transportation Program (STP) funds. To be eligible for funding under this program, a project must be on the Regional Transportation Improvement Program (TIP) list and rank high enough on the region's priority array. Funding is based on a Federal share of 86.5 percent, with a 13.5 percent local match.

Surface Transportation Funding (STP)

The objective of the Surface Transportation Program is to fund construction, reconstruction, resurfacing, restoration, and rehabilitation of roads that are not functionally classified as local or rural minor collectors. STP also supports funding for transportation enhancements, operational improvements, highway and transit safety improvements, surface transportation planning, capital and operating cost for traffic management and control, carpool and vanpool projects, development and establishment of management systems, participation in wetland mitigation and wetland banking, bicycle facilities and pedestrian walkways.

STP funds have regional allocation through the PSRC. The PSRC sub-allocates funds by County region, based on the percentage of the population. Pierce County, as a region, will receive an allocation of 21 percent from STP funds allocated to the PSRC. The Puget Sound Region is formed by the counties of King, Kitsap, Pierce and Snohomish. To be eligible for funding under this program, a project must be on the Regional TIP list and rate high enough within the region's priority array. Funding is based on a federal share of 86.5 percent, with a 13.5 percent local match.

Federal Funding Forecast through 2044: $53,709,000

TRANSPORTATION IMPROVEMENT PLAN

Projects included in this Plan are the result of evaluation of needs in various transportation areas including capacity and circulation.

Planned road improvements programmed during the next six years are included in the City's Six Year Transportation Improvement Plan (TIP) are hereby incorporated by reference. Whereas, the TIP is updated and adopted annually, the Comprehensive Plan is not.

CONTINGENCY

The GMA requires a contingency plan if the Capital Improvements 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 pursuing new funds, reassessing land use assumptions to reduce the need for improvements, developing demand management strategies to reduce the need for or estimated cost of improvements, or lowering the LOS standard.

CONCURRENCY

Concurrency describes a situation in which adequate facilities are available when the impacts of the development occur, or within a specified time thereafter.

Except along designated Quality Service Corridors, the City of University Place has adopted a level of service (LOS) standard of D on its arterial streets. 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 has adopted concurrency management regulations in UPMC Chapter 22.20 to implement its concurrency management program. In order to provide an equitable funding source for meeting the City's concurrency requirements, the City has adopted a Traffic Impact Fee program. Under this program, each development pays its proportionate share of system capacity needs. The projects funded under this program will help ensure these impacts are mitigated. Any impact fees collected must be expended or encumbered within the 10-year time frame established per RCW 82.02.070.

Chapter 7 - Capital Facilities Element

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INTRODUCTION

The Growth Management Act requires communities to plan for capital facilities needed to support growth and development over a 20-year planning horizon. The overarching goal is to ensure that growth does not exceed the community's ability to fund capital improvements to keep up with demand.

The Capital Facilities Element sets policy direction for determining capital improvement needs and for evaluating proposed capital facilities projects. The Element also establishes funding priorities and a strategy for utilizing various funding alternatives. It represents the City's policy plan for the financing of public facilities for a 20-year period and includes a six-year Capital Improvement Plan (CIP).

The Capital Facilities Element promotes efficiency by requiring the City to prioritize capital improvements for a longer period of time than a single budget year. It also requires coordination between other governmental bodies, including adjacent municipalities, Pierce County, public utilities, and other taxing districts (schools, fire library, etc.) to ensure that all levels of government are working together to help the City achieve its community vision. Long range financial planning presents the opportunity to schedule projects so that various steps in development logically follow one another with regard to relative need, economic feasibility, and community benefit. In addition, the identification of funding sources results in the prioritization of needs and requires that the benefits and costs of projects are evaluated explicitly.

The Capital Facilities Element is concerned with needed improvements that are of relatively large scale, are generally nonrecurring high cost, and may require multiyear financing. The City defines a CIP project to be any project that possesses all of the following characteristics:

- Exceeds an estimated cost of $25,000;
- Involves new physical construction, reconstruction, replacement of existing system or acquisition of land or acquisition of land or structures; and
- Is financed by the City in whole or in part, or involves no City funds but is the City's responsibility for implementing, such as a 100% grant-funded project.

The cost of capital improvements may include administration, pre-design/special studies, design services, environmental work, right-of-way or property acquisition, construction engineering, construction work, debt service and contingency.

The Capital Facilities Element addresses City-owned and operated facilities, facilities and services the City contracts for, and facilities provided by other public agencies. City-owned and operated public facilities include streets and sidewalks, stormwater drainage systems, municipal buildings, and municipal park, recreation and open space facilities.

The City contracts with other agencies for facilities and services, including Pierce County for police, and jail services, and City of Lakewood for Municipal Court services. Pierce County Public Works and Utilities and the City of Fircrest provide sanitary sewer under franchise agreements with the City. Water and power are provided by Tacoma Public Utilities, also under franchise agreements. Under these agreements, each utility service is funded with user fees paid by University Place residents receiving the service. Other public entities provide school, fire protection, library and public transit services and facilities funded by funding authorities independent of the City of University Place.

Relationship to Other Elements and Facility Plans

Most information about facilities, other than funding information contained in the 6-year Capital Improvement Plan, is contained in other Elements and documents. To avoid redundancy, the Capital

Facilities Element provides references to information contained in these other Elements and documents instead of repeating information. For example, topics related to public utilities are considered in the Utilities Element and topics associated with streets are addressed in the Transportation Element.

The Capital Facilities Element references the University Place Parks, Recreation and Open Space (PROS) Plan, which contains a facility inventory and information summarizing existing demand and capacity, levels of service, future needs, goals and objectives, proposed projects, and potential funding sources for these projects.

The City anticipates that the PROS Plan will be periodically revised during the implementation of this Comprehensive Plan. All PROS improvement program revisions will be included in amendments to this Capital Facilities Element during the Comprehensive Plan amendment process.

STATE PLANNING CONTEXT

Growth Management Act

The Washington State Growth Management Act Public Facilities and Services Goal mandates that counties and cities 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. [RCW 36.70A.020(12)]

The GMA also identifies mandatory and optional Plan elements. [RCW 36.70A.070 and .080]. A Capital Facilities Element is a mandatory Plan element that must, at a minimum, include the following [RCW 36.70A.070(3)]:

- An inventory of existing capital facilities owned by public entities, showing their location and capacities;
- A forecast of future needs for such capital facilities;
- The proposed locations and capacities of expanded or new capital facilities;
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- 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 Capital Facilities Element's six-year CIP should be updated at least biennially so financial planning remains sufficiently ahead of the present for concurrency to be evaluated. [WAC 365-196-415(2)(c)(ii)] This update may be integrated with the City's biennial budget process in order to incorporate the updated Capital Facilities Element into the budget.

Since the Comprehensive Plan must be an internally consistent document [RCW 36.70A.070] and all Plan elements must be consistent with the future land use map prepared as part of the required Land Use Element [RCW 36.70A.070], these other Plan elements influence, to a great extent, what is in the Capital Facilities Element.

LOCAL PLANNING CONTEXT

Capital Facilities Aspirations

Looking ahead 20 years…

In the 2040s, infrastructure and services meet the needs of a growing, aging and diverse population and promote a safe and healthy community.

University Place provides high-quality public safety services and well-maintained and dependable public facilities.

The community continues to enjoy excellent fire and emergency response times, professional police services, beautiful parks, clean drinking water, and effective wastewater and stormwater management because the capital facilities needed to provide these services were, and still are, planned and maintained for the long term.

An efficient multimodal transportation system has taken shape and is continually improved. The City's arterials have been redeveloped as complete streets to enable safe and convenient access for all road users, while accommodating the movement of freight and goods. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities can safely move along and across these complete streets.

The design for each of these streets is unique and responds to its community context. Complete streets in University Place include a mix of design elements including sidewalks, bike lanes, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and roundabouts.

Complete streets have improved safety and created efficient connections for all users, within and between residential and business areas, parks and other public facilities. They have increased capacity, avoided the need for expensive retrofits, encouraged physical activity, and helped create a more walkable community. Capital improvements have supported increased street life and community vibrancy. University Place residents also embrace and support the high-quality educational, cultural and recreational facilities in the community.

Expansion of park, open space and recreation facilities and services has been achieved through cooperative efforts of the City, school districts, and 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.

Long-term planning for services and facilities.

Long-term planning carries out the Comprehensive Plan goals and policies, such that new development and new services and facilities arrive concurrently.

The cost of providing and maintaining University Place's quality services and facilities is borne equitably, balancing the needs of the community with those of the individual.

University Place continues to draw from diverse revenue streams to finance capital facility projects. Additionally, maintenance of new facilities is anticipated well in advance as part of the capital planning program to ensure facility maintenance costs can be effectively incorporated into the City's operating budget. The public facility costs associated with new growth are recovered in part using impact fees that reflect up-to-date costs, including those related to land acquisition and construction. In addition, University Place continues to seek grants and other outside funding to maintain its high quality of life.

Major Issues

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.

When University Place incorporated in August 1995, it had extensive capital facility 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. As a result, the

City must acquire, develop, and improve a wide range of facilities necessary in order to meet demands for governmental services.

In 2014, University Place received PSRC designation for a Regional Growth Center that encompasses three core areas within the community – Town Center District, the 27th Street Business District, and the Northeast Business District. The City will need to develop strategies to prioritize funding for transportation facilities and other infrastructure to support this Regional Growth Center consistent with the regional vision identified in VISION 2050 and its regional center policies, including MPP-DP-7, MPP-DP-13 and MPP-H-6.

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

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

GOALS AND POLICIES

This Element contains the capital facilities 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 strategies and other steps needed to meet the intent of each goal. References to specific Countywide Planning Policies relating to essential public capital facilities (CPP EPF) are intended to document this Element's consistency with these provisions.

Level Of Service and Concurrency

Level of service (LOS) standards are benchmarks for measuring the amount of a public facility and/or services 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.

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. In addition, water and sewer concurrency is highly recommended by the Department of Commerce. However, the City does not have direct oversight over water and sewer provisions as these services are provided by other public agencies.

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 LOS standards for certain City-owned and operated public facilities. The City shall work with owners and operators of non-City-owned and operated facilities to establish LOS standards necessary to provide for growth and achieve the City's vision. LOSs should be established in interlocal or contractual agreements between the City and the service provider.

Policy CF1B

Require transportation, stormwater, sewer, and water facilities concurrent with development. Other public facilities such as schools and parks will be provided based on adopted plans and development schedules.

Policy CF1C

Issue no development permits (such as a building permit or a land use approval associated with a building permit) unless sufficient capacity for facilities exists or is developed concurrently to meet the minimum level of service for both existing and proposed development. Monitor other public facilities as development occurs. Evaluate the provision of these public facilities 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 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:

- Provide the public facilities and improvements;
- Delay development until public facilities and improvements are available; or,
- 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.)

Policy CF1E

Exempt the following development from concurrency requirements:

- Development "vested" in accordance with RCW 19.27.095, 58.17.033, or 36.70B.180;
- Expansions of existing development that were disclosed and tested for concurrency as part of the original application; and
- Development that creates no additional impact to public facilities.

Policy CF1F

Periodically evaluate the condition of public facilities and determine needed repairs and improvements to the City's public facilities for non-capacity projects. Biennially assess expansion needs based on projected growth (capacity projects) to assist in the timely identification of improvements needed to achieve minimum LOS standards.

Financial Feasibility

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.

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.

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 costs to provide services for growth generated by that development proportional to the amount of growth it is generating.

Policy CF2B

Review the cost of projects outlined in the City's Capital Improvement Plan to ensure they do not exceed the City's expected revenue.

Policy CF2C

Consider long-term life cycle costs when making capital facilities purchases. Ensure that facility maintenance and operation costs and/or depreciation are considered in addition to purchase cost given the long-term financial commitments associated with acquiring additional capital facilities.

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. Regularly evaluate and monitor each service provider's quality of service and rates. Study the feasibility of directly owning and operating these public facilities and services should concerns arise.

Policy CF2E

Develop Local Improvement Districts (LIDs) and Utility Local Improvement Districts (ULIDs) and consolidate them to save administrative costs.

Coordination With The Comprehensive Plan, Other Plans and Other Policies

The GMA requires internal consistency between the Capital Facilities Element and other Comprehensive Plan elements. Consistency is essential because the cost and long life of capital facilities sets precedent for location and intensity of future development. Consistency is also important because the Capital Facilities Element implements other Comprehensive Plan elements. The Element serves as a catalyst for financing key proposed projects and establishes a process to balance competing requests for funds.

The CPPs, VISION 2050 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.

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 (GMA), VISION 2050, Pierce County County-Wide Planning Policies (CPPs), other Comprehensive Plan Elements, and plans of other regional entities, adjacent counties, and municipalities.

Policy CF3A
Ensure that public facility improvements are consistent with the adopted land use plan map and other Comprehensive Plan elements. Ensure that the Capital Facilities Element serves as a catalyst for financing key proposed projects and provides a process by which the City may balance competing requests for funds.

Policy CF3B
Periodically review the Comprehensive Plan to ensure projected funding for capital facilities aligns with VISION 2050. If funding is inadequate to meet existing need, reassess Plan elements, particularly the Land Use Element, to determine feasibility of meeting growth projections. Reevaluate funding projections, explore alternative funding sources, and adjust service standards as needed.

Policy CF3C
Amend the six-year Capital Improvement Plan (CIP) at least once every two years so that financial planning remains current with changing conditions, development trends, and the economy.

Policy CF3D
Work to achieve inter-jurisdictional coordination and consistency for capital projects within these regional planning frameworks to effectively manage growth and increase the efficiency and long-term success of City projects.

Policy CF3E
Ensure that capital facility investments are prioritized to support growth in the locations targeted in the Land Use Element, including infrastructure to support the City's three Regional Growth Center districts – Town Center District, 27th Street Business District, and Northeast Business District, consistent with the City's 2044 population and housing growth targets assigned by Pierce County and PSRC's VISION 2050.

Siting Facilities

Like other development, public facilities may impact surrounding land uses and environmentally sensitive areas. Facility siting represents both opportunity and responsibility for agencies making decisions on facility locations and designs.

GOAL CF4
Locate capital facilities for maximum public benefit while minimizing negative impacts.

Policy CF4A
Site public facilities to encourage physical activity and minimize impacts on residential neighborhoods and sensitive environmental areas. Provide pedestrian access connections between public facilities and the City's transportation network. Encourage the siting of human services facilities and community facilities in the Regional Growth Center. Avoid sensitive areas whenever reasonably possible and use setbacks, landscape screening, buffering and other techniques to minimize impacts.

Policy CF4B
Locate and develop public facilities to create multiple use opportunities and support community services and economic development where appropriate. Prioritize essential public facilities near historically underserved communities. Support development of public facilities that may promote adjacent business development, provide a convenience to the public and promote Commute Trip Reduction policies.

Policy CF4C
Encourage adaptive reuse of existing buildings as community facilities where feasible and if appropriate, as an alternative to demolition.

Policy CF4D
Coordinate capital facility siting with the plans of surrounding jurisdictions and regional and state agencies as required and as appropriate for each facility. Recognize that certain capital facilities are linear in nature, pass through more than one jurisdiction, and often require significant inter-jurisdictional coordination. Coordinate siting of other capital facilities that may be site specific but regional in nature, serve a population beyond City limits, and may have a disproportionate financial burden on the jurisdiction where sited.

Essential Public Facilities

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.

GOAL CF5
Permit the siting of essential public facilities in accordance with State requirements and City codes.

Policy CF5A
Use the City-adopted process and approval criteria when siting listed state-wide, countywide, and local essential public facilities. Identify essential public facilities of a state-wide nature as defined by the Washington State Office of Financial Management (OFM) list. Use the Pierce County County-Wide Planning Policies (CPPs) and the Pierce County Comprehensive Plan policies as guidance for identifying County-wide essential public facilities. Use the criteria recommended in WAC 365-196-550, at a minimum, to identify City essential public facilities.

Policy CF5B
Adaptively manage the process for siting and permitting essential public facilities to ensure the public is protected from adverse impacts and to capture health and other social benefits.

Policy CF5C
Actively monitor and participate in siting of essential public facilities in other parts of the county that may have an impact on University Place and seek mitigation for any associated impacts.

Specific Facilities

The following goal and policies address specific public facilities and services.

GOAL CF6
Address specific public facilities and service issues.

Transportation

Policy CF6A
Maintain a level of funding needed to achieve the adopted level of service in order to maintain high quality transportation facilities that support community safety, quality of life, and the ability to attract and maintain a viable business community.

Policy CF6B
Provide for pedestrian, bicycle, and other transportation facilities that improve livability, enhance public

safety, and reduce dependence on the automobile, particularly in areas not served by public transit, consistent with the Transportation Element.

Policy CF6C
Ensure that traffic impact fees collected pursuant to the University Place Traffic Impact Fee Ordinance are spent only on projects listed in the Six-Year Capital Improvement Plan for transportation facilities consistent with RCW 82.02.050(4) and WAC 365-196-850.

Sewer

Policy CF6D
In accordance with the City's sewer franchise agreement with Pierce County, work to ensure that sewers are available citywide within 300 feet of all properties within the next 20 years, thereby enabling individual property owners to extend a sewer line to their properties.

Policy CF6E
Work with Pierce County, the City of Fircrest, and the City of Tacoma to develop a phased plan to offer sewer service to areas of University Place that are without sewers. Give priority to areas with failing or aging septic systems to minimize health and water quality impacts.

Policy CF6F
Encourage properties to hook up to sewers if they are available and require new development to connect to sewers to help alleviate long term environmental problems associated with septic system failure and groundwater contamination.

Stormwater/Drainage Management

Policy CF6G
Comply with Phase II Western Washington Municipal Stormwater Permit requirements in accordance with the EPA's National Pollutant Discharge Elimination System (NPDES). Incorporate best management practices during periodic refinement of stormwater regulations to address stormwater quality and quantity, erosion prevention, and minimizing downstream impacts of runoff in a manner consistent with NPDES Phase II requirements.

Policy CF6H
Maintain the City's existing storm drainage system, including streams that are prone to blockage from silt, vegetation, trees, and other debris, to prevent blockage and backups. Periodically review the maintenance program and provide sufficient funding to ensure that stormwater systems function effectively.

Policy CF6I
Implement the City's adopted Comprehensive Storm Drainage Plan, which identifies existing flooding problems, includes a strategy for making improvements, identifies funding opportunities and establishes best management practices to minimize development impacts.

City Hall, Civic Buildings, and Related Facilities

Policy CF6J
Maintain improvements within the Civic Building that accommodates the city government facilities, including administrative offices, the Council Chambers, which also serve as a public assembly room, and other uses.

Parks and Recreation

Policy CF6K
Maintain a safe, attractive, enjoyable, easily accessible 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.

Policy CF6L
Ensure that park impact fees collected pursuant to the University Place Park Impact Fee Ordinance are spent only on projects listed in the Six-Year Capital Improvement Plan for Parks, Recreation and Open Space facilities consistent with RCW 82.02.050(4) and WAC 365-196-850.

Police

Policy CF6M
Work with the Pierce County Sheriff's Department to pursue and implement programs that enhance public safety and support a healthy community and high quality of life.

Fire Protection

Policy CF6N
Work with West Pierce Fire and Rescue to maintain a level of service that meets industry standards for fire suppression and keeps up with demand as the City grows.

Library

Policy CF6O
Work with the Pierce County Library District to maintain a level of service that meets industry standards for library facilities and services and keeps up with demand as the City grows.

Schools

Policy CF6P
Coordinate with school districts to facilitate the provision of quality education and facilities for students. Collaborate with school district officials on addressing issues of mutual interest, including school facility location, impacts of new development on a district, impacts of school facilities and activities on the community, population and growth projections, and parks and recreation programming. Consider adopting an impact fee ordinance if a school district determines such an ordinance would assist with addressing increased demand for services.

Policy CF6Q
Prioritize siting of new public spaces and schools in or near the Regional Growth Center, where appropriate.

Policy CF6R
Involve the city's private schools while planning for educational resource needs in University Place.

BACKGROUND INFORMATION

Level Of Service (LOS)

In preparing a Capital Facilities Element, a key decision is establishing level of service (LOS) standards for public facilities and services. 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 facilities and services will enable the City to: a) evaluate how well it is serving its existing residents; and b) determine how many new facilities or services will have to be constructed or provided to accommodate new growth and development.

Facilities And Services

The City of University Place owns and operates, or contracts for, the facilities and services listed in **Table 7-1**. Other public facilities and services are provided by special districts or by other public agencies, as shown in **Table 7-2**. Level of service measurements are listed or referenced in these tables.

Table 7-1
City Owned & Operated Facilities and Contracted Services

Capital Facility/Service	Provider	Level of Service Measurement
Motorized Transportation	City	Delay at Intersections / Road Capacity – See Transportation Element
Nonmotorized Transportation	City	Provide a framework of inter-connected sidewalks and bicycle facilities throughout the City
Surface Water Management	City	Compliance with King County Surface Water Design Manual.
Parks & Recreation	City	Acres / 1000 Population – See Parks, Recreation and Open Space Plan
Municipal Facilities	City	Building Area / 1000 Population.
Police	Pierce County (City Contract)	Prioritize calls for service based on changing staffing levels
Courts	City of Lakewood (City Contract)	No adopted standards directly applicable to University Place

City Owned and Operated Facilities and Contracted Services

Transportation

University Place is served by a wide variety of transportation facilities, ranging from recreational trails, bicycle lanes and complete streets, to a network of arterial facilities that connect with transit stations and light rail located in Tacoma. The City's transportation system supports and enhances the City's land use vision through 208 lane miles of roadway, 23 miles of sidewalk, and approximately 3,400 street and traffic control signs. This is done by maintaining and developing a sustainable, clean, accessible, safe and efficient transportation system that moves people and goods. The City is primarily responsible for the development and maintenance of existing paved streets and associated traffic control hardware, sidewalks and bicycle lanes. Additional facilities include 2,800 street trees, nearly 1,300 street lights, and over one million square feet of public landscaping area. Public transportation facilities are operated by Pierce Transit and Sound Transit and include a variety of transit stops and the Tacoma Community College Transit Station, located adjacent to the northeast corner of University Place, at Mildred and South 19th Streets in Tacoma.

The Transportation Element addresses goals and policies, an inventory of existing facilities and services, traffic forecasts, future needs, and proposed facility locations/capacities. It also establishes the level of service standards for intersections and arterial segments, and public transit.

Table 7-2
Facilities and Services Provided by Others

Capital Facility/ Service	Provider	Level of Service Measurement
Sewer	Pierce County Public Works and Utilities, and City of Fircrest	220 gallons per day per equivalent residential unit (ERU). See Pierce County Sewer for additional LOS information.
Water	City of Tacoma Public Utilities Water Division	442 gallons per day per ERU. See Tacoma Water for additional LOS information.
Power	City of Tacoma Public Utilities Power Division	See Tacoma Power for specific LOS standards.
Schools	University Place and Tacoma School Districts	Class Size -- See Districts for specific LOS standards
Library	Pierce County Library System	754 to 875 square feet of building area per 1000 population
Fire	West Pierce Fire and Rescue	Response Time for arrival of first engine company: 6 minutes. Turn Out Time for fire suppression and emergency medical response: 110 seconds. See West Pierce Fire and Rescue for additional LOS information.
Transit	Pierce Transit, and Sound Transit	No adopted standards directly applicable to University Place

Surface Water Management

The City of University Place is located in the Chambers - Clover Creek Watershed Resource Inventory Area 12 (WRIA 12). The WRIA is made up of several watersheds and numerous sub-watersheds. University Place is located in portions of two watersheds, the Chambers Bay and the Tacoma West Watersheds. Within each of the two watersheds there are several sub-watersheds. A map of these watersheds is included in the Comprehensive Storm Drainage Plan incorporated by reference and attached as Appendix C. Surface Water Management (SWM) Facilities convey stormwater in each of these watersheds either to Chambers Creek or directly to Puget Sound.

Level of Service

The City of University Place has adopted the King County Surface Water Design Manual (KCSWDM) as its standard for development and level of service. Title 13 of the University Place Municipal Code further supplements this manual in accordance with Department of Ecology requirements. These standards set forth the City's minimum drainage and erosion control requirements. The City encourages use of open vegetated channels to convey stormwater when possible.

Inventory

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. **Figure 7-1** shows the City's storm drainage facilities.

A more detailed inventory of storm drain facilities within the City is on file with the City's Department of Public Works. A system inventory is also contained in the Comprehensive Storm Drainage Plan adopted in 1998 and incorporated into this Comprehensive Plan as Appendix C.

Future Needs

The City's adopted Comprehensive Storm Drainage Plan identifies problems in the City's drainage infrastructure and receiving waters. Recommended improvements are itemized and identified by the following watersheds: Leach Creek Basin, Soundview Basin, Crystal Springs Basin, North Day Island Basin, Day Island Lagoon Basin, and Chambers Creek Basin.

The recommended improvements are directed at correcting both existing problems and to accommodate the effects anticipated from future growth of the City. Recommended improvements include relieving flooding, controlling erosion in streams, and protecting water quality. The improvements consist of storm drain pipelines, culverts, detention facilities, and stream channel restoration. The improvements consist of both construction of new facilities and restoring existing facilities to their design capacity.

In addition to recommended capital improvements, the Comprehensive Storm Drainage Plan includes discussion on maintenance and operation needs. The Drainage Plan also discusses non-structural recommendations such as public education, monitoring and investigations, and spill containment and response.

The recommended improvements are directed at correcting both existing problems and to accommodate the effects anticipated from future growth of the City. Recommended improvements include relieving flooding, controlling erosion in streams, and protecting water quality. The improvements consist of storm drain pipelines, culverts, detention facilities, and stream channel restoration. The improvements consist of both construction of new facilities and restoring existing facilities to their design capacity.

In addition to recommended capital improvements, the Comprehensive Storm Drainage Plan includes discussion on maintenance and operation needs. The Drainage Plan also discusses non-structural recommendations such as public education, monitoring and investigations, and spill containment and response.

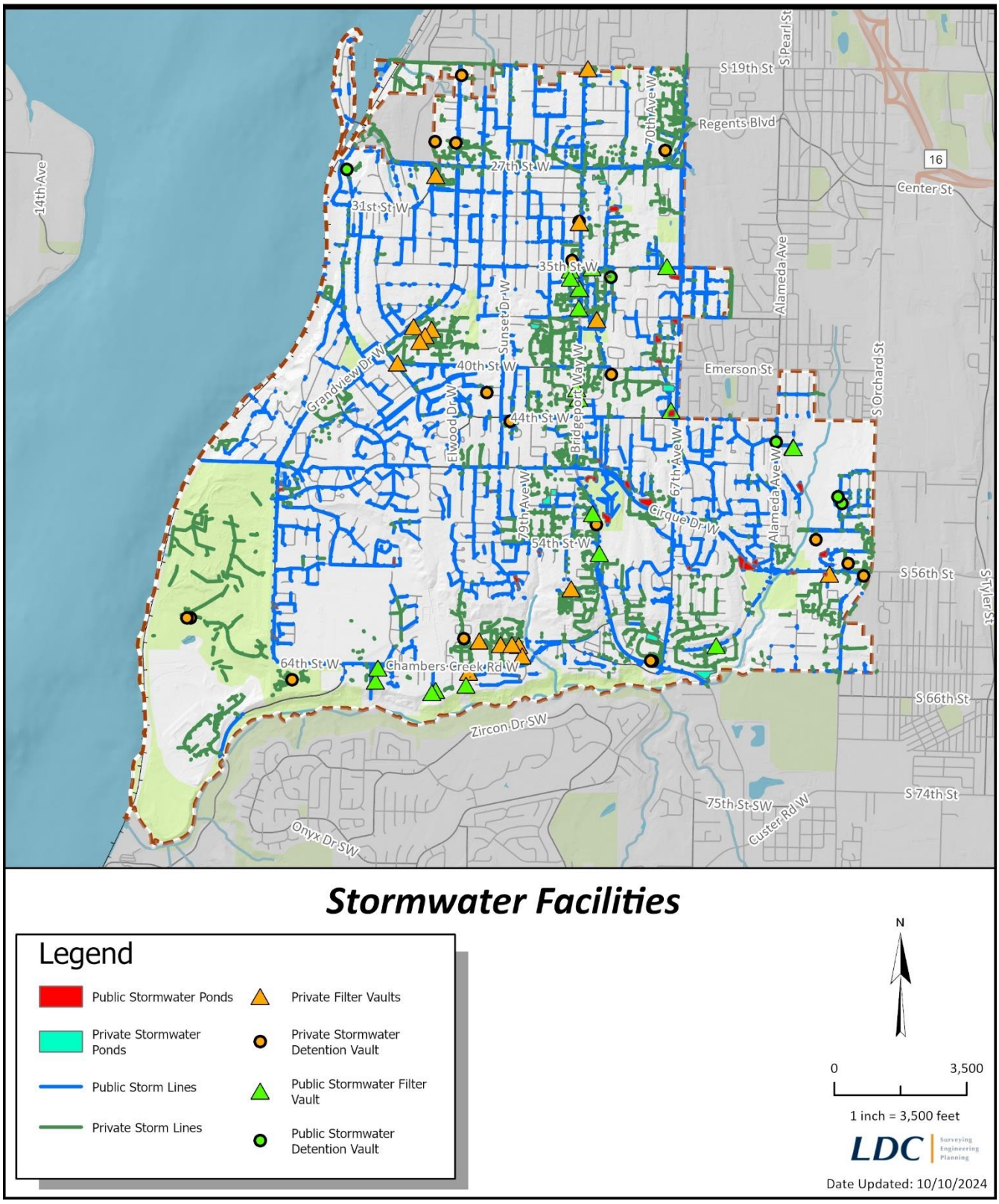
Proposed Location and Capacities

Installation of new facilities is often done in response to specific developments. 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 adopted these guidelines as its LOS.

Storm water capital facilities planned in the next six years are listed in the Six-Year Capital Improvement Plan. The schedule and funding for these facilities may change in order to maintain an adequate level of service.

University Place
WASHINGTON

Figure 7-1



Parks, Recreation and Open Space

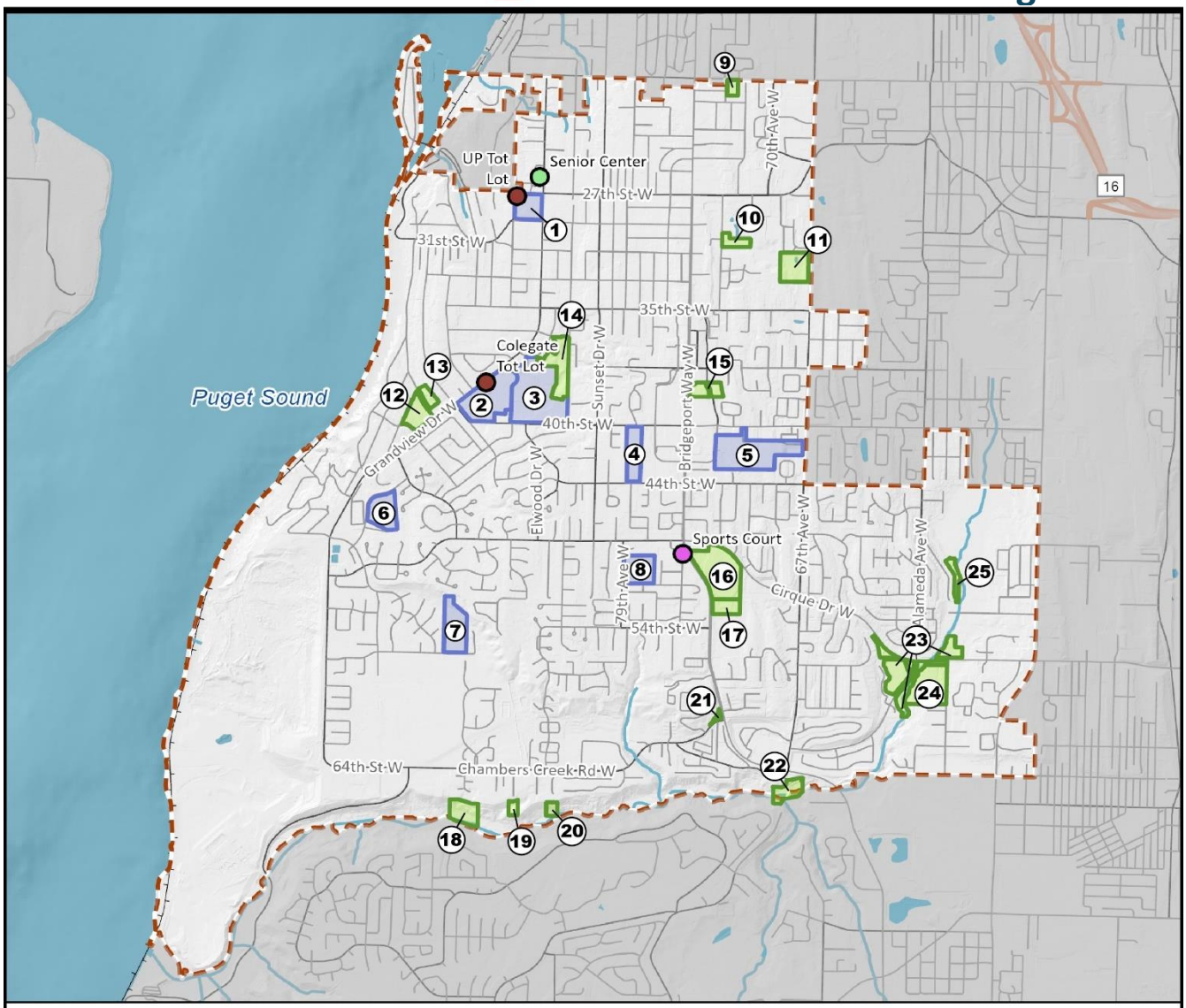
Park, recreation and open space facilities are provided by the City of University Place, University Place School District, Pierce County and the private sector. In general, facilities owned and operated by the City, school district and county are open to the public, subject to specific rules regarding their use. Private sector facilities include private parks and playgrounds in residential developments and private recreation enterprises and clubs. **Figure 7-2** shows the location of the larger of these facilities while **Table 7-3** lists all City- owned parks and recreation and open space facilities by type, features and available facilities.

Since the City's incorporation in 1995, acreage devoted to parks and open space has more than tripled. With the completion of Cirque Bridgeport Park in 2006, developed parks have more than doubled in acreage. The City owns 22 park properties and regularly maintains 14 of these properties totaling nearly 100 acres for a variety of community uses.

The City adopted a Parks, Recreation and Open Space Plan (PROS) in 1997 and most recently updated this plan in 2014. The PROS Plan is the City's master plan to provide park, recreation and open space facilities and services to the community. The Plan addresses or provides goals and policies, an inventory of existing facilities and services, a needs assessment, a level of service analysis, and funding and plan implementation strategy. The PROS Plan is a component of the City's Comprehensive Plan. It serves as a resource and planning tool for the Six-Year Capital Improvement Plan (CIP) contained in this Capital Facilities Element.

University Place
WASHINGTON

Figure 7-2



Parks and Open Space

Legend

Open Spaces
- Schools
- Parks

1. University Place Primary School
2. Curtis Junior High School
3. Curtis Senior High School
4. Narrows View Intermediate School
5. Evergreen Primary School
6. Sunset Primary School
7. Chambers Primary School
8. Drum Intermediate School
9. Sunset Terrace
10. Adriana Hess Wetland Park
11. Paradise Pond Park
12. Curran Apple Orchard
13. Brookside Park
14. Colgate Park
15. Homestead Park
16. Cirque Bridgeport Park
17. Riconoscuito Park
18. Chambers Crest Wildlife Refuge
19. Chambers Plateau
20. Estates at Chambers Bay
21. Conservation Park
22. Kobayashi Park
23. Leach Creek Conservation Area
24. Creekside Park
25. Woodside Pond Park

Park Facilities
- Senior Center
- Sports Court
- Tot Lot

N

0 3,500

1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 10/14/2024

Table 7-3
Park, Recreation and Open Space Facilities

Parks/Facilities	Features	Acres*
Mini Parks		
Drum Basketball Court	Basketball Court	0.5
Colegate Playground/ Tot Lot	Playground	0.5
UP Tot Lot*	Playground	0.5
Neighborhood Parks		
Sunset Terrace Park	Field, Playground, Shelter, Restrooms	5.6
Community Parks		
Cirque Bridgeport Park	Fields, Playground, Skate Park, Restrooms	22.0
Open Space/ Natural Areas		
Chambers Crest Wildlife Refuge	No Public Access, Wildlife Corridor	7.5
Riconosciuto Park	Open Space, Wetland	5.0
Conservation Park	Green Space	1.5
Pemberton Creek Open Space	No Public Access, Wetland, Wildlife Corridor	4.9
Leach Creek Conservation Area	No Public Access, Wetland, Wildlife Corridor	14.8
Adrianna Hess Wetland Park	Meeting Rooms, Wetland, Bird Watching	2.0
Woodside Pond Nature Park	No Public Access, Wetland, Wildlife Corridor	3.6
Creekside Park	Open Space, Wetland, Wildlife Corridor	15.0
Colegate Park	Informal Trails and Open Space	12.0
Paradise Pond Park	Open Space, Wetland, Bird Watching	9.5
Brookside Park	No Public Access, Wetland	2.6
Crystal Creek Corridor	Stream Corridor, Wetland	1.7
Special Use Facilities		
Senior/Community Center	Meeting Rooms, Kitchen	0.5
Curran Apple Orchard Park	Orchard, Playground, Band Stand	7.3
City Hall	Meeting Rooms, Kitchen	2.4
Homestead Park	Open Green, Gardens, Trails, Information Kiosk	4.8
Kobayashi Park	Open Green, Trail, Fishing Wildlife Corridor	5.5
Total (approximate)		**129.7**

**Names are Placeholders*

Municipal Facilities

The City maintains four municipal facilities: Civic Building and City Hall at 3609 Market Place West, Public Works Operations at 4951 Grandview Drive West, the Senior Center at 2534 Grandview Drive West, the University Place Police Department at 3612 Drexler Drive West, and Fire Station #31 at 3631 West Pierce Station.

Inventory

Civic Building: The City and Pierce County Library System share space within the Civic Building, which was constructed in 2011. The Civic Building also features an atrium with tables and chairs, a fireplace and artwork available for public use. The atrium offers indoor access to a privately-owned café and vacant tenant space. offices include the City Hall, administrative city offices.

Public Works Shop: The maintenance and operation functions of the Public Works Department are carried out from the Public Works Shop located at 4951 Grandview Drive West. The 6,200 square foot shop, built in 1998, is located on a 3.8-acre site. The shop building includes administrative offices, service bays, and a lunchroom/training facility. Maintenance vehicles and supplies are stored in covered and uncovered areas on the site.

Senior and Community: The City's 2,800 square foot Senior Center was originally used for the offices of the University Place Park District. Following the City's acquisition of the Park District, the Senior Center was remodeled and new kitchen facilities added. The facility is now operated by the Community Connection Place, a non-profit organization, and offers activities for seniors, before and after school activities, and meal outreach program.

Future Needs

The Public Works Shop will need to be expanded to accommodate staffing and service changes. The Senior and Community Center are adequate for present needs. Modifications and improvements are ongoing at all facilities to meet evolving needs.

Public Safety

The City of University Place contracts with Pierce County for its Police and Jail services.

Level of Service

The Police Department always maintains a minimum of two officers on duty. The City's contract for police includes fully trained and equipped officers and a long list of tools and support services. Additionally, this partnership includes all major crime investigations and support to include SWAT, major crimes ad accident reconstruction. The City bases the level of service on a "no call too small" ideology desired in the community rather than the number of officers per population.

Municipal court services and other services, such as a Resource Center, are provided to the City of University Place by Pierce County District Court. Partnering with Pierce County allows the City to achieve cost efficiencies and provide resident with a high level of service. The City of University Place has contracted and partnered with Pierce County to provide municipal court, prosecution, and public defender services. The Municipal Court is a court of limited jurisdiction that hears criminal misdemeanors and gross misdemeanors, traffic and parking infractions, criminal traffic cases, and certain other violations that occur in the city. Additionally, the city has contracted with Attorney Krista Swain for its prosecution services.

The Pierce County Detention and Corrections Center is a medium/maximum custody facility that consists of two buildings, the main jail and the jail annex, confining over 1,300 inmates. The Center is located at 910 Tacoma Avenue South, Tacoma, and must handle all University Place jail needs. Pierce County is responsible for all facility construction and expansion.

Future Needs

There are no facility expansions planned for police and courts serving University Place.

Facilities And Services Provided by Others

Schools/Public Education

Three public school districts include service areas 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 7-3** 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, the District does not have capital facilities (schools) within the City limits. Likewise, the Steilacoom School District 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 may be "released" from the District and apply to 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, Steilacoom School District capital facilities are not discussed.

University Place School District

Inventory

The University Place School District has administrative offices located at 3717 Grandview Drive West. **Table 7-4** lists the schools the District owns and operates within the City and their student capacities. The District also owns land at 9311 Chambers Creek Road that is used for auxiliary services, including a bus barn and storage buildings.

Future Needs

In 2005 the District conducted a study and survey of facilities. The study and survey led to the development of a capital plan that included the replacement of University Place Primary, Curtis Junior High, and the Curtis High School gymnasium. The capital plan also included the modernization of the Curtis High School swimming pool and performing arts facilities, and upgrades to mechanical systems at Sunset and Chambers Primary to increase the life of the buildings. All of these projects have been completed and meet the current capacity needs of the District.

The District bases capacity on number of students per class rather than building area per student as previously done. Capacity standards are set by the District.

Proposed Location and Capacities

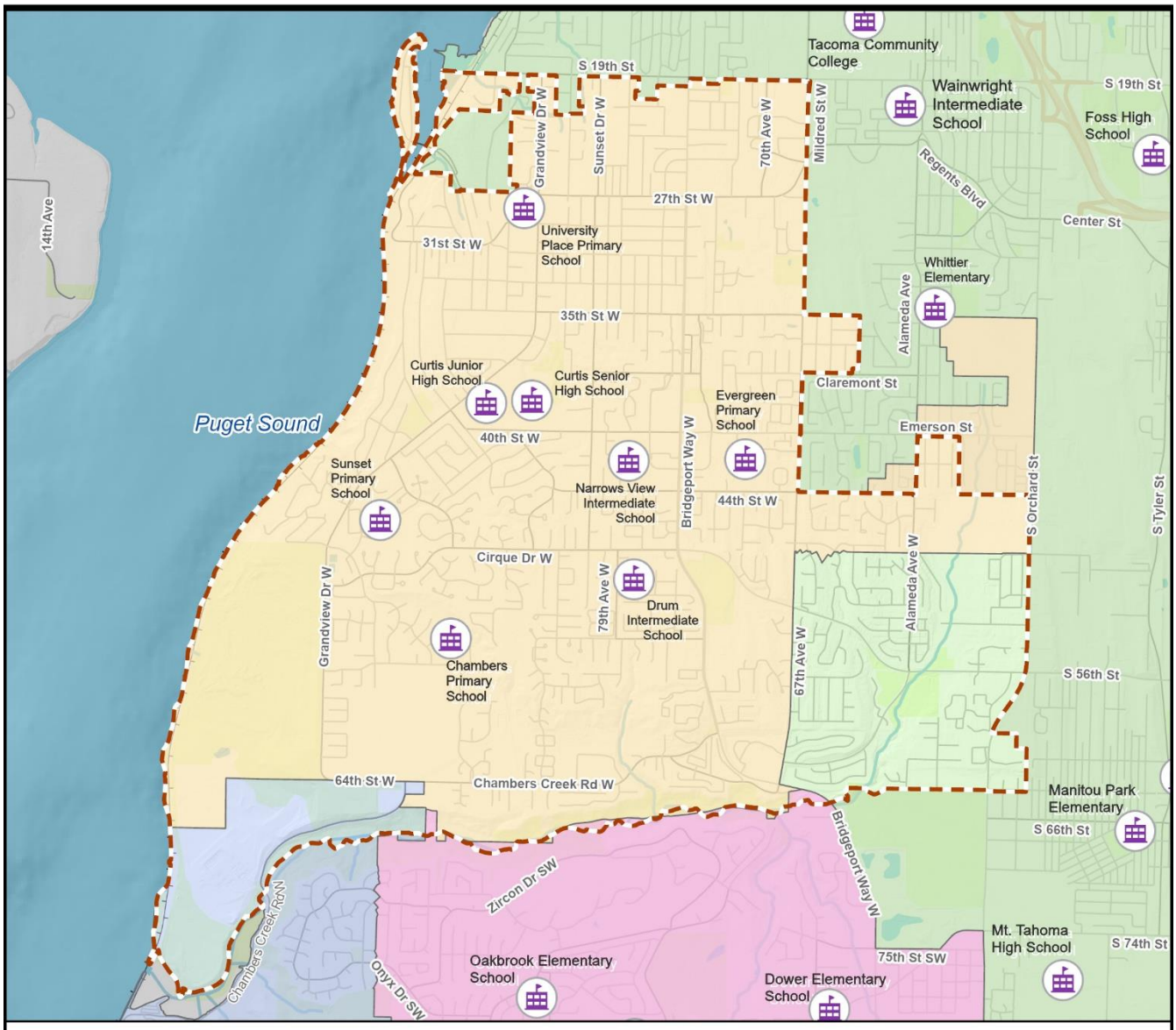
The University Place School District would likely extend existing school structures, add portable units, or replace existing facilities on their current sites to increase capacity as needed.

Funding Plan

The University Place School District Capital Facilities Plan includes a financial plan for funding additional capacity projects. A Capital Project and Safety Levy, bond funds, and State matching funds are the key identified sources of revenue for future facilities improvements or construction.

University Place
WASHINGTON

Figure 7-3



School Districts

Legend

- Schools
- City of University Place
- Tacoma School District
- Steilacoom School District
- Univeristy Place School District
- Clover Park School District

N

0 3,500

1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 11/12/2024

Table 7-4
University Place School District Schools

School/Address	Estimated Capacity
Primary	
Chambers - 9109 56th Street West	500
Sunset - 4523 97th Avenue West	500
University Place - 2708 Grandview Drive West	575
Evergreen - 7192 49th Street West	575
Intermediate	
Narrows View - 7813 44th Street West	700
Drum - 4909 79th Street West	700
Junior	
Curtis - 8901 40th Street West	1,000
Senior	
Curtis - 8425 40th Street West	1,600
Total	**6,150**

Table 7-5 presents the level of service (LOS) standards (optimum class size) for the University Place School District by school type.

Table 7-5
University Place - Level of Service by School Type

School Type	Level of Service Standard
Primary (Grades K – 4)	20 - 24 students per class
Intermediate (Grades 5 – 7)	24 - 28 students per class
Junior High (Grades 8 – 9)	26 – 30 students per class
Senior High (Grades 10 – 12)	26 – 30 students per class

Tacoma School District

As shown in **Figure 7-3**, the Tacoma School District serves a portion of the City of University Place. However, relatively speaking, that portion of the City within this 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 District's 2014-2019 Capital Facilities Plan (CFP) identifies, for each type of school, student capacity (with and without portables), and 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 District's CFP. The CFP indicates that the District operates 36 elementary schools, 13 middle schools and 11 high schools. For detailed information about these schools refer to the District's CFP.

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 7-6**.

Table 7-6
Tacoma School District Capacity Needs

School Type	Year 2019 (Demand)	Square Feet Required
Elementary School[1]	15,834	1,425,060
Middle School[2]	6,375	658,570
High School[3]	7,589	936,970

[1] Recommended LOS of 90 sq. ft. per student (grades K-5)

[2] Recommended LOS of 90 sq. ft. per student (grade 6), 110 sq. ft (grades 7-8)

[3] Recommended LOS of 110 sq. ft. per student (grade 9), 130 sq. ft. (grades 10-12)

Proposed Location and Capacities

The Tacoma School District's 2014-2019 CFP identifies proposed projects over a six-year period for each school type. Nine elementary school replacement projects are planned, which a number of them have been completed. The historic modernization of Edna Travis Elementary School (ES), formerly identified as McCarver ES, has been completed. The replacement of Wainwright ES with a new Wainwright Intermediate School (grades 4-8) has been completed. Historic modernization and additions to Stewart Middle School (MS) has been completed. Replacement of Hunt MS has been completed. Modernization and additions to Dr. Dolores Silas High School (HS), formerly identified as Wilson HS, has been completed, with additional improvements included in the School District's 2024 Bond proposal. Modernizations and additions to SAMI HS have been completed. Completion of these projects should leave a net reserve of 766,648 square feet.

Six-Year Funding Plan

Six-year funding plans are included in the District's CFP for each school type. Six-year operation and maintenance cost schedules by school type have also been prepared. The District will rely upon state matching funds, remaining levy funds, 2013 capital bond funds, impact fees through voluntary agreements, and impact fees by ordinance to fund school improvements. For elementary schools, the District anticipates an approximate total of *$650,000,000 from funding sources.*

Steilacoom School District

The Steilacoom School District does not have school facilities within University Place. However, it leases land from University Place School District within the City for bus barn and storage facilities. This six-acre facility, which is shared with University Place Schools, is located east of the Pierce County Environmental Services Building (within the Chambers Creek Properties) near the intersection of Chambers Creek Road and 64th Street West.

Water

Water is provided to the City of University Place by Tacoma Water, a division of Tacoma Public Utilities (TPU). 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 Planning and Public Works-Sewer Division, to a lesser extent, the City of Fircrest and City of Tacoma. The entire City is located within the University Place East and University Place West Sub-basins, two of the 22 established sewer sub-basins within Pierce County. Portions of the City are not serviced by sewer and rely on on-site sewage disposal systems (septic drainfield facilities). A more thorough discussion of sewer service in the City of University Place is provided in the Utilities Element. This includes an inventory of sanitary sewer facilities and a forecast of future needs.

Fire and Emergency Medical Service

West Pierce Fire & Rescue (WPFR) provides service to University Place, as well as to Lakewood and Steilacoom. WPFR was created March 1, 2011 with the merger of two separate fire departments that had been serving Lakewood and University Place. Prior to that time, the district serving University Place was known as Pierce County Fire District No. 3, which was established in 1944. WPFR operates under Revised Code of Washington (RCW) Title 52 and is a municipal corporation as defined by law in the State of Washington pursuant to RCW 41.24.010. It operates as a junior taxing district.

The District is 31 square miles and serves a population exceeding 100,000. WPFR is governed by a board of seven elected officials who serve six-year terms. The Board appoints a Fire Chief to oversee day-to-day operations.

The District provides numerous services to the community including fire, emergency medical services (EMS) and transport, technical rescue, hazardous materials response, special operations, fire prevention, inspections & code enforcement, as well as fire & life safety education. WPFR has six fire stations that operate 24 hours a day / 7 days a week, located strategically throughout its borders. The District's combined headquarters/ fire station building, constructed in 2001, is located at the intersection of Drexler Drive and 37th Street West in University Place. WPFR has been designated a Class 3 fire department through the Washington Survey and Rating Bureau.

In terms of daily emergency response programs, there is a total of 2 battalion Chiefs at Station 20 and Station 31. Battalion chief 31 supervises three engine companies, two medic units, and 1 squad. Battalion Chief 20 supervises 3 engines, a ladder truck, 3 medic units, and 1 squad. In addition to emergency responses, the District participates in the following programs: Special Operations Rescue Team (the county moved away from a regional team, instead, we they now rely on a mutual aid agreement for outside assistance, which for technical rescued includes Central Pierce Fire & Rescue, Gig Harbor Fire & Medic One, and East Pierce Fire & Rescue, Marine Operations (three

marine craft; one of which is based at Narrows Marina), and Hazardous Incident Team (the county moved away from a regional response team, and no longer rely on mutual aid agreement if they need more responders. There partners include Central Pierce Fire & Rescue, Graham Fire & Rescue, East Pierce Fire & Rescue). The District has 45 paramedics, 26 technical rescue technicians, 10 rescue divers, 34 rescue swimmers, and 20 hazmat technicians. In 2023, the District responded to 17,721 incidents, with EMS accounting for 80% of the total call volume.

Public Library

The Pierce County Library System serves University Place along with all of unincorporated Pierce County and the annexed cities and towns of Bonney Lake, Buckley, DuPont, Eatonville, Edgewood, Fife, Gig Harbor, Lakewood, Milton, Orting, South Prairie, Steilacoom, Sumner and Wilkeson. The system was established as an independent municipal corporation under the Revised Code of Washington 27.12. It operates as a junior taxing district funded from a separate property tax levy. Additional funding may come from voter approved special levies and bonds. The system is overseen by a volunteer board of trustees appointed by the Pierce County Council.

The University Place Library, located within the Civic Building on Market Square in Town Center, opened in 2011. It contains 15,000 square feet of space, including meeting and conference rooms, an interactive children's area, computers and teen area in the Tacoma Narrows Rotary teen area, and computers, and resources. The Library offers Job & Business services, including appointments with librarians to assist with finding job or finding tools to learn how to start or grow a business. Library users can increase their skills with free certification services, such as LinkedIn Learning, Universal Class, as well as Microsoft Office, IT Specialist, Adobe, Unity, and Intuit Quickbooks certification. The Library also offers online services that include test preparation, coaching on resume writing and interview skills, and development of technology skills. PCLS Librarians work with local organizations and businesses to highlight these resources and share opportunities to educate the public about them.. The branch library's collection includes 64,163 items in it collection. The Pierce County Library System has a collection of 636,746 items, including books, DVDs, magazines, museum passes, and more. PCLS also offers downloadable e-books, audiobooks, magazines, comics, streaming video and more.The Library earned Leadership in Energy and Environmental Design (LEED) Silver Certification level.

Public Transit

Public transportation service in the area is provided by the Pierce County Transportation Benefit Authority (or PTBA, 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 nine member Board of Commissioners comprised of elected officials representing thirteen jurisdictions, unincorporated Pierce County, and tenth non-voting union representative within the benefit area.

Pierce Transit covers 292 square miles of Pierce County containing roughly 70% of the county population. It provides three types of service: fixed route, SHUTTLE (paratransit), and vanpools that help get passengers to jobs, schools and personal appointments.

There are four fixed bus routes (2, , 52, and 53) that serve or stop in the City of University Place. Route 2 connects the community with the Tacoma Community College (TCC) Transit Center and the Lakewood Transit Center via South 19th Street and Bridgeport Way West.. Route 52 links the Narrows Plaza neighborhood with the adjacent TCC Transit Center and the Tacoma Mall Transit Center via Regents Boulevard in Fircrest and various arterials in Tacoma. Route 53 provides access to the TCC Transit Center and the Tacoma Mall Transit Center via Mildred Street West, 27th Street West, Grandview Drive, 40th Street West, and South Orchard Street,. Route 53 also provides access to the vicinity of the South Tacoma Sounder commuter rail station via South Orchard Street and

South 66th Street, although the bus route alignment is three blocks south of the station. The buses serving these routes accommodate both riders with bicycles and wheelchairs.

SHUTTLE (paratransit) service is provided by Pierce Transit for persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA). Pierce Transit's SHUTTLE provides transportation for individuals who are unable to access or use fixed route bus services due to a disability. SHUTTLE eligibility standards and service characteristics are designed to meet the complementary paratransit requirements of the ADA. Using lift- equipped vans, SHUTTLE provides door-to-door service, or in some cases access to fixed route service. SHUTTLE provides service that is comparable to fixed route service in a geographic area and hours of service within each area. SHUTTLE is provided directly by Pierce Transit and through contracted services with First Transit. The area served by SHUTTLE is generally defined by the area that is within three-quarters of a mile of a fixed route.

Pierce Transit also offers vanpool, special use van, and rideshare programs. Pierce Transit vanpools typically serve a group of 5 to 15 people sharing the ride in a 12- or 15-passenger Van provided and maintained by the transit agency. These vanpools commonly serve groups traveling to and from work, whose trip origin or destination is within Pierce Transit's service area. This highly successful program complements Pierce Transit's network of local and express services, providing commute alternatives to many destinations that cannot be effectively served by local fixed route services.

Proposed business strategies, capital projects, service changes, and capital facility improvements over the next six years are documented in Pierce Transit's Transit Development Plan (TDP) covering 2023-2028, which is updated and submitted to WSDOT annually. The agency's current (2023) TDP does not include any proposals for specific service modifications or facility improvements in University Place. However, future capital improvements and route expansion in University Place may occur in high need areas and in conjunction with new commercial and residential development activity. Development proposals that will generate significant new demand for transit services may be required by Pierce Transit to mitigate impacts from increased demand by funding transit shelters and supportive facilities in close proximity to the development.

In addition to the annual TDP updates, Pierce Transit is developed a Long Range Plan (LRP) called Destination 2040.. The LRP will include revised and updated service guidelines for 2020 and beyond. It should be noted, however, that the agency does not have Level of Service standards for fixed route services that are designed to align with the roadway network of the municipalities Pierce Transit serves. The LRP describes University place's Form Base Code (FBC) within the Regional Growth Center as an opportunity for early transition from an automobile dominate land use patter to one with a rich and diverse mix of uses at a pedestrian scale, including higher densities, as Pierce Transit plans for additional service or high capacity transit routes. Pierce Transit is currently working on a new Destination 2045 scheduled to be completed in 2025. As of July 2014, the Puget Sound Regional Council is working with WSDOT to begin designing multimodal concurrency guidelines "to ensure that transportation infrastructure supports development as it occurs according to local standards." As such, Pierce Transit will await the Metropolitan Planning Organization (MPO) and WSDOT's specific guidelines for transit agencies once they are formally adopted. In the interim, more information is available at: Multimodal Concurrency | Puget Sound Regional Council (psrc.org).

SIX-YEAR CAPITAL IMPROVEMENT PLAN (CIP)

This section of the Capital Facilities Element determines whether sufficient revenue will be available under current budgeting assumptions to fund needed capital improvements. It provides an analysis of revenue sources available for capital improvements and balances these revenues against anticipated expenditures for capital improvements. Using this process, the City can estimate annual revenue surpluses and shortfalls. Proposed funding sources for unfunded capital projects have also been provided.

Schedules

Improvement schedules are provided for public works (transportation and surface water management), and parks (parks, recreation and open space) facilities. These schedules identify each capital project the City intends to construct over a six-year planning horizon and present estimates of the resources needed to finance the projects. The schedules reflect the goals and policies of the Capital Facilities Element and the other elements of the Comprehensive Plan.

The first two years of the schedules are based on the City's adopted biennial capital budget, while the remaining four-year programs provide long-term planning and are based on the best available information at the time. Only the expenditures and appropriations in the biennial budget are binding financial commitments. The projections for the remaining four years are not binding, and the capital projects recommended for future development may be altered or not developed due to changing circumstances. The Six-Year CIP is a rolling plan that will be revised and extended every two years to reflect updated revenue projections, implementation of capital facility plans, and budget revisions. These periodic revisions to the scheduling and/or programming of projects should be responsive to the changing needs and aspirations of the community.

Revenues

Revenue sources used in capital financing and referenced in the improvement schedules consist of:

- **Pay-As-You-Go:** Funds available include Arterial Street Fund motor vehicle fuel tax monies and carryforward (General Fund savings) from prior operations.
- **Grants and Loans:** Grants and loans are listed accordingly and matching funds are noted, if applicable. These may include, but are not restricted to: FAUS (Federal Aid to Urban Systems) Grants, IAC (Interagency Committee for Outdoor Recreation) Grants, TEA-21 (Transportation Efficiency Act-21st Century) Grants, State Grants, TIB (Transportation Improvement Board) Grants, UAB (Urban Arterial Board) Grants, WSDOT (Washington State Department of Transportation) Grants including Safe Routes to School Grants, and Public Works Trust Fund Loans (PWTFL).
- **Mitigation/Impact Fees:** This revenue source includes impact and mitigation fees designated for transportation, park, and other improvements. This funding is to partially finance improvements intended to mitigate the cumulative impacts of growth and development within the City. These revenues may include contributions from private developers, Pierce County, and others made by private sector entities.
- **User Fees:** This revenue source is defined as a payment of a fee for direct receipt of a public service by the person benefiting from the service. These revenues include storm drainage fees and recreation fees. The City of University Place only collects user fees associated with these services.

Funding Plan for Surface Water Management

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 storm water 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 of 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.

2025 - 2030 Public Works Capital Improvement Plan

FUNDING SOURCES	2025-Proj	2026-Proj	2027-Proj	2028-Proj	2029-Proj	2030-Proj	Total
Beginning Fund Balance	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Arterial Street Fuel Tax Fund	136,599	106,459	49,634	50,427	56,336	-	399,455
1st 1/4% Real Estate Excise Tax (REET)	77,284	51,049	108,169	110,332	112,538	177,152	636,524
2nd 1/4% Real Estate Excise Tax (REET)	340,250	255,000	260,000	265,000	265,000	265,000	1,650,250
SWM Fund (Road & Street Projects)	2,645,516	1,012,000	801,235	160,000	160,000	160,000	4,938,751
Grant/27th Street Phase 2 (Grandview - Bridgeport)	51,000	1,224,000	-	-	-	-	1,275,000
Grant/27th Street TIB (Bridgeport to 67th)	1,204,000	-	-	-	-	-	1,204,000
Grant/Bridgeport Phase 4A	340,000	-	-	-	-	-	340,000
Grant/Cirque-56th Corridor Improvements	578,500	-	-	-	-	-	578,500
Intergovernmental/Cirque-56th Corridor Improvements - Tacoma	45,150	360,000	-	-	-	-	405,150
Grant/Cirque-56th Corridor Improvements Phase 1	-	3,995,000	-	-	-	-	3,995,000
Grant/Cirque Drive Overlay	709,750	-	-	-	-	-	709,750
Unfunded	-	-	-	-	-	-	-
Total Funds	**6,128,049**	**7,003,508**	**1,219,038**	**585,759**	**593,874**	**602,152**	**16,132,380**

PUBLIC WORKS PROJECTS							
CIP Personnel	355,672	390,003	397,803	405,759	413,874	422,152	2,385,263
27th Street Phase 2 (Grandview - Bridgeport)	60,000	1,440,000	-	-	-	-	1,500,000
27th Street (B-Port to 67th Ave West)	1,584,183	-	-	-	-	-	1,584,183
Bridgeport Way West Phase 4A - Chambers Lane to 67th	400,000	-	-	-	-	-	400,000
Cirque - CDBG	-	-	-	-	-	-	-
Cirque/56th Corridor Improvements	623,650	-	-	-	-	-	623,650
Cirque/56th Corridor Improvements Phase 1	-	4,700,000	-	-	-	-	4,700,000
Cirque Drive Overlay	835,000	-	-	-	-	-	835,000
Neighborhood CIP	53,211	22,505	20,000	20,000	20,000	20,000	155,716
SWM-Storm Drainage System in Arbordale 41st to Robin Dr	-	31,000	-	-	-	-	31,000
SWM-Stormwater NCIP	160,000	160,000	160,000	160,000	160,000	160,000	960,000
SWM-19th Street Pond Retrofit	456,333	-	-	-	-	-	456,333
SWM-Drainage for CIP	260,000	260,000	-	-	-	-	520,000
SWM - Lemons Beach Outfall	285,000	-	-	-	-	-	285,000
SWM - Soundview Dr W (Brookside to 31st)	450,000	-	-	-	-	-	450,000
SWM - Olympic Dr W (GV to 31st)	325,000	-	-	-	-	-	325,000
SWM - Tahoma Place	280,000	-	641,235				921,235
Contingency (Available/Year)	-	-	-	-	-	-	-
Total Projects	**6,128,049**	**7,003,508**	**1,219,038**	**585,759**	**593,874**	**602,152**	**16,132,380**

Balance	**$ -**	**$ -**	**$0**	**$0**	**$0**	**$0**	**$0**

2025 - 2030 Parks Capital Improvement Plan

FUNDING SOURCES	2025-Proj	2026-Proj	2027-Proj	2028-Proj	2029-Proj	2030-Proj	Total
Beginning Fund Balance	280,608	44,200	-	-	-	-	280,608
Impact Fees	40,000	40,800	41,616	42,448	43,297	44,163	252,324
Unfunded	-	-	158,384	387,552	2,231,703	13,016,837	15,794,476
Total Funds	**320,608**	**85,000**	**200,000**	**430,000**	**2,275,000**	**13,061,000**	**16,327,408**
PARK PROJECTS							
Cirque Park Improvements	-	-	200,000	125,000	575,000	950,000	1,850,000
New Community Center @ Cirque Park	-	-	-	-	-	12,000,000	12,000,000
Colegate Park Improvements	-	-	-	45,000	-	-	45,000
Colegate Playground Improvements						111,000	111,000
Creekside Park (master plan/improvements)	50,000	25,000	-	-	1,700,000	-	1,775,000
Curran Apple Orchard Park	-	-	-	150,000	-	-	150,000
Sunset Terrace Park	-	-	-	110,000	-	-	110,000
Kobayashi Property	95,000	-	-	-	-	-	95,000
Paradise Pond Park	-	35,000	-	-	-	-	35,000
Chambers/Leach Creeks Trail	25,000	25,000	-	-	-	-	50,000
Pocket Parks/Land Purchases/Grant Match	35,000	-	-	-	-	-	35,000
Contingency (Available/Year)	71,408	-	-	-	-	-	71,408
Total Projects	**276,408**	**85,000**	**200,000**	**430,000**	**2,275,000**	**13,061,000**	**16,327,408**
Balance	**44,200**	**-**	**-**	**-**	**-**	**-**	**-**

Chapter 8 – Utilities Element

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INTRODUCTION

The purpose of this Element is to assure utilities: (1) are provided at appropriate levels to accommodate projected growth at a reasonable cost, (2) facilitate reliable service, (3) ensure public health and safety, and (4) maintain an attractive community.

STATE PLANNING CONTEXT

Growth Management Act

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." Utilities both public and private provide needed services to citizens, including electric power, water, natural gas, sewer, storm water management, solid waste disposal, telephone, cable and telecommunications.

LOCAL PLANNING CONTEXT

Utilities Aspirations

Looking ahead 20 years…

Through the 2040s, the planning and placement of utilities in University Place has supported the community's vision for the preferred location and amount of growth.

Utility planning for higher growth areas such as the Town Center and other locations within the University Place Regional Growth Center has advanced the vision. For those utilities provided by public entities and private companies, the City has ensured sufficient area is available to locate such facilities and provided a reasonable regulatory climate.

Utility planning has contributed to a high quality of life for University Place residents and businesses by ensuring efficient utility delivery.

Communications facilities are keeping up with changes in technology. Conservation and protection of existing resources has ensured a continued supply of clean water and energy.

Proper utility planning has also protected University Place's natural environment and resources, including Puget Sound.

Upgrades to the sanitary sewer system have eliminated many septic systems, thereby controlling contaminants released into the environment. The City has protected the natural environment by developing stormwater systems to prevent or reduce excess stormwater runoff that eventually makes it way to Puget Sound, by designing and upgrading systems and plans to prevent damage to the environment, by fostering conservation operationally and by implementing low-impact development practices.

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.

Utility poles and an abundance of wires, cables and other equipment create a cluttered appearance on residential and arterial streets.

The security of utility infrastructure and the need to protect critical systems from intentional acts of vandalism and terrorism is a concern of the community.

GOALS AND POLICIES

This Element contains the Utility goals and policies for the City of University Place. These 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. The goals and policies address the following utility challenges:

Ensuring that adequate public utilities and facilities are planned for, extended, and sized in a cost effective manner consistent with planned population and economic growth described in the Land Use Element and other provisions of the Comprehensive Plan;

Locating utilities to minimize impacts on public health and safety, surrounding development, the environment and interference with other public facilities; and

Reducing demand for new resources through support of conservation policies and strategies and the use of innovative technologies. Stormwater management and sanitary sewer policies are discussed in the Capital Facilities Element.

GOAL UT1

Ensure that adequate public utilities and facilities are planned for, extended, and sized in a cost-effective manner consistent with planned population and economic growth described in the Land Use Element and other provisions of the Comprehensive Plan.

Policy UT1A

Assist utilities with the development of accurate, long-term system facility plans that will ensure provision of adequate service capacity by sharing land use planning and growth projections and other information.

Policy UT1B

Work with utility providers to appropriately site new utility facilities to maintain a reliable level of service, accommodate growth, minimize adverse impacts to the City, maximize efficiency, minimize impacts to neighborhoods

Policy UT1C

Support efforts by utilities to employ new technology to make operations and work practices safer, increase reliability, facilitate permitting, and minimize rate increases. Work with utility

providers to develop pilot projects for innovative utility programs in University Place that may benefit the City's residents and businesses. Facilitate access to state-of-the-art technology.

Policy UT1D

Work with utility providers and policy makers to improve service while maintaining the lowest possible utility rates. Actively monitor services provided by each utility provider and assess these services against the applicable rate structure. Utilize the franchise negotiation process to ensure provision of quality services to residents.

Policy UT1E

Process utility permits in a fair and timely manner, consistent with development and environmental regulations, to minimize the time and cost required for a utility to provide needed services to local residents and businesses. Consider utility providers' concerns about regulations during periodic code updates and strive to balance concerns for the public health, safety, welfare, and environment with utility providers' needs.

Policy UT1F

Ensure reasonable access to rights-of-way for all providers consistent with federal and state laws. Utilize the franchise negotiation process to ensure that utilities have reasonable access to use the public right-of-way while guaranteeing that utility use will not degrade the roadway or overly disrupt the traveling public.

Policy UT1G

Require developers to pay for or construct the growth-related portion of utility infrastructure needs in order for utility service providers to balance capital expenditures with revenues and still maintain established service standards. Support the use of reimbursement agreements, such as latecomer agreements, as a method of employing equitable cost sharing for development costs among the original developer and subsequent developers who benefit from the increased capacity provided by the original developer.

GOAL UT2

Locate utilities to minimize impacts on public health and safety, surrounding development, the environment and interference with other public facilities.

Policy UT2A

Encourage sharing of utility corridors to save time and expense associated with the cost of utility installation and repairs to the City right-of-way, reduce traffic disruptions, extend pavement life, and minimize required monitoring of repair quality. When permits are requested, the City should 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. The City should share plans for street construction or overlay with utility providers in order to identify opportunities for simultaneous construction projects and provide timely resolution of conflicts.

Policy UT2C

Promote high quality designs for utility facilities to minimize aesthetic impacts and integrate these facilities into neighborhoods. Use architecturally compatible designs for above ground

utilities, landscape screening, buffers, setbacks, and other design and siting techniques to minimize impacts. Mitigate the visual impact of transformers and associated vaults through measures such as the use of varied and interesting materials, use of color, additions of artwork, and superior landscape design. Connect with local artists and schools to design artwork for utilities to mitigate aesthetic for impacts

Policy UT2D

Minimize negative siting impacts associated with siting personal wireless telecommunication facilities through the administration of regulations consistent with applicable State and federal laws. Regulate the placement, construction and maintenance of such facilities to minimize their obtrusiveness by ensuring appropriate screening of facilities and encouraging collocation to lessen the number of towers or structures needed to support telecommunications equipment.

Policy UT2E

Apply regulations and franchise agreement provisions that encourage the use of smaller telecommunication facilities that are less obtrusive and can be attached to existing utility poles or other structures without increasing their visual impact.

Policy UT2F

Design, locate and construct facilities to minimize adverse impacts to the environment and to protect environmentally sensitive areas, especially Puget Sound, shorelines and critical areas. When no viable alternative exists to constructing facilities in critical areas, the environmental review process and critical areas regulations should identify and, if appropriate, mitigate negative impacts. Mitigation should take into account both individual and cumulative impacts. Impacts should be minimized through actions such as:

- Using construction methods and materials to prevent or minimize the risk of overflows into watercourses and water bodies;
- Locating utility corridors in existing cleared areas;
- Locating utility facilities and corridors outside of wetlands;
- Minimizing crossings of fish-bearing watercourses;
- Using biostabilization, riprap or other engineering techniques to prevent erosion where lines may need to follow steep slopes; and
- Minimizing corridor widths.
- Retrofitting fish passages that maybe affected by proposed utilities

Coordinate with surrounding jurisdictions, state and federal agencies, federally recognized tribes, utilities and other partners to collaborate in siting of utilities to minimize impacts to Puget Sound and its watersheds.

Policy UT2G

Avoid utility impacts to public health and safety, consistent with current research and scientific consensus. Monitor scientific research and adopt regulatory measures if research concludes that a proven relationship exists between electric utility or wireless communication facilities and adverse health impacts. Monitor improvements in the natural gas industry and require gas pipeline utilities to upgrade their facilities to implement the best available technology with respect to leak detection devices and other components.

Policy UT2H

Protect the City's rights-of-way from unnecessary damage and interference and ensure restoration to pre-construction condition or better. Ensure that trenching for the installation, repair, or maintenance of facilities; installation of poles and streetlights; boring; or patching or restoring streets where work has just been completed are performed in accordance with City standards that apply to construction or repair of utility facilities in the right-of-way. Require bonds or other financial guarantees to ensure that restoration is performed properly and that failed repairs will be corrected.

Policy UT2I

Promote undergrounding of existing utility lines to reduce visual clutter, minimize inappropriate pruning of trees and shrubs to accommodate maintenance of overhead lines, and enhance reliability of power and telecommunication facilities. Consider new technologies, such as wireless transmission, as they become available in order to minimize aboveground utilities.

Policy UT2J

Require undergrounding of new utility distribution lines and feeders as a condition for development projects. Underground existing utility distribution lines or provide for future undergrounding as street projects occur. Fund undergrounding through a capital improvement program or through formation of a local improvement district. Require individual service lines to be undergrounded when significant site improvements are made. Require undergrounding except where underground installation would cause greater environmental harm than alternatives or where it is demonstrated that such installation will be economically infeasible.

Policy UT2K

Coordinate with Pierce County Planning and Public Works to ensure that the Chambers Creek Regional Wastewater Treatment Plant operates in a manner that does not negatively impact neighboring properties in terms of odors, activity levels, and other operational characteristics.

Policy UT2L

Work together with utility providers to enhance the resiliency and security of their infrastructure and protect critical systems from natural environmental forces and intentional acts of vandalism and terrorism. Coordinate with local and regional utility service providers in advance planning efforts as well as through the City's Emergency Operations Center during or following an event that threatens critical infrastructure and public health and safety.

GOAL UT3

Reduce demand for new resources through support of conservation policies and strategies and the use of innovative technologies.

Policy UT3A

Encourage resource saving practices and procedures in facilities and services used by the City. Conduct operations in a manner that leads by example through activities such as recycling, water conservation, energy conservation and low- impact development processes whenever possible. Encourage coordination with utility providers to identify and implement resource saving procedures in City facilities and services. Use City facilities as demonstration sites for innovative resource conservation techniques.

Policy UT3B

Cooperate with utility providers and other agencies in encouraging resource conservation by local residents, employees and businesses. Support efforts to disseminate educational materials and other information regarding resource conservation programs.

Policy UT3C

Incentivize the use of innovative technologies to provide and maintain utility services, reduce the negative impacts of additional utility service demands, improve the existing service, and reduce, where appropriate, the overall demand on utility systems. The City supports the exploration, assessment and development of alternative, low-carbon, and renewable energy sources that accomplish these objectives, provided potential impacts of such development are mitigated.

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. Others, like cable television, are not 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. To promote the provision of utility services in the future, this section discusses both 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 that seek to promote the provision of utility services to accommodate projected growth at a reasonable cost, facilitate reliable service, with consideration for public health and safety, and maintain an attractive community.

Certain utility industries are reluctant to share some information, and cite competitiveness of the market or security concerns as a constraint. The City respected these concerns in preparing this element.

PRIVATE UTILITIES

Natural Gas

Puget Sound Energy (PSE) provides natural gas service to more than 750,000 customers in six Western Washington counties: Snohomish, King, Kittitas, Pierce, Thurston, and Lewis. It is estimated that PSE serves over 6,800 customers within the City of University Place.

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.

Existing Distribution System

Natural gas comes from gas wells in the Rocky Mountains and in Canada and is transported through interstate pipelines by Williams Northwest Pipeline to Puget Sound Energy's gate stations. Supply mains then transport the gas from the gate stations to district regulators where the pressure is reduced to less than 60 psig. The supply mains are made of welded steel pipe that has been coated and cathodically protected to prevent corrosion. They range in size from 4" to 20". Distribution mains are fed from the district regulators. They range in size from 1-1/4" to 8" and the pipe material typically is polyethylene (PE) or wrapped steel (STW). Individual residential service lines are fed by the distribution mains and are typically 5/8" or 1-1/8" in diameter. Individual commercial and industrial service lines are typically 1- 1/4", 2" or 4" in diameter.

Future Facility Construction

PSE will be conducting "pothole" investigations at up to 42 locations in the City limits to identify the manufacturer of older PE pipe previously installed to determine whether it is DuPont pipe. Identified DuPont piping in PSE's entire system will be ranked for replacement accordingly.

The following projects may be initiated in the future at any time:

- Construction of new facilities, or replacement of existing facilities, to meet increased capacity requirements due to new building construction and conversion from alternate fuels;
- Main replacement to facilitate improved maintenance of facilities; and
- Replacement or relocation of facilities due to municipal and state projects.

Telecommunications – Local Telephone

CenturyLink, a private for-profit corporation, is certified by the Washington Utilities and Transportation Commission (WUTC) to provide local telephone and other related special services (alarm circuits and data transmittal) throughout University Place. The WUTC regulates the provision of telecommunication services, including those provided by local exchange carriers such as CenturyLink. Telephone utilities are considered an essential utility by the WUTC; therefore, CenturyLink has an obligation to serve the public requirements for communication utilities. CenturyLink is also 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 CenturyLink is permitted to transport telecommunications traffic. CenturyLink is permitted to carry telephone calls only within LATA boundaries. Calls outside of the LATA require long distance carriers, which University Place residents may select for this service.

Hundreds of Central Offices (CO's) serve CenturyLink 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 8-1**). 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.

CenturyLink construction planning is driven by customer needs. As communities grow, facilities are upgraded to ensure adequate service levels. RCW 80.36.090 requires CenturyLink to provide adequate telecommunications services on demand. To comply with RCW 80.36.090, CenturyLink regularly evaluates the capacity of its facilities. CenturyLink'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.

Telecommunications – Cellular Phone Service

There are several cellular providers licensed by the FCC 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 may conceivably include several service providers. In the future, the FCC may also expand the frequency range available to wireless providers, potentially resulting in new providers entering the market.

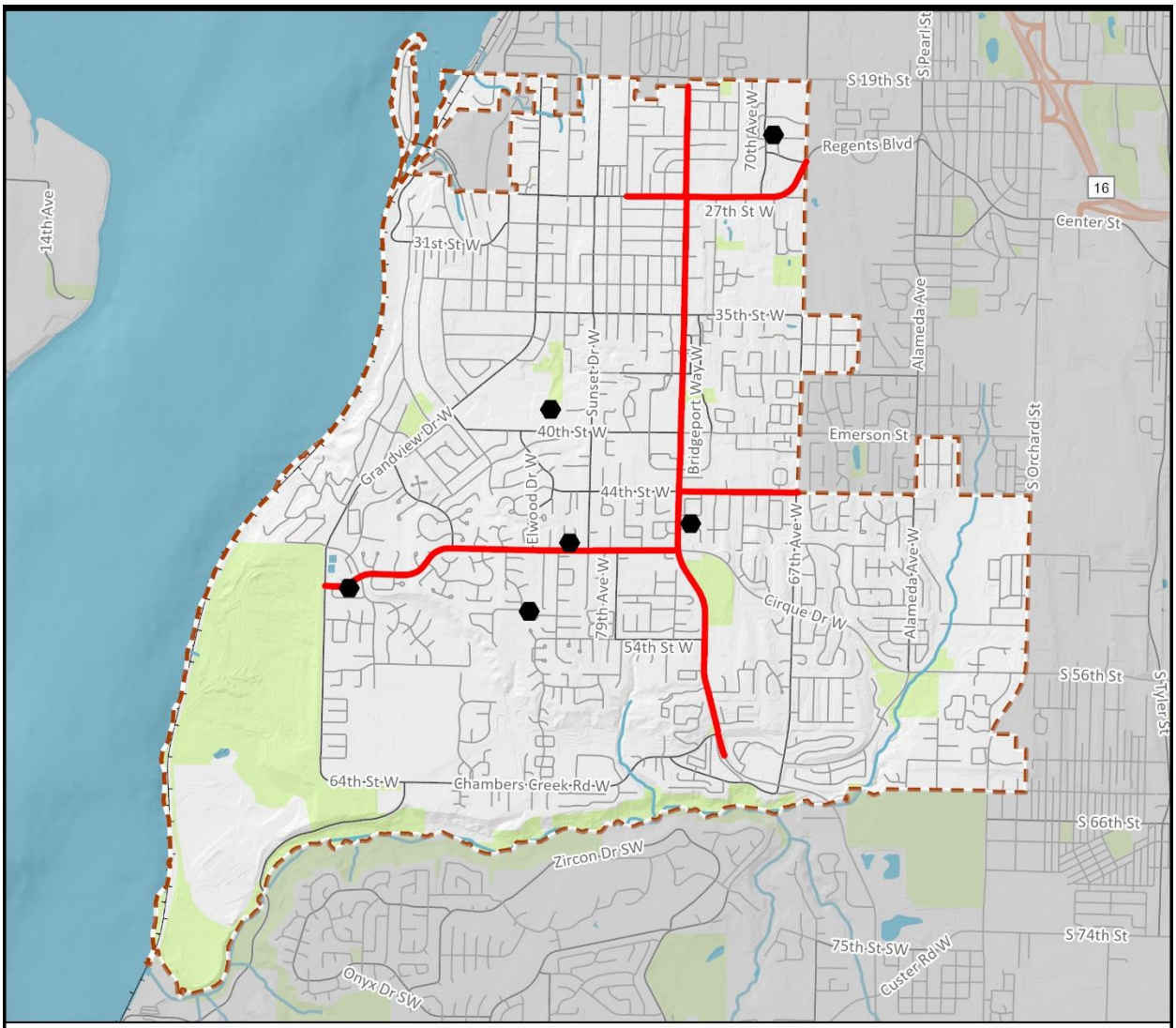
Because the City has a somewhat complex topography, service providers may need to install multiple facilities (each working on a line-of-sight basis) in order to provide complete coverage for the City. Further, companies may need to modify existing facilities in order to take advantage of technology advances to provide additional wireless services.

Where feasible, cellular companies site facilities on existing structures, poles, and buildings, where antennas can also be mounted on rooftops and electronic equipment located within the building itself. Also, facilities can be collocated on the same structures. Typically, facilities are supported by ground mounted equipment. 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 adopted telecommunications regulations to address the siting of cellular and other telecommunications facilities inside of the City limits.

Figure 8-1 depicts the six existing telecommunication tower facilities in the City of University Place. Towers situated on public property are located at the Pierce County Environmental Services Building on 64th Street West, the City of University Place Public Works Maintenance Facility on Grandview Drive, and Curtis High School on University Place School District property on 40th Street West. Towers situated on private property are located in the Narrows Plaza Center, on Drexler Drive north of 40th Street West, and on 46th Street West on the east side of Bridgeport Way.

University Place WASHINGTON

Figure 8-1



Telecommunication Facilities

Legend
- Cell
- Phone Trunk Lines

N

0 3,500

1 inch = 3,500 feet

LDC Surveying Engineering Planning

Date Updated: 10/10/2024

Cable Television

Click!, a division of Tacoma Public Utilities, and Comcast provide cable service to the City of University Place under separate franchise agreements. The Rainier Communications Commission, through an inter-local agreement with Pierce County and other cities and towns in the County, was created to facilitate 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 processes 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.

Click! offers cable television packages for residential and commercial locations in University Place. Three internet service providers (ISPs) operate on its network: Advanced Stream, Net-Venture and Lightcurve. These ISPs offer a variety of high speed internet and phone packages to residential and commercial locations.

Commercial customers in University Place have access to custom network solutions through Click's Authorized Service Partners: Integra, Lightcurve, Optic Fusion and Spectrum Networks. These Authorized Service Partners offer voice and data services, internet, co- location, and local and long distance phone services. Services can be delivered over SONET Based Line Services or Metro Ethernet Services.

Comcast and Click! make every attempt to provide service to all residents within their franchise areas. Factors considered in extending service include the overall technical integrity, economic feasibility, and franchise agreements. Both Comcast and Click! can serve future growth in the City of University Place. **Figure 8-2** depicts the location of the certain Comcast and Click! 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 2021-2040 Tacoma-Pierce County Solid and Hazardous Waste Management Plan (SHWMP), which replaces the adopted 2000 plan, as well as the 2008 and 2016 supplements.

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 interlocal agreement with the County adopting the Solid Waste Plan; and 3) Joint Base Lewis McChord uses the Fort's disposal system but coordinates with the County on public outreach and educational programs about waste reduction and recycling.

Waste is collected in University Place by two private haulers -- University Place Refuse, and Waste Connections (dba Harold Lemay Enterprises). Collected waste is handled through the Pierce County disposal system. Both companies have franchises with the City that run through 2025 and 2035. The two companies offer residents solid waste, recycling, and yard waste collection programs coordinated with the unincorporated areas and 18 other cities and towns. Further, both companies coordinate with the City to provide citywide clean-up programs in the spring and fall of each year plus special yard waste pick-up programs.

An update of the Solid Waste Plan, now known as the Solid and Hazardous Waste and Management Plan was adopted in 2022 and the City signed an interlocal agreement with Pierce County pursuant to the plan. Under this agreement, 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.

Hazardous Waste

State law (RCW 70A.300.350) requires local governments to prepare a hazardous waste management plan to address hazardous wastes that are exempt from Washington State's Dangerous Waste Regulations (WAC 173-303) either because the waste is generated in small quantities from commercial businesses or originate from households. These wastes are termed "moderate risk waste" (MRW).

First developed in 1991, Pierce County's Local Hazardous Waste Management Plan has directed MRW collection, disposal, and educational programs for Pierce County residents and businesses. Since that time, Washington State and most counties have combined their solid and hazardous waste management plans into a single comprehensive document. Beginning in 2020, Pierce County, City of Tacoma, Tacoma-Pierce County Health Department and Washington State Department of Ecology embarked on an effort to merge these two planning documents. As a result, the 2021-2040 Tacoma-Pierce County Solid and Hazardous Waste Management Plan (SHWMP) was approved and adopted by Pierce County Council on April 5, 2022, and by the City of University Place (Resolution 982) on Sept 26, 2022.

Chapter 7 of the SMWMP addresses the moderate risk waste. The chapter reflects current practices, programs, and services available, including the use of Extended Producer Responsibility (EPR) state laws that require producers to fund and handle hard to manage waste. Currently, EPR programs exist for mercury containing lamps, electronics, paints, and pharmaceuticals. Additionally, Chapter 7 outlines both short- and long-term goals to reduce the generation of MRW and to expand or improve existing services.

PUBLIC UTILITIES

Water

Tacoma Water, a division of Tacoma Public Utilities, is the primary provider of water service to the City of University Place where it serves over nine thousand customers. Tacoma Public Utilities is governed by a five-member board, appointed by the Tacoma City Council.

Sanitary Sewer

Sanitary sewer service is provided to the City of University Place by Pierce County Planning and Public Works – Sewer Division and, to a lesser extent, by the City of Fircrest through the City of Tacoma. The

entire City of University Place is located within the University Place East and University Place West Sub-basins, two of the 22 established sewer sub-basins within Pierce County.

Electrical

Tacoma Power, a division of Tacoma Public Utilities, is the electrical provider to the City of University Place. A five-member public utility board appointed by the Tacoma City Council governs the utility.

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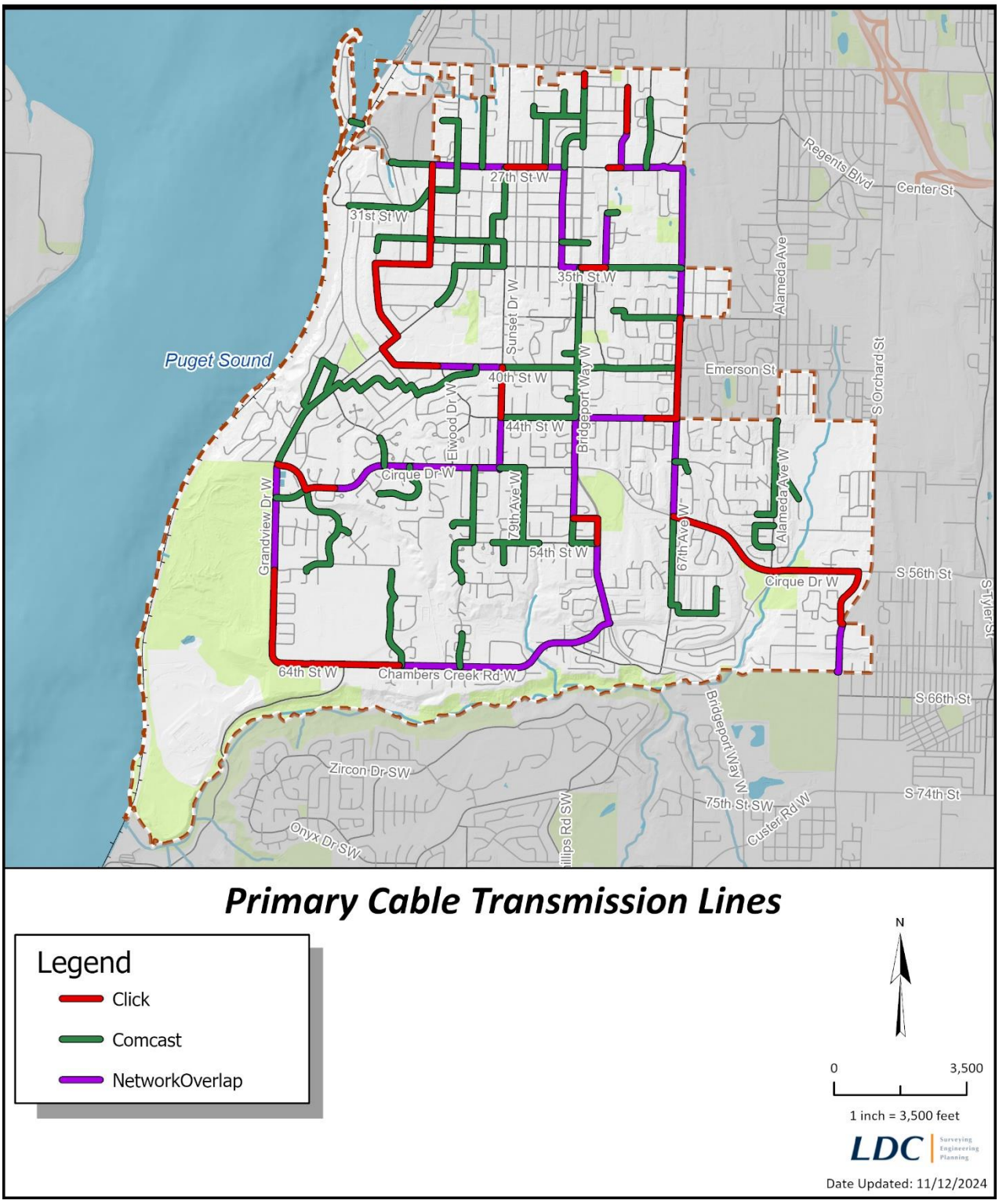
Figure 8-2



University Place
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Figure 8-3

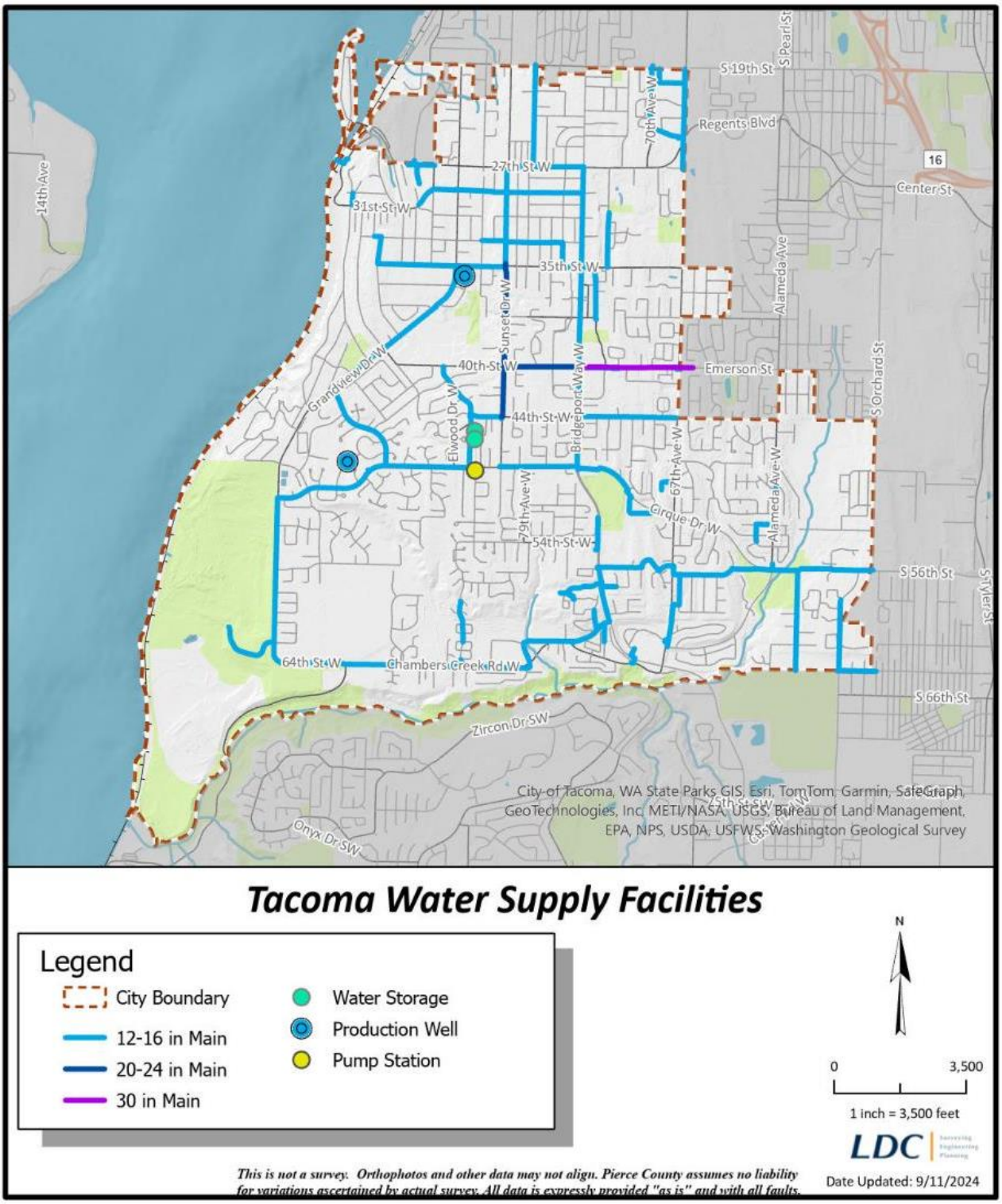

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Figure 8-4

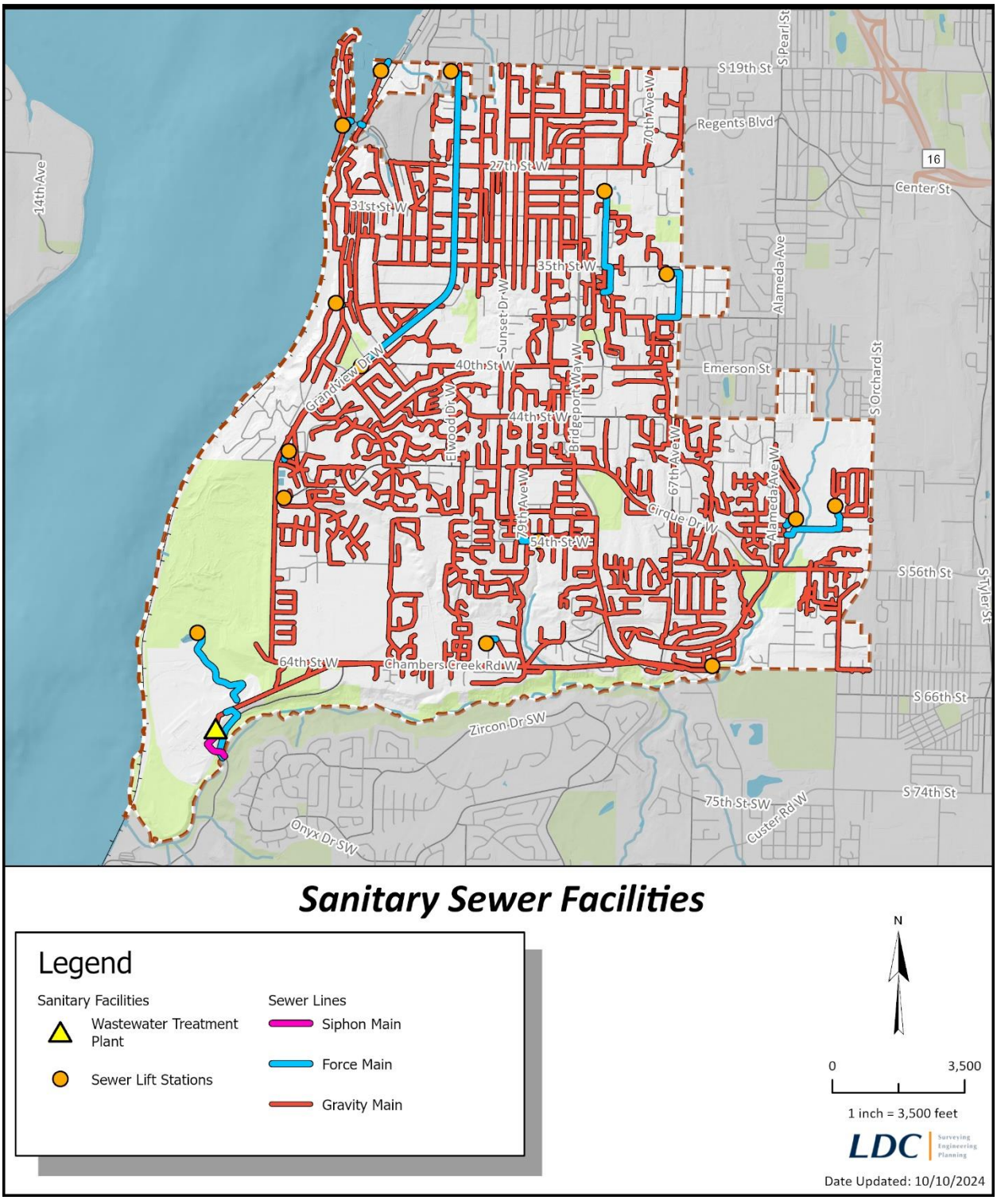

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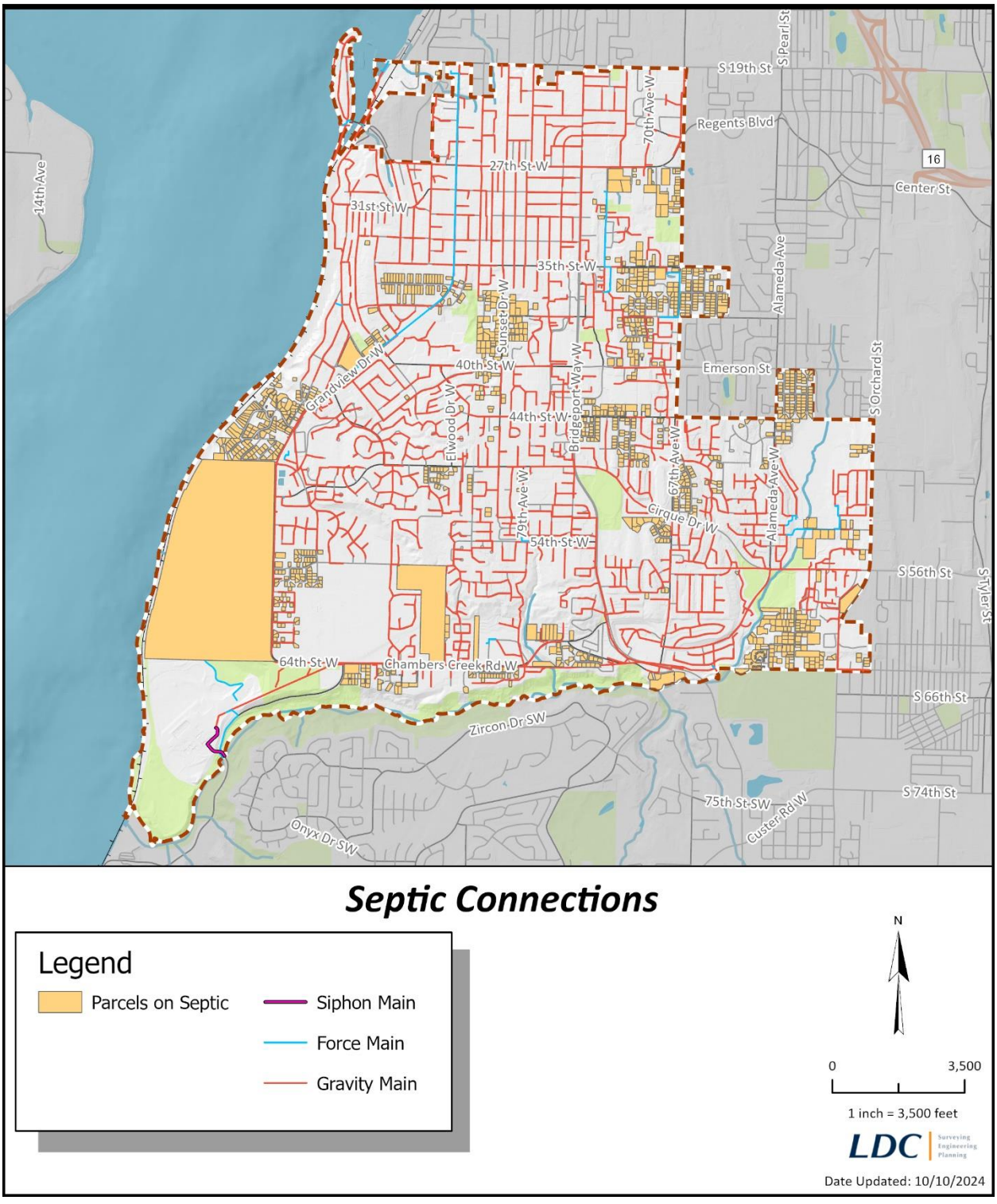
Figure 8-5



University Place
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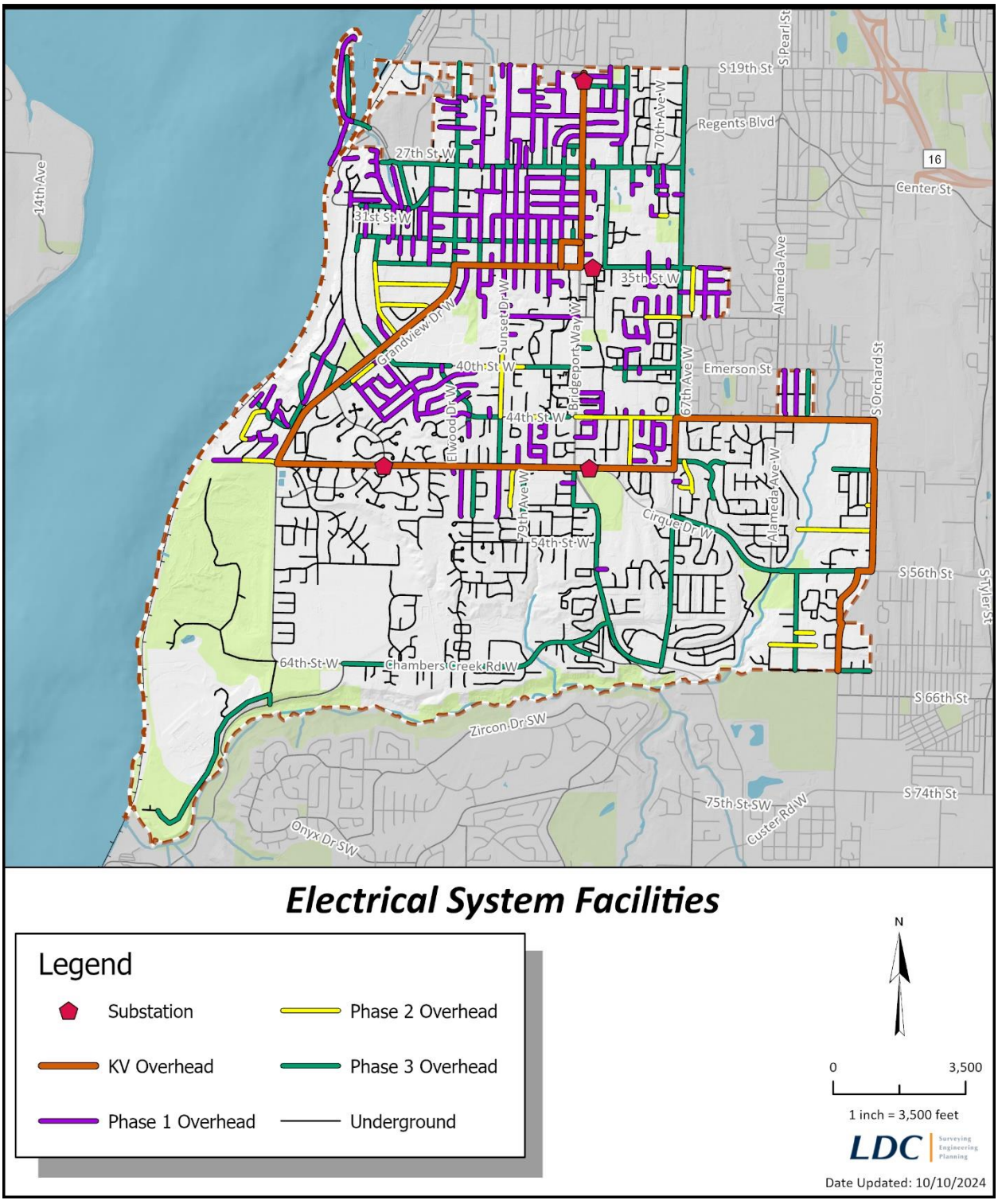
Figure 8-6



Chapter 9 – Shoreline Management Element

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Introduction

This element addresses shoreline management issues in the City of University Place over the next twenty years, consistent with the need to integrate the requirements of the Growth Management Act (GMA) and the Washington State Shoreline Management Act (SMA). These issues include addressing State shoreline elements, uses, activities, environment designations and implementation. This element takes into consideration the unique characteristics of the City of University Place shoreline.

Statutory Framework

The City of University Place manages the shoreline environment through implementation of the Shoreline Master Program. The Washington State Shoreline Management Act (SMA) provides guidance and prescribes the requirements for locally adopted Shoreline Master Programs. The goal of the SMA, passed by the Legislature in 1971 and adopted by the public in a 1972 referendum, is to "prevent the inherent harm in an uncoordinated and piecemeal development of the state's shorelines". The SMA establishes a broad policy giving preferences to uses that:

- Protect shoreline natural resources, including water quality, vegetation, and fish and wildlife habitat;
- Depend on the proximity to the shoreline (i.e. "water dependent uses"); and
- Preserve and enhance public access or increase recreational opportunities for the public along shorelines.

The SMA establishes a balance of authority between local and state government. Under the SMA, University Place has adopted a Shoreline Master Program that is based on state guidelines but tailored to the specific needs of the community. The program represents a comprehensive vision of how shoreline areas will be used and developed over time.

The Department of Ecology has issued State guidelines for Shoreline Master Programs in WAC 173-26. The guidelines are intended to assist local governments in developing master programs, which must be accepted and approved by the Department of Ecology as meeting the policy objectives of the SMA established under RCW 90.58.020 as well as the criteria for state review of local master programs under RCW 90.58.090. The City's 2013 Shoreline Master Program represents the culmination of the SMP update process, which was completed in accordance with the requirements of Substitute Senate Bill (SSB) 6012, passed by the 2003 Washington State Legislature.

Applicability – Shoreline Jurisdiction

The policies, goals, and provisions of the City of University's Shoreline Master Program take direction from the Shoreline Management Act (Chapter 90.58 RCW), Growth Management Act (Chapter 36.70A RCW), and WAC 173 (Department of Ecology).

The Puget Sound, Chambers Bay, and Chambers Creek meet the designation criteria for "shorelines of the state". The Puget Sound and Chambers Bay shorelines are also designated as "shorelines of statewide significance". More specifically, the City's shoreline jurisdiction includes:

- Submerged lands waterward of the ordinary high water mark (OHWM) on Puget Sound and Chambers Bay within City jurisdiction;
- Lands within 200 feet of the OHWM of the Puget Sound shoreline within the City's municipal limits;
- All areas of the 100-year floodplains currently mapped by the Federal Emergency Management Agency (FEMA) that are associated with the above areas; and
- All mapped wetlands that lie adjacent and contiguous to the areas above that meet the definition of associated wetlands.

These areas cover a total of approximately 8.6 linear miles within the City limits, including 5.9 miles of marine shoreline and 2.7 miles of the Chambers Creek shoreline. The shoreline planning area (SPA) encompasses approximately 383 acres landward of the OHWM. The SPA extends out to the center of Puget Sound and therefore includes several hundred additional acres waterward of the OHWM (tidal and subtidal areas).

Those unfamiliar with shoreline terminology may find the following definitions useful, sourced from RCW 90.58.030.

> **"Development"** means a use consisting of the construction or exterior alteration of structures; dredging; drilling; dumping; filling; removal of any sand, gravel, or minerals; bulkheading; driving of piling; placing of obstructions; or any project of a permanent or temporary nature which interferes with the normal public use of the surface of the waters overlying lands subject to this chapter at any state of water level;
>
> **"Ordinary high water mark"** on all lakes, streams, and tidal water is that mark that will be found by examining the bed and banks and ascertaining where the presence and action of waters are so common and usual, and so long continued in all ordinary years, as to mark upon the soil a character distinct from that of the abutting upland, in respect to vegetation as that condition exists on June 1, 1971, as it may naturally change thereafter, or as it may change thereafter in accordance with permits issued by a local government or the department: PROVIDED, That in any area where the ordinary high water mark cannot be found, the ordinary high water mark adjoining salt water shall be the line of mean higher high tide and the ordinary high water mark adjoining fresh water shall be the line of mean high water;
>
> **"Shorelines"** means all of the water areas of the state, including reservoirs, and their associated shorelands, together with the lands underlying them; except (i) shorelines of statewide significance; (ii) shorelines on segments of streams upstream of a point where the mean annual flow is twenty cubic feet per second or less and the wetlands associated with such upstream

segments; and (iii) shorelines on lakes less than twenty acres in size and wetlands associated with such small lakes;

"Shorelines of statewide significance" means the following shorelines of the state:

(i) The area between the ordinary high water mark and the western boundary of the state from Cape Disappointment on the south to Cape Flattery on the north, including harbors, bays, estuaries, and inlets;

(ii) Those areas of Puget Sound and adjacent salt waters and the Strait of Juan de Fuca between the ordinary high water mark and the line of extreme low tide as follows:

a. Nisqually Delta—from DeWolf Bight to Tatsolo Point,
b. Birch Bay—from Point Whitehorn to Birch Point,
c. Hood Canal—from Tala Point to Foulweather Bluff,
d. Skagit Bay and adjacent area—from Brown Point to Yokeko Point, and
e. Padilla Bay—from March Point to William Point;

(iii) Those areas of Puget Sound and the Strait of Juan de Fuca and adjacent salt waters north to the Canadian line and lying seaward from the line of extreme low tide;

(iv) Those lakes, whether natural, artificial, or a combination thereof, with a surface acreage of one thousand acres or more measured at the ordinary high water mark;

(v) Those natural rivers or segments thereof as follows:

a. Any west of the crest of the Cascade range downstream of a point where the mean annual flow is measured at one thousand cubic feet per second or more,
b. Any east of the crest of the Cascade range downstream of a point where the annual flow is measured at two hundred cubic feet per second or more, or those portions of rivers east of the crest of the Cascade range downstream from the first three hundred square miles of drainage area, whichever is longer;

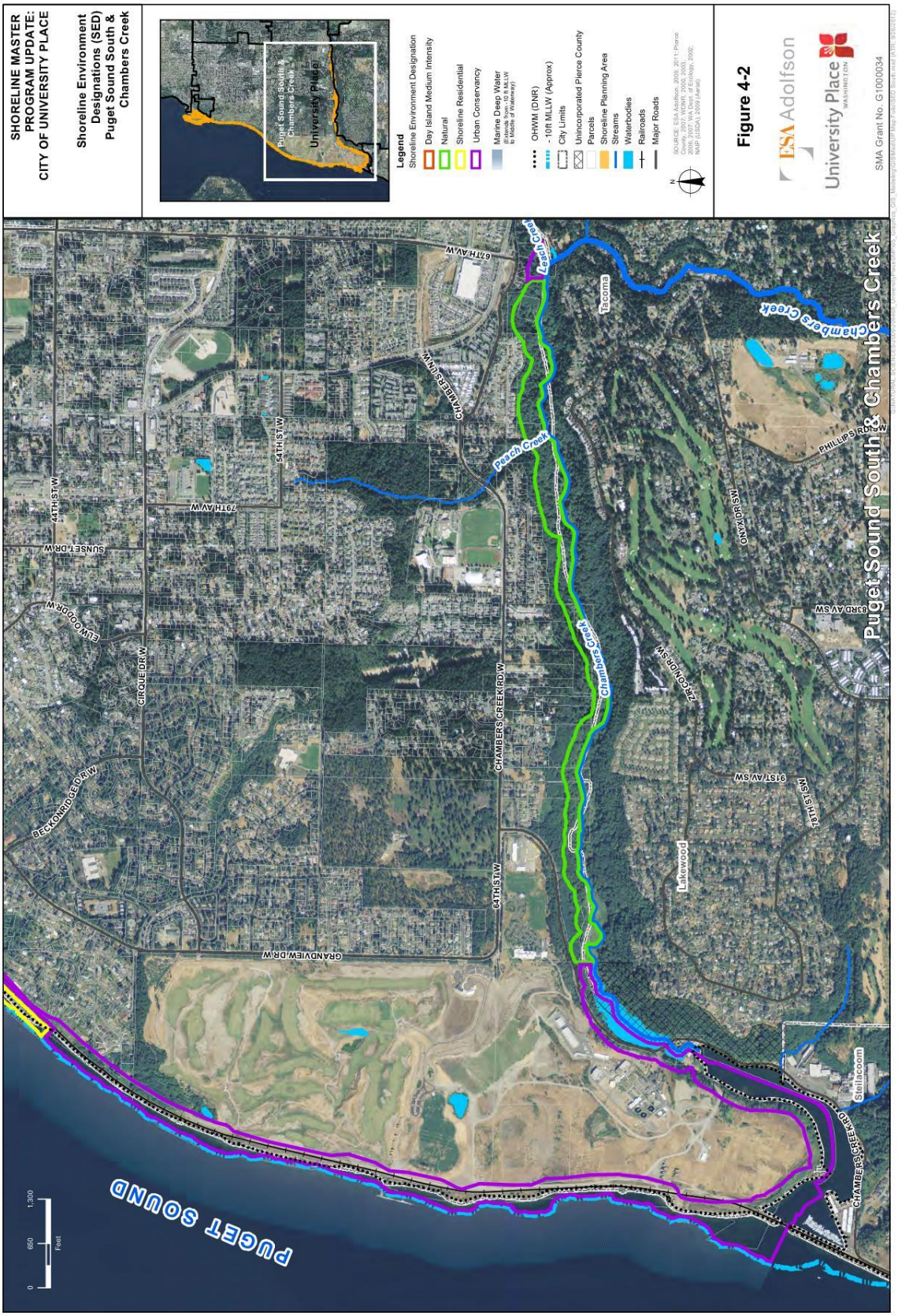
(vi) Those shorelands associated with (i), (ii), (iv), and (v) of this subsection;

"Shorelines of the state" are the total of all **"shorelines"** and **"shorelines of statewide significance"** within the state;

These lands and waters are shown on the City of University Place Shoreline Environment Designation maps provided below in Figure 4-1 and 4-2.

Figure 4-1
Shoreline Environment Designations, Puget Sound North & Day Island

Figure 4-2
Shoreline Environment Designations, Puget Sound South & Chambers Creek



STATE AND REGIONAL PLANNING CONTEXT

Growth Management Act

The Growth Management Act (RCW 36.70A), established a system of planning for cities and counties experiencing rapid growth. Within this system, thirteen planning goals were initially established, with 'Shorelines of the State' being added as a fourteenth goal in 1995. A fifteenth goal, climate change and resiliency, was added in 2023. The climate change and resiliency goal is not required to be addressed within this periodic update cycle; however, the next update will incorporate a new element that will need to consider factors that impact the Shoreline Management Element.

Specific to the Shorelines Management Element, the goals and polices of the Shoreline Management Act (RCW 90.58) and the corresponding portions of a City's Shoreline Master Program are added to the comprehensive plan per RCW 36.70A.480, Shorelines of the State. Specified in RCW 90.58.020, Use Preference, a City's Master Program shall give preference to uses in the following order:

1. Recognize and protect the statewide interest over local interest;
2. Preserve the natural character of the shoreline;
3. Result in long term over short term benefit;
4. Protect the resources and ecology of the shoreline;
5. Increase public access to publicly owned areas of the shorelines;
6. Increase recreational opportunities for the public in the shoreline;
7. Provide for any other element as defined in RCW 90.58.100 deemed appropriate or necessary.

Both GMA and SMA requirements emphasize "no net loss" of shoreline ecological functions necessary to sustain shoreline natural resources. WAC 173-26-201(2)(c) stipulates that to achieve no net loss, master programs should establish and apply:

- Environment designations with appropriate use and development standards; and
- Provisions to address the impacts of specific common shoreline uses, development activities and modification actions; and
- Provisions for the protection of critical areas within the shoreline; and
- Provisions for mitigation measures and methods to address unanticipated impacts.

It is the goal and responsibility of the City of University Place to ensure that no net loss is achieved when considering shoreline projects, modifications, and development. This can be achieved through the use of "best available science" criteria, which is explained in WAC 365-195-905. To paraphrase the section, scientific information can be produced only through a valid scientific process, characteristics of which include: peer review of the information; methods that are clearly stated and able to be replicated; logical conclusions and reasonable inferences of the data; quantitative analysis; placing the information in a proper context with respect to the prevailing body of pertinent scientific knowledge; and referencing assumptions, analytical techniques, and conclusions to relevant, creditable literature and other pertinent existing information.

VISION 2050 MULTICOUNTY PLANNING POLICIES (MPP)

While Vision 2050 does not broach shoreline policies directly, it defines environmental and climate change related policies that have impact on more local shoreline goals and policies.

Within the Environment chapter, it emphasizes a need to conserve open space and restore the health of the Puget Sound. The conservation of open space such as natural lands, aquatic systems, regional trails, and parks, provides for water quality protection, fish and wildlife habitat, flood storage, erosion control, and recreation, with an emphasis on environmental stewardship. The Puget Sound has been in a steady state of decline, with recovery efforts being vital as orca and salmon populations have steeply declined over the past decade. Recovery tactics identified include management of water quality that reaches the Sound; limiting contamination and decreasing pollutants from wastewater treatment plants, lawn runoff, septic tanks, and polluted stormwater. Recovery through actions such as protecting and restoring critical habitat, converting hardened shorelines to more natural conditions, protecting aquifers, and upgrading sewage treatment facilities is suggested. VISION 2050 Environment policies emphasize using the best available information when establishing standards; the restoration, enhancement, and preservation of habitat areas, wildlife corridors, and tree canopy; reduction of pollutants and contaminants, including pesticides, fertilizers, light, and noise; maintenance of natural hydrological functions and water quality; and providing open space networks, trails, and parks within walking distance of urban residents.

Climate change is also addressed in its own chapter within VISION 2050, with a goal to reduce greenhouse gas emissions to 80% below 1990 levels by 2050. While this cycle of the Comprehensive Plan update does not require climate change and resiliency to be addressed, shorelines and related policies will be impacted by them, nonetheless. Of particular note is sea level rise: however, other changes will impact shoreline elements, such as changes in precipitation, temperature, and ocean acidification, which will in turn affect streamflow, flooding frequency, landslide susceptibility, and wildlife habitat. VISION 2050 climate change policies that relate to the shoreline address the protection and restoration of natural resources, addressing sea level rise by planning for relocation of hazardous industries and essential public services away from the 500-year flood plain, and addressing the impacts of climate change and natural hazards on water, land, infrastructure, and vulnerable populations.

Pierce County Countywide Planning Policies (CPPs)

The Pierce County Countywide Planning Policies establishes a countywide framework from which county and municipal comprehensive plans are developed and adopted, ensuring consistency between said plans. The CPP's are intended to provide planning goals, objectives, policies and strategies for the subsequent adoption of comprehensive plans. Guidance for the Shoreline Management Element within the CPP's are drawn from the Environment Management Element.

INTEGRATION OF THE SHORELINE MANAGEMENT ACT WITH THE GROWTH MANAGEMENT ACT

Under the Growth Management Act, Shoreline Master Program policies are defined as a part of the local comprehensive plan:

For shorelines of the state, the goals and policies of the Shoreline Management Act as set forth in RCW 90.58.020 are added as one of the goals of this chapter as set forth in RCW 36.70A.020. The goals and policies of a shoreline master program for a county or city approved under chapter 90.58 RCW shall be considered an element of the county or city's comprehensive plan. All other portions of the shoreline master program for a county or city adopted under chapter 90.58 RCW, including use regulations, shall be considered a part of the county or city's development regulations. (RCW 36.70A.480(1))

The City of University Place has elected to implement the State Shoreline Management Act, Chapter 90.58 RCW, through the adoption of goals and general policies in Chapter 9 of the City of University Place's Comprehensive Plan, and specific goals, policies and development regulations in Title 18 of the City of University Place's Municipal Code.

This approach is consistent with the requirement for the integration of Shoreline Management Act requirements with the Washington State Growth Management Act.

Local Planning Context

Background

The City of University Place's Shoreline Master Program consists of shoreline goals and general policies contained in this Chapter, and specific shoreline policies and regulations contained in University Place Municipal Code Title 18. The program was adopted under the authority of RCW Chapter 90.58 and WAC Chapter 173-26.

The City adopted its first Shoreline Master Program on August 28, 1995 through Ordinance 60. This plan was interim and non-lasting due to the lack of sufficient time to put together a formal one tailored to the City, with the plan being largely based on Pierce County's adopted Shoreline Master Program at the time. The City formally incorporated on August 31, 1995. The City's first Comprehensive Plan was adopted on July 6, 1998, but did not include a shoreline element. On May 1, 2000, the City Council passed Ordinances 270 and 271, adding a Shoreline Management element to the Comprehensive Plan and adopting a codified Shoreline Master Program. The Shoreline Master Program was last updated in 2015 and 2018 to meet state standards through Ordinances 652 and 670.

Shoreline Aspirations

Within the City of University Place, residential areas and commercial corridors will retain a green, partially wooded or landscaped character, despite the mostly developed nature. The public will enjoy trail access to protected creek corridors, wetlands, and greenbelts. As Pierce County Chambers Creek Properties continue to develop, residents and visitors will enjoy expansive views, access to Puget Sound, and parks and recreation opportunities. The current extent of parks and recreation services has been

achieved through cooperative efforts of the City and school districts and many citizen volunteers. Residents enjoy more neighborhood parks and public spaces, a newly constructed civic center, public access to the shoreline, and a variety of recreation programs and activities for children, youth, adults, and senior citizens.

Major Shoreline Issues

Pierce County's continued efforts to develop the Chambers Creek Properties for recreational uses along Puget Sound and Chambers Bay in the southwestern part of the city offer an opportunity to add to the community's shoreline public access. Approximately 700 of the 900 acres are within the City of University Place. Proposed future items as of 2017 include a tunnel/bridge access to the South Beach, the addition of an event pavilion, non-motorized boat launch, and volleyball/athletic facilities in the South Area (south of the wastewater treatment plant), as well as wayfinding signage and environmental interpretive stations throughout the park. These properties historically operated as a gravel mine from the 1890's into modern day, when Pierce County purchased 600 acres of the property in 1992, with the commercial mining lease fully expiring in 2003.

Chambers Creek Canyon includes critical areas and offers wildlife habitat in a relatively undisturbed setting. Future planned recreational opportunities for the Chambers Creek Canyon include pedestrian trails. Development in the canyon, however limited, must protect habitat and critical areas.

The Burlington Northern-Santa Fe Railroad runs parallel to and along the Puget Sound shoreline, forming a physical barrier that limits the expansion of physical access for the public to enjoy the shoreline. However, it does provide the benefit of maintaining generally open views of the shoreline and Puget Sound from upland areas. Some public access has been achieved through the construction of the Chambers Creek Property pedestrian overpass. This crossing, which opened in 2011, reopened nearly three miles of marine shoreline on the waterward side of the tracks for public access after this area had been closed off to access for a century. Additional public access improvements along the railroad corridor will require the support and cooperation of the Burlington Northern-Santa Fe Railroad.

The Day Island and Sunset Beach residential areas have historically developed in a manner where most single family dwellings are now non-conforming with respect to zoning regulations that apply to the remainder of the City's single-family neighborhoods. Shoreline Master Program policies and regulations, and special zoning overlay regulations that apply to these areas, recognize historic development patterns, minimize the number of properties classified as nonconforming, and support continued investment in the maintenance and improvement of these unique properties and neighborhoods.

The Day Island waterway, located between Day Island and the mainland, has supported development of marinas, a yacht club and a mix of commercial, industrial and other uses over the past century. The Mixed Use -- Maritime zoning classification and Day Island Medium Intensity Shoreline Environment Designation recognize these historic uses and support appropriate water-oriented mixed use development along the mainland side of the Day Island Waterway, where shoreline ecological impacts and potential impacts on the nearby residential development can be mitigated.

GOALS AND POLICIES

The City of University Place supports the policies and procedures outlined in the Shoreline Master Program through the goals and policies of the Comprehensive Plan.

Shoreline Regulation

The City of University Place continues to enforce their established Shoreline Master Program, last updated in 2018, through the guidance of state law and best practices. Recommendations from the Department of Ecology and any other state agencies or units of local government are to be considered during review of the Shoreline Master Program as well as subsequent projects on development projects adjacent to shorelines. The use of best available land use practices will be coordinated with outside agencies, including but not limited to the State Department of Ecology, State Department of Fish and Wildlife, the U.S. Army Corps of Engineers, and the Puyallup Tribe. In addition to coordinating with other public entities, the City of University Place strives to educate and give access to the public, giving greater appreciation for shoreline management, maritime activities, and environmental conservation.

GOAL SH1

Administer the Shoreline Master Program in a fair, predictable manner, and with coordination from other jurisdictional bodies.

Policy SH1A

Administer the City's Shoreline Master Program consistently in conjunction with the Shoreline Management Act (Chapter 90.58 RCW), Growth Management Act (Chapter 36.70A RCW), and WAC 173 (Department of Ecology), specifically Chapters 173-15, 173-18, 173-22, 173-26, and 173-27 WAC.

Policy SH1B

Prioritize efforts on broader, regional, long-term benefits over those of narrow-scope, local, and short-term options in order to retain the natural character, ecology, and resources of lands within shoreline jurisdiction.

Policy SH1C

Coordinate with neighboring jurisdictions and appropriate entities on shoreline uses, activities, and regulation updates, ensuring compliance with requirements through predictable permit processing.

Policy SH1D

Provide methods to educate and inform the public about the value of shoreline resources and about shoreline issues.

Policy SH1E

Identify, protect, and preserve historic and cultural sites and structures during development, and control future development to prevent incompatible land uses at identified sites.

Policy SH1F

Support the continuation of non-conforming uses and structures, while limiting expansion and minimizing conflicts with other shoreline goals and policies.

Shoreline Environment Designations

The areas of the shoreline are categorized for the purpose of differentiation between areas whose features lead to differing objectives regarding their use and future development. These are intended to address the wide range of physical conditions and developmental settings along shoreline areas. While the State of Washington provides six general environment designations, there is allowance for alternative systems provided the purposes and polices are consistent with the general environment designations found in WAC 173-26-211.

GOAL SH2

Manage the shoreline's physical character, resources, and historical development pattern by designating environmental designations consistent with State guidelines.

Policy SH2A

Maintain the Shoreline Residential Shoreline Environment Designation, allowing the accommodation of low-density residential development and appurtenant structures in areas with existing development, giving consideration to the historical development pattern in these areas while encouraging proper maintenance and repair. This SED provides appropriate public access and recreational uses, while minimizing adverse shoreline impacts. The unique characteristics and resources of the aquatic areas between the ordinary high water mark and upland areas should be protected, restored, or managed under the direction of the Shoreline Master Program.

Policy SH2B

Maintain the Urban Conservancy Shoreline Environment Designation, allowing lands that are in urban and developed settings to have compatible uses that promote the protection and restoration of open space, flood plain, and other sensitive lands. Ecological functions of these areas are not generally suitable for water-dependent uses that are incompatible with ecological restoration, maintenance, and functionality.

Policy SH2C

Maintain the Natural Shoreline Environment Designation to protect shoreline areas that are relatively free of human influence or use, and have minimally degraded or complete shoreline ecological functionality. Areas within this SED should be ecologically sound, unable to support new development or uses without significant adverse impacts, and considered to represent ecosystems or geologic types that are of scientific or educational value.

Policy SH2D

Maintain the Day Island Medium Intensity Shoreline Environment Designation to accommodate the historical pattern of use and foster economic growth, including marinas and other boat moorage; water-oriented commercial, transportation, and light-industrial activities; moderate density residential; and related facilities and activities, while protecting or restoring ecological functions in areas of degradation. Public access and water-oriented recreational uses, and limited non-water-oriented uses should protect, restore, and manage the unique characteristics and resources of the shoreline.

Policy SH2E

Maintain a Marine Deepwater Shoreline Environment to protect and manage deepwater marine areas waterward of the intertidal shoreline.

Shoreline Environment

As shorelines are among the most valuable and fragile of the State's natural resources, policies are in place to utilize, protect, restore, and preserve the shoreline environment. Adverse impacts to the land and waters, including vegetation and wildlife, and to public health should be avoided. Any potential damage to the shoreline should be mitigated against to preserve the ecology and environment of the shoreline area. New development should be located and designed in a manner that prevents or minimizes the need for modifications to the shoreline, including limiting the clearing of non-invasive vegetation within the shoreline area. When more intensive modifications to the shoreline are required, the full range of public interests and environmental concerns should be accounted for, with emphasis on protecting and enhancing both priority habitat and species, as well as natural and cultural resources. Policies within this section are intended to guide the City of University Place towards protecting these shoreline environments.

GOAL SH3

Protect, preserve, manage, and restore shoreline resources and ecosystems to foster and accommodate shoreline uses and activities consistent with shoreline preservation and restoration.

Policy SH3A

In setting shoreline protection measures, use "best available science" as described in WAC 365-195.

Policy SH3B

Protect critical areas in the shorelines.

Policy SH3C

Mitigate adverse environmental impacts on the shoreline by limiting clearing and grading on lands under shoreline jurisdiction.

Policy SH3D

Practice vegetation management techniques in the shoreline area that increase the stability of steep slopes, reduce the need for structural shoreline stabilization measures, improve the visual and aesthetic qualities of the shoreline, and/or enhance shoreline uses.

Policy SH3E

Minimize adverse impacts to the ecological functions and alteration to the natural environment when modifying the shoreline. Regulate the use and development of "hard" shoreline modifications by encouraging the use of non-structural, "soft" shoreline modifications.

Policy SH3F

In areas characterized by open space or other vegetation vegetative buffers should be maintained, enhanced, or restored to native vegetation in order to protect managed lands and bodies of water through reductions in runoff and siltation. Waters for open space/ vegetation purposes should only be diverted in accordance with water right procedures.

Policy SH3G
Allow in stream structures that provide for the protection and preservation of ecological functions, recreation, fisheries enhancement, irrigation and cultural resources.

Policy SH3H
Encourage uses that promote and enhance the fisheries, providing for aquaculture to assist with the recovery of native populations of fish, along with associated wildlife and vegetation, while ensuring compatibility with shoreline uses.

Policy SH3I
Maintain consistency within projects by using criteria consistent with the National Flood Insurance Program's guidance while protecting the shoreline.

Policy SH3J
Prohibit new over water residences and floating homes, and the expansion of existing over water residences, marinas, and other boating facilities more waterward than their existing location. Encourage the proper maintenance of existing structures and facilities.

Policy SH3K
Regulate the use of pesticides, herbicides and fertilizers in accordance with applicable regulatory agency standards to mitigate adverse water quality impacts and degradation.

Policy SH3L
Allow fill in limited circumstances, such as to provide limited backfill for bulkheads or for habitat/beach restoration projects, while protecting the shoreline's ecological and natural resource values.

Policy SH3M
Minimize damage to ecological values, natural resources, and water quality in areas to be dredged and areas selected for the deposit of dredged materials. Ensure that dredging operations minimize interference with navigation and adverse impacts to other shoreline uses, fish and wildlife habitat, and properties. Dredging of bottom materials waterward of the ordinary high water mark for the single purpose of obtaining fill material is generally prohibited, except for public repair or habitat restoration projects.

Policy SH3N
Continue to prohibit new mining activities within the shoreline jurisdiction area while encouraging the reclamation of previously mined areas. Protect the shoreline from the impacts of mining further upstream by containing associated run-off and debris.

Public Access

Public access is the ability of the general public to reach, touch, and enjoy the water's edge, to travel on the waters of the state, and to view the water and shoreline from adjacent locations (WAC 173-26-221(4)). Over half of the City of University Place's shoreline area is public owned, largely by Pierce County in the form the Chambers Creek Regional Park (CCRP). Direct public access to the North Beach at the CCRP has been established through the construction of the North beach pedestrian overpass in 2010, with future access points anticipated in the 2017 CCRP Master Site Plan. Shoreline access in other areas of the city is limited, mostly consisting of right-of-way in residential areas. These access points have

spawned some concern for privacy and security of area residents, which should be addressed as part of future public access development. Significant views of the shoreline exist from the hillslopes of the City, which are largely limited to 35' of building height, with private height restriction covenants being not uncommon in certain areas. University Place strives to maintain and improve access to the shoreline for its residents.

GOAL SH4

Improve and maintain public access to publicly owned portions of the shoreline, without adversely intruding upon fragile ecosystems or private property.

Policy SH4A

Support opportunities and development projects that give priority to public access of publicly owned shorelines, securing and enhancing public access where possible. and secure additional access for general public use.

Policy SH4B

Recognize the privacy and security needs of private residences when considering public access opportunities.

Policy SH4C

Protect recognized shoreline public access locations from new encroachments that may preclude its use for public access.

Policy SH4D

Apply development regulations to new development to protect the public's visual access to the water while discouraging the removal of natural vegetation in the shoreline areas for the sole purpose of removing impediments to views.

Policy SH4E

Strictly regulate signs in the shoreline area so that they do not adversely block or otherwise interfere with visual access to the water or shorelands. Support the provision of necessary warning, navigational, and public recreational signage that furthers the public's safe enjoyment of the shoreline.

Recreation

Much of the City of University Place's shoreline is used for recreational purposes. The Chambers Creek Regional Park is a public park that constitutes over half of the City's shoreline area. In addition to the CCRP, the city also hosts two private marinas and a yacht club in the vicinity of Day Island near the northern extent of the shoreline. A variety of compatible recreational experiences and activities are encouraged to satisfy diverse recreational needs. Recreational developments and

plans should promote conservation of the shoreline's natural character, ecological functions, and processes. Integration of recreational facilities to link multi-modal pathways, interpretive signs for educational purposes, and preservation or enhancement of views should be considered for recreational facilities within the shoreline area.

GOAL SH5

Preserve and expand shoreline recreational activities in the City of University Place.

Policy SH5A

Encourage the development of recreational activities that expand and enhance public access to the shoreline areas while ensuring that ecological functions of the shoreline area are not significantly degraded.

Policy SH5B

Docks and other moorage facilities should be allowed in association with water dependent uses and existing residential development, and system-wide processes. Facilities should allow for the maintenance and use of navigable waters, public access areas, and recreational opportunities. Such facilities should be located, designed, constructed and maintained to protect shoreline ecological functions, including minimizing adverse impacts such as noise, light, and glare.

Policy SH5C

Continue supporting the operation, maintenance and enhancement of the existing yacht club, marinas, and private boathouses. Allow for the construction of private, non-commercial boathouses to meet recreational needs of area residents in a limited capacity.

Economic Development

Balancing the regional needs of economic development with the protection of the shoreline environment is paramount to the City of University Place. Economically viable areas include the Chambers Creek Regional Park and related golf course, the Pierce County Regional Wastewater Treatment Plant, and private marinas. The Day Island waterway has potential to be a lead driver in economic development along the shoreline, as it hosts a variety of existing commercial, light-industrial, and recreational uses.

GOAL SH6

Promote regional economic development provided by non-residential uses in or adjacent to the shoreline.

Policy SH6A

Foster economic growth by encouraging redevelopment of non-residential properties on the mainland side of the Day Island waterway with a variety of commercial, light industrial, marina, residential and recreational uses within mixed use developments that are predominantly water-oriented.

Transportation

Both public roads and railroad right-of-way are present within the shoreline area of University Place. Adding new roads and parking facilities is generally discouraged due to the impacts on both the environment and visual access of the shoreline. Any increase in circulation to the shoreline will be

considered through a multi-modal lens, with a focus on pedestrian and bicycle access. Minimizing conflicts between motorized and non-motorized transportation should be prioritized. Burlington Northern Santa Fe owns and operates the railroad right-of-way within the shoreline area. The railroad, however, is a physical barrier that divides the upland areas of the City from the shoreline. Future overpasses or underpasses that prioritize safe pedestrian access are favorable. While maintenance of the railroad is allowed, further expansion of the existing right-of-way is prohibited.

GOAL SH7

Establish and maintain a transportation network for people, goods, and services at a high level of convenience, safety, and reliability.

Policy SH7A

Plan, locate, and design new vehicular accessways away from shorelands to minimize the adverse impact upon unique and fragile shoreline features and ecological functions, except when necessary to provide access to an allowed shoreline use. Discourage parking facilities in shoreline areas unless specifically supporting a preferred use or unless parking is intended to serve disabled individuals.

Policy SH7B

Allow railroads to continue and perform proper maintenance and safety improvements within the existing right-of-way but prohibit the expansion of railroads outside of the existing railroad right-of-way. Railroad improvements, including additional rail lines within the existing right-of-way, may only be allowed upon demonstrating that significant adverse environmental impacts to the shoreline environment and adjacent uses are adequately mitigated and upon the provision of an alternatives analysis that clearly justifies the need for a shoreline location. Relocating tracks landward of the existing right-of-way may have benefits and should be allowed upon demonstrating impacts to the shoreline environment can be mitigated.

Utilities

Utility facilities produce and carry electric power, gas, telephone, cable, sewage, communications, water, and other public services. In addition to consistency with this shoreline management element, the installation and operation of utilities must also be consistent with the other comprehensive plan goals and policies, particularly the utilities element. The Chambers Creek Wastewater Treatment Plant is located near the Puget Sound and Chambers Creek, serving not just the City of University Place, but also Lakewood, Dupont, Steilacoom, and portions of Tacoma and greater Pierce County. The Plant was expanded in 2017 to accommodate growth through 2030; however, future expansion may be needed. While Day Island is planned to have its sewer replaced in the near future, other areas of the City's shoreline are still on septic, which will need to be addressed in future updates.

GOAL SH8

Prevent the contamination of the shoreline through responsible operation of utilities within the City.

Policy SH8A

Utilities within the shoreline area must be consistent with the Utilities Element of this Plan while being compatible with the protection of the shoreline resource and environment. Allow for the necessary operation and maintenance of utilities when these activities occur within improved

rights-of-ways. Ensure utilities satisfy necessary spill prevention containment and control plans and emergency response plans.

Policy SH8B

Construct and maintain storm drain and outfall facilities to meet all applicable standards for water quality.

Policy SH8C

Encourage the provision of sewer service to areas of the shoreline without sewers.

Policy SH8D

Encourage responsible operation and maintenance of existing sewage treatment facilities within the shoreline area. New or expanded sewage treatment facilities need to demonstrate the need for the shoreline location and plans to mitigate any impacts that may occur as a result of further development.

Policy SH8E

Prohibit solid waste landfills in shoreline areas.

Chapter 10 - Parks, Recreation and Open Space Element

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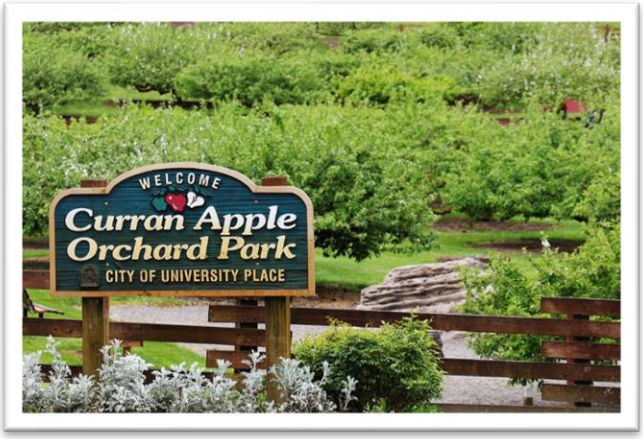
Introduction



The Parks, Recreation and Open Space Element serves as an expression of the community's goals, objectives, needs and priorities for recreation planning. In all communities, recreation provides important personal and social outlets. Park, recreation and open space facilities are common areas that University Place residents, as well as visitors, can enjoy. They can promote physical health and social/mental wellness by providing physical activity, making neighborhoods safer, building communities, and fostering social interactions. Parks provide places for exercise, sports, children's playgrounds, relaxation, and community gatherings. These areas also enhance the aesthetic qualities of the community. They serve as important community centers and are among the most heavily used and enjoyed places within University Place.

As with other facilities and services provided by the City, planning for parks, recreation and open space facilities must be conducted to address the changing demands that occur with growth. When the population increases, the demand placed upon existing facilities may increase, as well. As such, park, recreation and open space areas and facilities may need to be enhanced or expanded to meet the growing needs. Adequate land must be set aside for these purposes, and capital funds must be made available to develop the facilities. This Element is intended to ensure that provisions will be made to prepare for future needs so that the citizens of University Place will continue to enjoy a high level of park, recreation and open space services into the future.

Organization Of The Parks, Recreation And Open Space Element

The Parks, Recreation and Open Space Element is divided into five sections. The Introduction section summarizes the intent for the Element, its organization and its relationship to the Parks, Recreation and Open Space (PROS) Plan. The second section summarizes applicable planning requirements. The third section provides a PROS vision, mission statements and a summary of issues and challenges. The fourth section summarizes existing facilities and references proposed facilities explored in detail in the PROS Plan. The final section provides goals and policies in support of meeting University Place's long-term park, recreation and open space needs. These relate to:

- Planning and Implementation
- Acquisition and Finance
- Community Involvement
- Access to parks
- Facility Development and Maintenance
- Human Resources
- Historical and Cultural Resources
- Parks, Open Space and Greenbelts
- Civic Facilities

Relationship To Parks, Recreation And Open Space Plan

On March 16, 2020, the University Place City Council adopted Resolution No. 914, thereby adopting an updated University Place Parks, Recreation and Open Space (PROS) Plan. The 2020 PROS Plan and amendments thereto are hereby incorporated by reference and considered to be a component of this PROS Element and Comprehensive Plan.

The PROS Plan provides specific guidelines for meeting the recreational needs of a changing community. In conjunction with the Capital Facilities Element Capital Improvements Plan, it makes recommendations concerning property and facility improvements necessary to provide recreational opportunities in the future. It serves as a road map and strategic planning tool for making parks, open space, facility, and recreational program decisions over a minimum six-year, and sometimes longer-term, planning horizon. The PROS Plan identifies the actions the City should implement to satisfy the expectations of the community. It includes recommendations that provide guidance for making land acquisitions, protecting open spaces, and improving and establishing new facilities. The PROS Plan also serves as a resource and planning guide for the Parks Capital Improvement Program (CIP) and Parks Maintenance and Recreation staff.

The PROS Plan is divided into seven sections:

- Overview
- Goals and Objective
- Inventory and Assessment
- Public Involvement
- Demands and Need Analysis
- Capital Improvement Program
- Plan Adoption

Rather than repeat the information contained in the PROS Plan, this Element will reference the PROS Plan and focus primarily on goals and policies.

State and Regional Planning Context

Growth Management Act

The Washington State Growth Management Act identifies the following planning goal:

“Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.” [RCW 36.70A.020(9)]

The GMA also identifies mandatory and optional Plan elements. [RCW 36.70A.070 and .080]. A Park and Recreation Element is a mandatory Plan element that must, at a minimum, implement, and be consistent with, the Capital Facilities Plan Element as it relates to park and recreation facilities. [RCW 36.70A.070(8)]. The Element shall include:

- Estimates of park and recreation demand for at least a ten-year period;
- An evaluation of facilities and service needs;

- An evaluation of tree canopy coverage within the urban growth area; and
- An evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

Pierce County Countywide Planning Policies (CPP)

The Pierce County Countywide Planning Policies include a policy on Natural Resources, Open Space, Protection of Environmentally Sensitive Lands, and the Environment. Open space, for the purpose of this policy, includes federal, state, and local parks, recreation areas, greenbelts/natural buffers, scenic and natural amenities or unique geological features or unique resources. This policy directs University Place to:

- Develop a plan for the provision and designation of open space considering a number of factors, including the following:
    - Environmentally sensitive lands may include open space and/or greenbelt areas;
    - Open space areas planned, created, maintained, and/or enhanced within urban growth areas;
    - Open space is defined in conjunction with recreation and facilities;
    - Open space and environmentally sensitive lands that create linkages across jurisdictional boundaries need coordination between entities;
    - Open space cluster design should be included in development regulations; and
    - Natural buffering should be included as part of development design.
- Consider making the following uses of open space:
    - Recreational areas, including parks (golf courses, picnic areas, bicycle, equestrian, and walking trails) and general recreation;
    - Uses as considered on a case-by-case basis; and
    - Uses derived from community definition (i.e., greenbelts).
- Encourage new housing to locate outside of designated open spaces, or in a compatible fashion (i.e., clustered design) with open space designations.
- Regulate open space through tools such as:
    - Zoning and subdivision ordinances, including but not limited to cluster and minimum lot size zoning with required open space, overlay zones and/or open space, and adequate off-site public facility regulations;
    - Development impact fees for park and open space acquisition;
    - Dedication of land or money in-lieu of land;
    - Designation of open space corridors;
    - Soil conservation measures;
    - Wetlands, shorelines, floodplain, or other environmentally sensitive lands ordinances;
    - Development agreements, or
    - Protection and encouragement of urban tree canopy coverage.
- Cooperatively inventory existing and potential open space by creating local and regional planning inventories.
- Authorize the following, or other similar methods of retaining open space land or wildlife corridors:

- Public acquisition of property in fee simple or through development easement acquisition;
- Private acquisition with covenants, conditions and/or restrictions limiting the use of the property to open space;
- Alternatives to public purchase; or
- Retention of existing open space through required open space preservation and preserving and enhancing significant regional open space networks and linkages across jurisdictional boundaries.

Local Planning Context

Park, Recreation And Open Space Aspirations

Looking ahead 20 years…

In the 2040s, park, recreation, and open space areas are found throughout the City.

Parks, recreation, and open space areas have been expanded and enhanced, with a focus on inclusivity and accessibility for all residents. Collaboration remains a cornerstone, as the City works alongside school districts, private partners, and engaged citizens to sponsor a diverse range of recreational events in an array of public spaces. Residents enjoy a community center, civic center, access to community gardens, public access to the shoreline, and a variety of recreational programs and activities for all members of the community. With access to quality parks and facilities in walkable neighborhoods, residents engage in recreational opportunities that foster deeper social connections and healthier lifestyles.

Care has been given to retain elements of the natural environment.

Areas of open space and forested groves within Chambers Creek Canyon, Adrianna Hess Wetland Park, Paradise Pond Park, Colegate Park, Homestead Park, the Leach Creek drainage and in other locations have been preserved where possible through public/private collaboration. University Place continues to promote the value of the natural environment by inventorying and monitoring the elements that define the city's green character, including forested parks and open space.

Mission Statement – Parks, Recreation And Open Space Plan

Provide a full range of park, recreation and open space facilities and programs in accordance with the needs and desires of the community. Act as a coordinator of local interests where facilities are provided by many other agencies; and perform as a facilitator where unique acquisition or development opportunities may occur which could be implemented or operated by other agencies.

Mission Statement – Parks And Recreation Commission

Enrich our quality of life through developing a comprehensive parks & recreation system that preserves and protects our natural resources and provides a variety of leisure time opportunities to meet the diverse and dynamic needs of our community.

Major Issues And Challenges

- University Place's limited tax base constrains the City's ability to acquire, develop, and maintain parks.
- Residential, commercial, mixed use, and industrial development continues in University Place, increasing the demand imposed on existing park facilities. The ratio of City-owned and managed park and open space land to population is low compared to national and regional standards.
- University Place has some distinct natural features worth retaining and enhancing. These include the Puget Sound shoreline, Chambers Creek Canyon, Morrison Pond wetlands, and major creek corridors such as the 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, under Pierce County ownership, experiences ongoing redevelopment to provide and support recreational opportunities and facilities. Additional trails, shoreline access, and a boat ramp are planned for construction in the future. Other major projects, possibly including lodging, conference facilities, commercial businesses, and an additional golf course, may be considered in the future.
- Additional amenities and enhancements are needed in existing parks and open space areas. The City also lacks a substantial Community Activity Center for citizen use and enjoyment.

Park, Recreation and Open Space Facilities

Existing and Proposed

Existing park, recreation, and open space facilities are summarized below in Table 10-1. The locations of these facilities are shown on the Park and Recreation Properties map in Figure 10-1. Additional detail is provided in Section 3 of the PROS Plan, which provides an inventory of park, recreation, and open space facilities and summarizes existing park facilities and recreation services.

Section 5 of the PROS Plan provides a demand and needs evaluation that analyzes existing levels of service and capacities and measures how well the parks and recreation need of the community are being met. It identifies gaps between these measurements and projected future demand for parks, recreation and open space facilities and services.

Proposed park, recreation and open space improvements are listed in the Capital Facility Element's Six-Year Capital Improvements Plan. Funding options for recommended projects are explored in Section 6 of the PROS Plan.

Pursuant to RCW 36.70A.160, University Place has identified an open space corridor that consists of lands in the vicinity of Chambers Bay, Chambers Creek and Leach Creek. These lands extend from the Puget Sound shoreline and Chambers Bay through the Chambers Creek Canyon and along Leach Creek to the Fircrest boundary. The cities of University Place and Lakewood, and Pierce County, are working cooperatively to develop the Chambers-Leach Creek trail system, which will connect to a Fircrest open space corridor trail system to the north and Pierce County Chambers Creek Properties to the south and west.

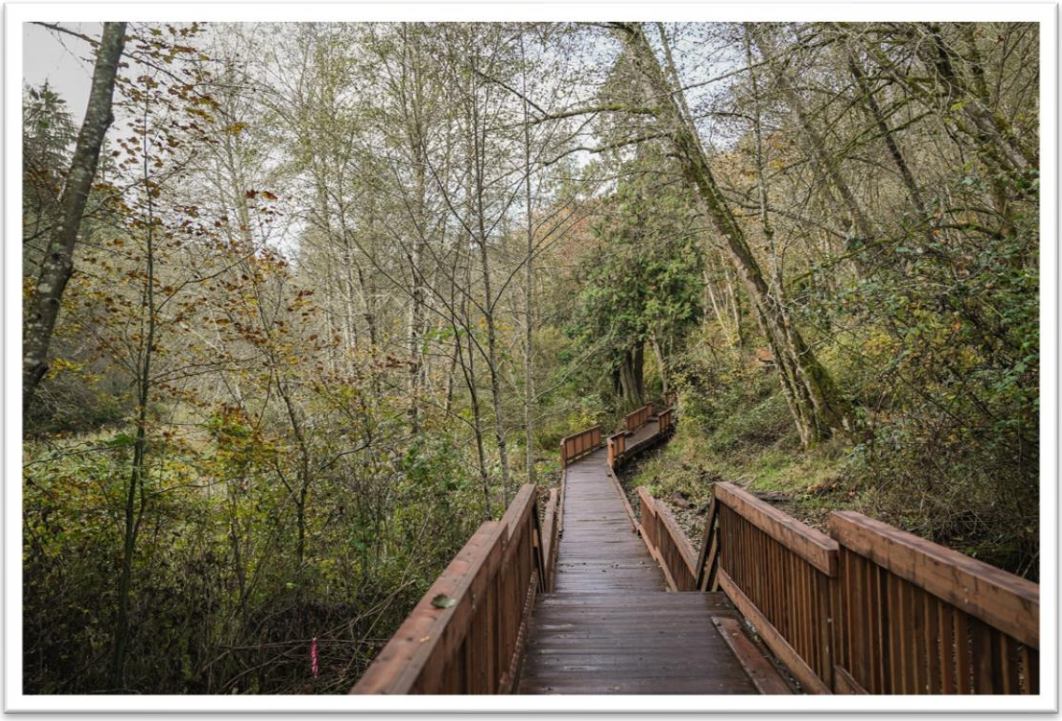


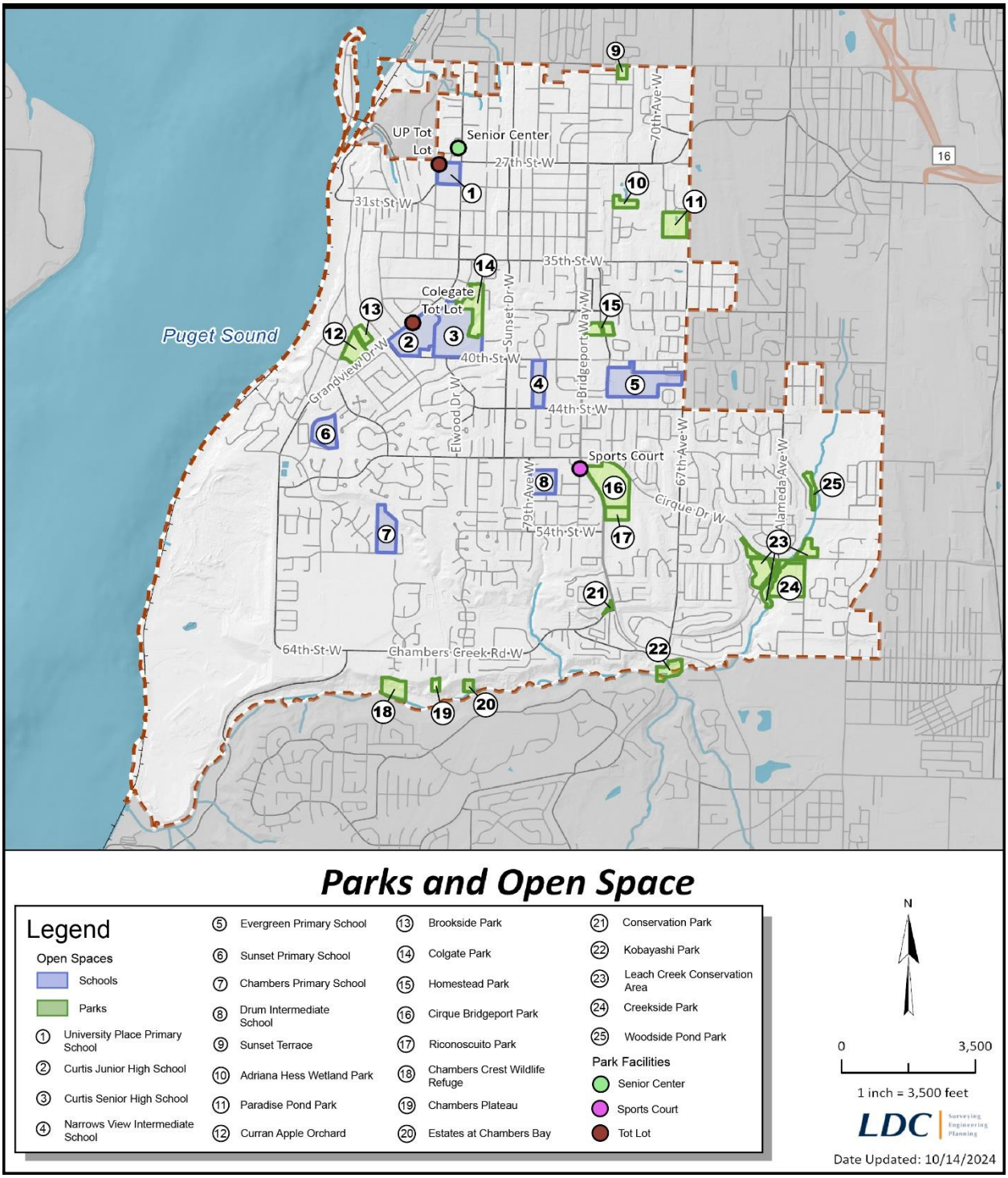
Table 10-1
Park, Recreation and Open Space Facilities

Parks/Facilities	Features	Acres*
Mini Parks		
Drum Basketball Court	Basketball Court	0.5
Colegate Playground/Tot Lot	Playground	0.5
UP Tot Lot**	Playground	0.5
Neighborhood Parks		
Sunset Terrace Park	Field, Playground, Shelter, Restrooms	5.6
Community Parks		
Cirque Bridgeport Park	Fields, Playground, Skate Park, Restrooms	22.0
Open Space/ Natural Areas		
Chambers Crest Wildlife Refuge	No Public Access, Wildlife Corridor	7.5
Riconosciuto Property	Open Space, Wetland	5.0
Conservation Park	Green Space	1.5
Pemberton Creek Open Space	No Public Access, Wetland, Wildlife Corridor	4.9
Leach Creek Conservation Area	No Public Access, Wetland, Wildlife Corridor	14.8
Adrianna Hess Wetland Park	Meeting Rooms, Wetland, Bird Watching	2.0
Woodside Pond Nature Park	No Public Access, Wetland, Wildlife Corridor	3.6
Creekside Park	Open Space, Wetland, Wildlife Corridor	15.0
Colegate Park	Informal Trails and Open Space	12.0
Paradise Pond Park	Open Space, Wetland, Bird Watching	9.5
Brookside Park	No Public Access, Wetland	2.6
Crystal Creek Corridor	Stream Corridor, Wetland	1.7
Special Use Facilities		
Senior/Community Center	Meeting Rooms, Kitchen	0.5
Curran Apple Orchard Park	Orchard, Playground, Band Stand	7.3
City Hall	Meeting Rooms, Kitchen	2.4
Homestead Park	Open Green, Gardens, Trails, Information Kiosk	4.8
Kobayashi Park	Open Green, Trail, Fishing, Wildlife Corridor	5.5
Total*		**129.7**

**** Area is Approximate ** Names are Placeholders***

University Place
WASHINGTON

Figure 10-1



Goals and Policies

This 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 strategies and other steps needed to meet the intent of each goal.

Planning/Implementation

GOAL PRO1

Maintain and continue to 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 retain 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 and greenbelts, 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 that enhance surrounding land uses;
- Land that is presently available, or that, if not retained now, will be lost to development in the future;
- Land that preserves significant historical areas and features.

Policy PRO1B

Ensure a fair geographic distribution of parks, playgrounds, and related recreation opportunities within walking distance of, and conveniently accessible to all, residents, particularly those historically marginalized, via safe sidewalks, pathways, and trails.

Policy PRO1C

Evaluate traffic, noise, parking, lighting and other impacts on surrounding land uses when considering sites for acquisition and in developing park sites.

Policy PRO1D

Encourage the enhancement, accessibility, and use of underutilized publicly owned properties for park, recreation and open space purposes that meet the needs of a diverse community in terms of needs and interests, regardless of physical ability, race, or social or economic status.

Policy PRO1E
Encourage development of inter-generational / multi-purpose indoor and outdoor active recreation facilities and programs that are responsive to community needs and interests and based on the demand for recreation programs.

Policy PRO1F
Require new and substantially modified residential development to provide open space and recreation facilities to serve the intended residents. Encourage, and where appropriate require, public plazas and other usable open space in commercial and mixed use projects, to include seating and other improvements that enhance their function as community gathering places. Consider the use of incentives to help achieve the policy objectives.

Policy PRO1G
Support enhancement in bicycle access and safety throughout University Place. Provide new bicycle lanes or trails and other supportive facilities when streets or transportation facilities are constructed or improved.

Policy PRO1H
Develop pedestrian trails along creeks and saltwater shoreline where feasible and not detrimental to wildlife and other aspects of the environment. Develop interpretive trails and other pedestrian pathway connections between parks and open space surrounding wetlands, ponds and other water features, for example Adrianna Hess Wetland Park and Paradise Pond Park. Continue supporting development of the Chambers Creek trail in order to achieve a regional trail system that connects trails within the City of Fircrest to the Puget Sound shoreline at Chambers Creek Properties via the Leach Creek corridor and Chambers Creek Canyon.

Policy PRO1I
Coordinate development of public parks, open space, greenbelts, pedestrian walkways, bike paths, water trails, and an urban connected on-street and off-street trail system with the area's unique open space settings including wetlands, creeks, greenbelts, and other environmentally sensitive or historic sites.

Policy PRO1J
Provide or make arrangements via interlocal agreements for adequate Community Center facilities for youth and adults based on community support and funding capacity.

Policy PRO1K
Support development of partner-based community-oriented enrichment programs that are responsive to community needs and promote community support.

Policy PRO1L
Enhance recreation opportunities for University Place by partnering with other cities, non-governmental organizations, community-based organizations, local businesses, other government agencies and the University Place School District.

Policy PRO1M
Enhance or create space for reflection, mediation, culture, and history.

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 Capital Facilities Element Six-Year Capital Improvement Plan (CIP) to prioritize parks, recreation, and open space funding.

Policy PRO2B

Retain parcels identified as potential parks, open space, and trails using a variety of methods, including regulations, park impact fees, incentives, trades, and the purchase of lands or easements.

Policy PRO2C

Encourage development designs that create, preserve, and retain open space accessible to the general public, regardless of race, social, physical ability or economic status.

Policy PRO2D

Acquire and plan for the development of parks and trails with public funds, shared use of transportation rights-of-way, and dedications from large residential and commercial developments.

Policy PRO2E

Support development of additional park, recreation and open space facilities to satisfy increased demand and mitigate impacts resulting from residential development by requiring payment of park impact fees, land dedication, construction of on-site or off-site park improvements, or other effective mitigation measures.

Policy PRO2F

Take advantage of all outside sources of funding and assistance, including county, state and federal agency programs, and volunteer donations, for park and recreation projects and programs.

Policy PRO2G

Encourage private business and community-based organizations to develop recreational opportunities for neighborhoods and for the community. Where appropriate and economically feasible, the City should support specialized facilities and special interest recreational facilities that are also of interest to the general population.

Policy PRO2H

Continue the City's commitment to build and maintain parks and recreation facilities to meet established level of service standards.

Policy PRO2I

Evaluate acquisition opportunities against the following criteria to mitigate City risk and clearly measure benefits to the City:

- How well the acquisition responds to an urgent need or opportunity;

- Whether the acquisition is necessary to fulfill a legal, contractual or other requirement;
- Whether the acquisition is consistent with the PROS Plan, Comprehensive Plan and any other applicable plans;
- How the opportunity responds to health and safety issues;
- What would be the costs and potential funding opportunities;
- The level of public support for the acquisition;
- Whether the project is ready;
- What the implications would be from deferring or postponing acquisition;
- What the benefits would be to other capital projects, existing parks, systems, facilities, services or service deliveries;
- What the impacts would be to maintenance and operations;
- How many City residents would be served and in what area;
- What the impacts to historically marginalized communities would be; and
- Whether the acquisition would provide pedestrian, bicycle and vehicle accessibility.

Community Involvement

GOAL PRO3

Invite, encourage, and involve the entire community, including the business community and other private entities, public agencies, non-governmental organizations (NGOs) and community-based organizations (CBOs) or volunteer organizations 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.

Policy PRO3B

Identify lands of regional significance for retention as parks or open space through a cooperative process involving University Place residents, landowners, conservation and coalition groups, and other cities, government and regional agencies.

Policy PRO3C

Continue to inform the public about parks and recreation activities and programs through the City's newsletter, webpage, cable access, brochures and other means, with particular attention to informing communities lacking access to internet service and/or use.

Policy PRO3D

Promote collaboration among various public agencies, private entities, and community based organizations in developing and using the community's recreational and cultural capabilities. Secure funding from these agencies and entities and support shared use of facilities to help meet the community's recreational and cultural needs.

Policy PRO3E

Encourage donations of park and open space land and improvements that help implement the Parks, Recreation and Open Space Plan. Review these potential donations for suitability in light of City priorities and long-term maintenance obligations. Encourage donations and support, including sponsorships, for recreation programs.

Policy PRO3F
Support a close working relationship between the City and local schools to provide the best possible level of park and recreation service. Encourage shared use of school buildings and playfields for community-oriented recreational programs and employ cooperative agreements on maintenance to achieve cost savings for the City and schools.

Policy PRO3G
Utilize interlocal agreements and other formal and informal agreements with schools to secure community access to recreational facilities and programs that will help meet long-term recreational programming needs.

Policy PRO3H
Encourage cooperation between public, and private groups for planning and use of recreational facilities. Draw support from volunteer groups, private community clubs, community-based organizations, and businesses that operate facilities and recreation programs. Cooperate with these groups to extend opportunities for local residents and employees and reduce duplication. Take advantage of mutual support and partnerships to increase the success of grant applications for facilities and establish funding and staffing for programs that cannot be provided with City funding.

Access To Parks

GOAL PRO4

Encourage the provision of safe, affordable and convenient access to recreational lands, facilities, and programs.

Policy PRO4A
Establish major recreational facilities that generate large amounts of traffic on sites adjacent to arterials that include pedestrian, bicycle and transit route facilities that support accessibility for a wide spectrum of users.

Policy PRO4B
Provide safe parking at parks and recreational facilities that commonly draw crowds arriving by automobile or bicycle.

Policy PRO4C
Provide recreational opportunities free from discrimination and other barriers to participation, particularly for historically underserved communities. At a minimum, meet or exceed Americans with Disabilities Act (ADA) requirements. Policy PRO4D

Provide park and recreational facilities that will be accessible to all segments of the population regardless of race, social, physical ability, or social or economic status through: careful modification of features to improve accessibility; installation of benign and supportive features such as well-designed railings, benches and other seating with arms, and protective cover from the elements; consideration for adopting walking distance accessibility standards; and application of the following universal design principles when there is an opportunity to do so:

- Equitable Use – The design is useful and marketable to people with diverse abilities;

- Flexibility in Use – The design accommodates a wide range of individual preferences and abilities;
- Simple and Intuitive Use – Use of the design is easy to understand, regardless of the user experience, knowledge, language skills, or current concentration level;
- Perceptible Information – The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities;
- Tolerance for Error – The design minimizes hazards and the adverse consequences of accidental or unintended actions;
- Low Physical Effort – The design can be used efficiently, comfortably, and with minimal fatigue; and
- Size and Space for Approach and Use – Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility.

Facility Development And Maintenance

GOAL PRO5

Create, maintain, and enhance park, recreational, and cultural facilities in response to changing uses, recreation trends, and improved operational efficiency.

Policy PRO5A

Periodically review park and recreation facilities to determine if the public's needs are being met and to make changes as necessary to meet those needs effectively and efficiently. Review park and recreation staffing, programming and operations periodically to evaluate safety, efficiency, and gaps between actual and desired levels of service.

Policy PRO5B

Support volunteer and civic groups, and community-based organizations to take part in appropriate stewardship of public parks and recreation resources, including periodic maintenance and improvement of park facilities.

Policy PRO5C

Provide clean, safe, and attractive parks for public use through a maintenance program that matches the intensity of use and character of the park and facilities.

Human Resources

GOAL PRO6

Support professional parks and recreation staff that effectively serves the entire community.

Policy PRO6A

Encourage teamwork through communications, creativity, positive image, risk-taking, sharing of resources, and cooperation toward common goals.

Historical And Cultural Resources

GOAL PRO7

Identify and support the preservation of lands, sites and structures that have historical or cultural significance.

Policy PRO7A
Seek opportunities to identify, commemorate and preserve the City's historical and cultural resources.

Policy PRO7B
Enhance the cultural environment in the community by promoting the creation and placement of art in various public venues throughout the City.

Policy PRO7C
Identify and designate significant historical and cultural resources for preservation and enhancement.

Policy PRO7D
Support public education programs regarding historic, archaeological and cultural land sites and structures as a means of raising public awareness of the value of maintaining these resources.

Policy PRO7E
Coordinate and cooperate with local, state and national historical and cultural preservation organizations to achieve community goals and objectives.

Policy PRO7F
Promote and support local non-governmental organizations and community-based organizations that support, enhance, and leverage funds for historical and cultural significance in alignment with the City's PROS Plan and Comprehensive Plan.

Parks, Open Space And Greenbelts

GOAL PRO8

Develop and maintain parks, , open spaces, and greenbelts, recognizing that these are an integral part of the City's infrastructure, character, and quality of life.

Policy PRO8A
Maintain and enhance greenbelts as natural features that preserve wildlife habitat and corridors found in the community in order to balance the intensity of development and integrate natural elements into the community's built environment.

Policy PRO8B
Encourage, and support where practical, the connection and linkage of parks, open spaces and greenbelts.

Policy PRO8C
Provide usable open space in the Town Center, now known as Village at Chambers Bay, mixed use and commercial areas.

Civic Facilities

GOAL PRO9

Provide a range of spaces and places for civic functions such as public meetings, ceremonial events, and community festivals.

Policy PRO9A
Create and make broad use of public spaces throughout the City.

Policy PRO9B
Support the inclusion of public art in public spaces.

Policy PRO9C
Support community volunteerism in public beautification projects.

Policy PRO9D
Explore partnerships with the private sector to develop public spaces.

Glossary

Accessory Dwelling Unit. An ADU is a small, self-contained residential unit built on the same lot as an existing single family home. ADUs may be built within a primary residence or detached from the primary residence.

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 commonly defined residential housing whose monthly costs, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

(a) For rental housing, 60 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development; or

(b) For owner-occupied housing, 80 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Affordable Workforce Housing. affordable housing development for households at 50-80% of the area median income.

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.

Area Median Income. The household income for the median, or middle, household in a city, county or region. The U.S. Department of Housing and Urban Development calculates median income for each metropolitan region. These are used to determine income limits for government affordable housing programs.

> **Low-income household means** a single person, family, or unrelated persons living together whose adjusted income is at or below eighty percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.
>
> **Very low-income household** means a single person, family, or unrelated persons living together whose adjusted income is at or below fifty percent of the median household income adjusted for household size, for the county where the household is located, by the United States department of housing and urban development.

Extremely low-income household means a single person, family, or unrelated persons living together whose adjusted income is at or below thirty percent of the median household income 2 adjusted for household size, for the county where the household is located, as reported by the United States department of housing and urban development.

Aquaculture. Popularly known as fish farming, aquaculture is the culture or farming of food fish, shellfish, or other aquatic organisms.

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 used 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. 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 of consumer goods. Commercial and office developments are not necessarily mutually exclusive.

Complete Streets. Street designs that support safe and convenient access for all users. Complete streets may include a mix of design elements including sidewalks, bike lanes, special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, landscaped median islands, accessible pedestrian signals, curb extensions, relatively narrow travel lanes, and roundabouts.

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.

Cost burden. A household is considered cost burdened if it pays more than 30% of its income on housing. This includes rent or mortgage payments, and utilities. A household is considered severely cost burdened if it pays more than 50% of its income on housing.

Coordination. Consultation and cooperation among jurisdictions.

Cottage Housing. This refers to a grouping of small, single family dwelling units clustered around a common area and developed with a coherent plan for the entire site.

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.

Displacement. The involuntary relocation of current residents or businesses from their current residence. This is a different phenomenon than when property owners voluntarily sell their interests to capture an increase in value. Physical displacement is the result of eviction, acquisition, rehabilitation, or demolition of property, or the expiration of covenants on rent- or income-restricted housing. Economic displacement occurs when residents and businesses can no longer afford escalating housing costs. Cultural displacement occurs when people choose to move because their neighbors and culturally related businesses have left the area.

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.

Dredging. Removal or displacement of earth such as gravel, sand, mud or silt from a stream, river, bay, or other water body for the purposes of deepening a navigational channel or to obtain the materials for other uses.

Duplex. A single structure containing two dwelling units, either side by side or one above the other.

Emergency Housing: RCW 84.36.043, Provides housing and supportive services to homeless person or families for up to 60 days

Emergency Shelter: RCW 36.70A.030, a facility that provides a temporary shelter for individuals or families who are currently homeless. Emergency shelter may not require occupants to enter into a lease or an occupancy

agreement. Emergency shelter facilities may include day and warming centers that do not provide overnight accommodations.

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.

Green Infrastructure: RCW 36.70A.030, a wide array of natural assets and built structures within an urban growth area boundary, including parks and other areas with protected tree canopy, and management practices at multiple scales that manage wet weather and that maintain and restore natural hydrology by storing, infiltrating, evapotranspiring, and harvesting and using stormwater.

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.

Housing affordability. Refers to the balance (or imbalance) between incomes and housing costs within a community or region. A common measurement compares the number of households in certain income categories to the number of units in the market that are affordable at 30% of gross income.

Housing need. The amount of housing needed to ensure there are affordable, accessible, healthy, and safe housing choices for all residents. Need is often expressed as the number of units needed a various income thresholds.

Impact Fees. RCW 82.02.090 means a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new 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 an adequate commercial transportation system of roadways, rail system, and air freight.

In Stream Structures. Structures that serve to impound or divert water for purposes such as flood control, recreation or fisheries enhancement.

Inclusionary Zoning. Ordinances may require developers to set aside a percentage of the units in housing developments for low- and moderate-income residents. Most inclusionary housing programs offer density bonuses or other incentives to offset the developer's project costs and compensate for providing affordable units, which may otherwise yield reduced profits. This approach enlists private sector help in contributing to the affordable housing supply, and reduces segregation of affordable and market-rate housing.

Jobs-to-housing balance: WAC 365-196-410: the number of jobs in a city or county relative to the number of housing units

Joint Planning. Cooperative planning that occurs between jurisdictions in areas of mutual concern to ensure consistency in planning.

Land Use. The use of any piece of land, including vacant. The way in which land is being used is land use.

Landfill. The creation of dry upland area by the filling or depositing of sand, soil, gravel or other suitable materials (not solid waste) into a shoreline area to create new land, tideland, or submerged lands waterward of the ordinary high water mark, or on uplands or wetlands in order to raise the elevation.

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.

Linear Park. A park in an urban or suburban setting that is substantially longer than it is wide. Linear parks may use strips of public land next to streams, highways, railroads and shorelines. Arterial streets that have well developed landscape planter strips with street trees coupled with sidewalks or pedestrian pathways may be considered linear parks and can function as extensions of a community's pedestrian and bicycle trail system. Linear parks are often described as greenways.

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.

Marinas. Facilities that provide boat launching, storage, supplies, and services for small pleasure craft and commercial fishing.

May. An option, possibility, or permission.

Mining. The removal of naturally occurring materials from the earth for economic use.

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.

Multifamily. 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 Paths. Includes both paved and unpaved sidewalks, paths and trails that connect various areas in the City to promote better pedestrian circulation. For example, a pedestrian path would connect a residential subdivision to a school or retail center.

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.

Permanent Supportive Housing: RCW 36.70A.030, subsidized, leased housing with no limit on length of stay that prioritizes people who need comprehensive support services to retain tenancy and utilizes admissions practices designed to use lower barriers to entry than would be typical for other subsidized or unsubsidized rental housing, especially related to rental history, criminal history, and personal behaviors. Permanent supportive housing is paired with on-site or off-site voluntary services designed to support a person living with a complex and disabling behavioral health or physical health condition who was experiencing homelessness or was at imminent risk of homelessness prior to moving into housing to retain their housing and be a successful tenant in a housing arrangement, improve the resident's health status, and connect the resident of the housing with community-based health care, treatment, or employment services. Permanent supportive housing is subject to all of the rights and responsibilities defined in chapter 59.18 RCW.

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.

Railroad. A surface linear passageway with tracks for train traffic.

Recreation. The refreshment of body and mind through forms of play, amusement, or relaxation."

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.

Special Needs Housing. Housing arrangements for populations with special physical or other needs. These populations include: the elderly, disabled persons, people with medical conditions, homeless individuals and families, and displaced people.

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.

Transitional Housing: RCW 84.36.043, transitional housing is a facility that provides housing and supportive services to homeless individuals or families for up to two years. The primary purpose is facilitating the movement of homeless persons and families into dependent living.

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 2050. The regional growth strategy adopted by the Puget Sound Regional Council in 2020 centers the needs of people, effective transit investments, and sustaining a healthy environment, thriving communities and strong economies.

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.

Vulnerable populations: RCW 36.70A.030, population groups that are more likely to be at higher risk for poor health outcomes in response to environmental harms, due to: (i) Adverse socioeconomic factors, such as unemployment, high housing and transportation costs relative to income, limited access to nutritious food and adequate health care, linguistic isolation, and other factors that negatively affect health outcomes and increase vulnerability to the effects of environmental harms; and (ii) sensitivity factors, such as low birth weight and higher rates of hospitalization. Vulnerable populations" includes, but is not limited to:

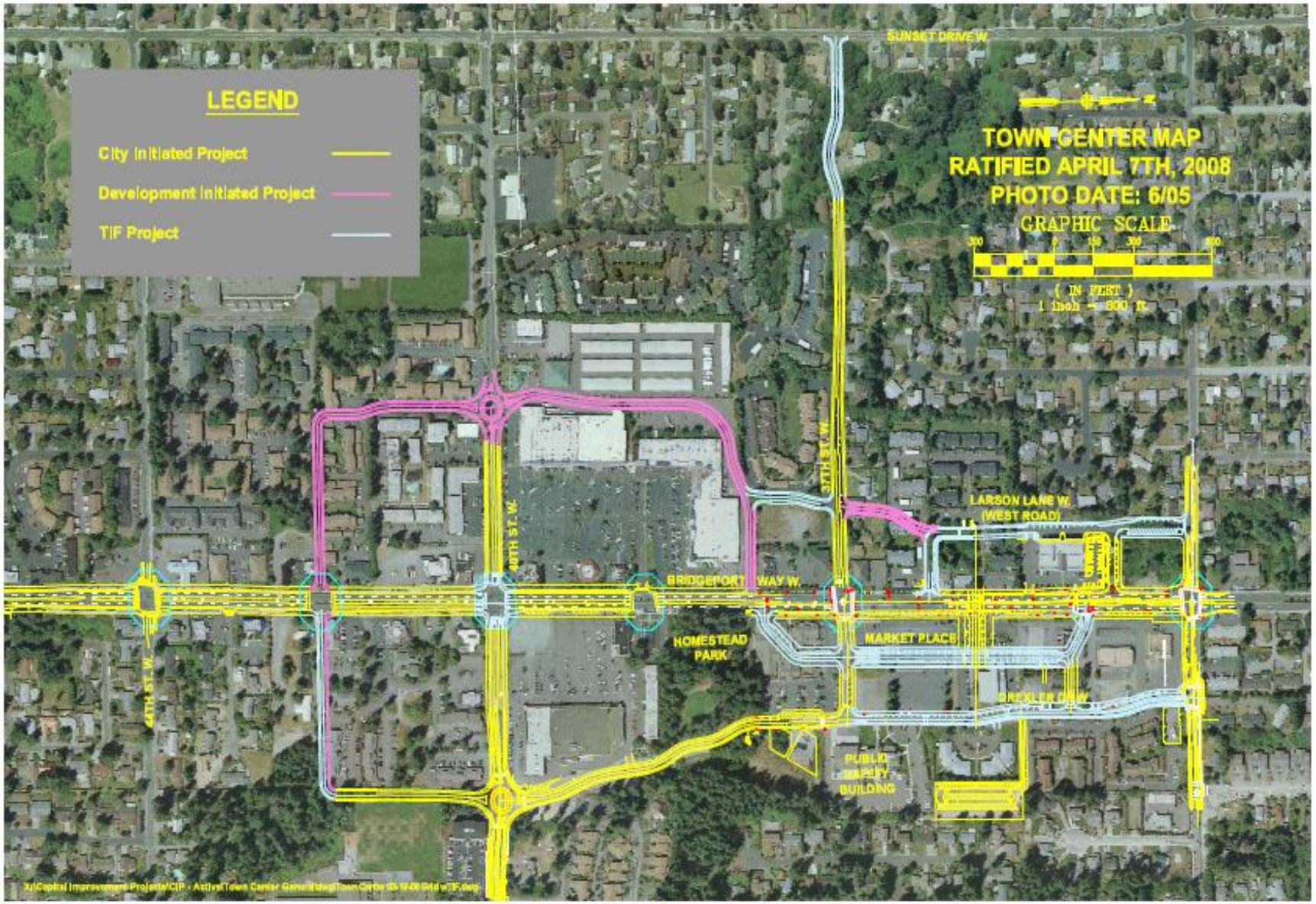
(i) Racial or ethnic minorities;

(ii) Low-income populations; and

(iii) Populations disproportionately impacted by environmental harms.

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”.


LEGEND
City initiated Project
Development initiated Project
TIF Project
TOWN CENTER MAP
RATIFIED APRIL 7TH, 2008
PHOTO DATE: 6/05
GRAPHIC SCALE
(IN FEET)
1 inch = 300 ft.
SUNSET DRIVE W.
35TH ST. W.
40TH ST. W.
LARSON LANE W.
(WEST ROAD)
BRIDGEPORT WAY W.
HOMESTEAD PARK
MARKET PLACE
PUBLIC SAFETY BUILDING

Comprehensive Storm Drainage Plan

This is a separate document incorporated by reference into the Comprehensive Plan. To obtain copies of the document, contact the City of University Place.

Parks, Recreation and Open Space Plan

This is a separate document incorporated by reference into the Comprehensive Plan. To obtain copies of the document, contact the City of University Place.

Acknowledgements

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